TOSYALI Demir Çelik

TOSYALI DEMİR VE ÇELİK A.Ş.

TOSYALI ISKENDERUN PORT DANGEROUS CARGO HANDLING GUIDE

PREPARATION DATE: 27.04.2022

Prepared By Hasan akdemir
(See Revision Page for Revisions)

Mehmet Selçuk Dönmez

Port Manager

REVISION PAGE

Sequence No.	Revision Number	Content of the Revision	Revision date	Revision Maker	
				Name and surname	Signature
1	01	Facility information form, institution names, Annex-22 Hot work procedure have been revised	07.12.2022	Hasan AKDEMIR	
2	02	Facility information form, site plan, fire plan updated	05.04.2023	Hasan AKDEMIR	
3	03	Facility information form and hazardous cargo handling officers have been updated.	15.04.2025	Hasan AKDEMIR	
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CONTENTS

1. LOGIN:

When dangerous goods are handled or stored at the entrance to the port and in the port areas, general safety and security should be ensured, the load is surrounded, safety measures are taken for all persons in or near the port area, and the protection of the environment should be checked.

1.1 General of the facility informations:

FACILITY INFORMATION FORM

1	Facility operator name/title	TOSYALI Demir ve Çelik A.Ş.		
2	Contact information of the facility operator (address, phone, fax, e-mail and web page)	TOSYALI Demir ve Çelik A.Ş Azganlık Mah. Liman Küme Evleri No:9/5 Sarıseki İskendurun/HATAY Tel: 0 326 656 28 90 Fax: 0 326 656 21 35 www.tosyaliholding.com.tr		
3	Facility name	TOSYALI DEMİR ÇELİK A.Ş (Port Branch)		
4	City where the facility is located	HATAY		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	TOSYALI Iron and Steel Co. Inc. Organ. Singing. Plenty. Sarıseki İskendurun/HATAY Tel: 0 326 656 28 90 Fax: 0 326 656 21 00 www.tosyaliholding.com.tr		
6	Geographical region of the facility	EAST MEDITERRANEAN		
7	Port Authority and contact details of the facility	Iskenderun Regıonal Port Authority Address: Çay Mah. 5th of July Cad. Iskenderun Tel:0 326 613 27 40 – 614 11 92 Fax : 0 326 614 02 26		
8	Municipality to which the facility is affiliated Presidency and contact details	HATAY BB Iskenderun Municipality Tel : 0 326 614 16 66		
9	Free Zone where the facility is located or Name of Organized Industrial Zone	Iskenderun 2nd Organized Industrial Zone		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	24.10.2023		
11th	Operating status of the facility (X)	Own load and additional 3rd party (X)	Own load (…)	3rd Party (….)
12	Name and surname of the facility manager, contact details (phone, fax, e- mail)	Mehmet Selçuk DÖNMEZ Tel: 0 533 930 89 94 Fax: 0 326 656 21 35 selcuk.donmez@toscelik.com.tr www.tosyaliholding.com.tr		

13	Name and surname, contact details (phone, fax, e-mail) of the facility's dangerous goods operations officer	Öner Asım URTEKIN Tel: 0 533 571 93 29 Faks: 0 326 656 21 35 asim.urtekin@toscelik.com.tr
14	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail)	Hasan AKDEMIR Tel: 0 534 368 73 75 hasan@atasarmuhendislik.com.tr
15	Marine coordinates of the facility	38°41'42 N - 36° 11' 10'' E
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	• DANGEROUS SOLID BULK LOADS • Scrap LOADS
17	Dangerous goods handled at the facility (loads in 16th article will be written separately. Additional cargo request will be sent to the port authority with the ANNEX-1 function. It will be added to DCHG when appropriate.)	Coal Petroleum coke Lignite Coal Scrap Ferrosilicon Seed Meal Quicklime
18	Classes for handled cargo subject to IMDG Code	There is no packaged dangerous cargo handled subject to the IMDG Code.
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Coal- GROUP: B(andA) Petrocoke- Group : B Lignite Coal- Group : A and B Ferrosilicon- Group : B – UN 1408 Seed Meal - Group : B UN 1386 VE 2217 Quicklime- Group : B Scrap- Group : C
20	Types of ships that can approach the facility	General Cargo, Bulk Solid
21	Distance of the facility to the main road (km)	2 km.
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes / No)	no
23	Name of nearest airport and facility distance (kilometers)	Çukurova Airport is 160 km. Hatay Airport 80 km
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	20.000.000 (Ton/Year)
25	Scrap handling at the facility not done	being done
26	Is there a border gate? (Yes No)	Yes
27	Is there a bonded area? (Yes No)	Yes
28	cargo handling equipment and capacities	MOBILE CRANE Crawler - 2 pieces of 25tons Crawler - 4 pieces of 30 tons with

		Crawler - 4 pieces of 40 tons with rubber wheels - 1 piece of 18 tons rubber wheels - 1 piece of 20 tons rubber wheels - 1 piece of 124 tons Rubber Wheel – 1 unit of 140 tons Loader – 3,5m3
29	Storage tank capacity (m ^{3})	no
30	Open storage area (m ^{2})	45,000 (m ^{2})
31	Semi-closed storage area (m ^{2})	0 (m ^{2})
32	Closed storage area (m ^{2})	16.100 (m ^{2})
33	Determined fumigation and/or de- fumigation area (m ^{2})	No phimulation.

34	Guidance and tugboat services provider's name/title contact details	UZMAR UZMANLAR DENİZCİLİK TİC.SAN.LTD.ŞTİ. ARPAŞ KLAVUZLUK VE RÖMORKOR HİZ.İNŞ.SAN.VE TİC.A.Ş. ANADOLU KALVUZUK A.Ş	
35	Has a Security Plan been created? (Yes No)	Yes	
36	Waste Reception Facility capacity (This section will be arranged separately according to the waste accepted by the facility)	Waste Type	Capacity (m ^{3})
		sludge	120 (m ^{3})
		Bilge	120 (m ^{3})
		dirty water	60 (m ^{3})
		Rubbish	36 (m ^{3})
		Waste oil	60 (m ^{3})

37 Dock/pier etc. properties of fields

Dock / Pier No	Height (meter)	Width (meter)	Maximum water depth (meters)	Minimum water depth (meters)	The largest ship tonnage and length to berth (DWT or GRT - metre)
Dock No-1	300	35	26	20	200.000 DWT
Dock No-2	300	35	26	20	200.000 DWT
Dock No-3	260	35	20	13	120.000 DWT
Dock No-4	260	35	20	13	120.000 DWT
Dock No-5	230	35	13	7,4	60.000 DWT
Dock No-6	230	35	13	7,4	60.000 DWT
Dock No-7	300	35	26	16	200.000 DWT
Dock No-8	300	35	26	16	200.000 DWT
Dock No-9	250	35	16	11	80.000 DWT
Dock No-10	250	35	16	11	80.000 DWT
Dock No-11	200	35	13	11	40.000 DWT
Dock No-12	200	35	13	11	40.000 DWT

Pipeline name (if available on site)	Number (piece)	Length (metre)	Diameter of (inch)
Not Available			

1.2 Dangerous Goods Handled and Temporarily Stored at the Port Facility

Related Loading/Discharging, Handling and Storage Procedures:

Among the cargoes defined as Class 1 explosive materials, Class 7 radioactive materials, Class 6.2 infectious substances in the IMDG Code, some cargoes included in the packaging group I are not taken to the shore facility. These cargoes are called as unacceptable dangerous goods and they are operated as transit cargo if the Authorized Authority has permission. Loading and unloading is done in a special area at the coastal facility, and they are shipped away without waiting at the coastal facility.

Bulk Coal, Lignite coal, Petrocoke, Quicklime, Ferro-silicone, Seed Meal and group "C" in the characteristic table from the cargoes that are group "B" and "AveB" in Annex-1 within the scope of the IMSBC Code. scrap is handled. Dangerous goods without a permit cannot be handled at the coastal facility. When bulk cargoes included in the scope of dangerous goods are to be handled, a handling procedure is established, necessary precautions are taken, added to the guide, and the handling is done after obtaining the necessary permission from the port authority.

No storage of dangerous solid bulk cargoes is carried out in our facility.

The Handling Procedure of Dangerous Solid Bulk Cargoes handled in our facility is as in Annex-19. The Handling Procedure of Scrap Cargo handled in our facility is as in ANNEX-20.

1.2.1 Hazardous Handling at Our Coastal Facility According to IMSBC Code Loads:

In our facility, the cargoes subject to the IMSBC Code are stored only in the open area. While determining the temporary storage areas, the administrative buildings, neighboring facilities, the characteristics of the dangerous goods in these facilities, and rapid access opportunities for intervention are taken into account.

Handled loads are as follows. In case of acceptance of a new load, the dangerous goods guide will be revised and the procedure for the load to be handled will be established.

FAME	NAME AND DESCRIPTION	CLASS	GROUP
MHB	COAL	-	B(AveB)
MHB	lignite coal	-	B
MHB	PETRO-COKE	-	B
MHB	QUICKLIME	-	B
UN 1408	FERROSILICON	4.3(6.1)	B
UN 1386 AND UN 2217	SEED MEAL (SEED CAKE)	4.2	B

1.2.2 Regarding Handled and Temporary Stored Cargoes Delivery/Evacuation Procedure

Hazards of Dangerous Solid Bulk Cargoes to be handled at the Port Facility are specified in the relevant MSDS and IMSBC Code provisions. However, regardless of the nature of the dangerous goods, the following general issues will be respected;

- If the material to be evacuated has come from abroad, the evacuation cannot be started before the customs procedures are completed and the evacuation permit is obtained.
- Employees are provided to wear their personal protective equipment, and work cannot be started without informing them to use them according to the Personal Protective Equipment Usage instructions.
- If the vehicles to be loaded are not suitable for loading dangerous goods, loading cannot be done. It is checked whether the front, rear warning and lighting lamps are in working condition. Unsuitable vehicles cannot load without fixing their faults.
- The speed limit of the vehicles in the Port is 20 Km/h.
- The status of ship cranes is learned. If there is a problem, the official is informed. Cargo handling is prevented with a faulty crane.
- Persons who stay up day and night and sleepless are not allowed to work.
- At night, the lighting is controlled. If it is insufficient, it is provided to be illuminated with an additional projector.
- It is ensured that the vehicles enter the bunkers properly.
- Occupational Health and Safety rules are applied in all works.
- According to the characteristics of the Dangerous Goods, it is ensured that the additional protective material is properly worn.
- Dangerous cargo handling areas are monitored for 24 hours without any blind spots, image records are kept for at least 30 days.

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

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

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

Appendix: Safety Data Sheet (SDS)

Dangerous Goods Safety Consultant Coastal Facility Officer

Name/Surname/Signature Name/Surname

Handling Procedures for Handled and Temporarily Stored Dangerous Goods:

1-) IMSBC CODE ATTACHMENT 1 handled in our Port Facility, the following are the points to be considered regarding the dangerous goods within the scope of group "B" and "AveB" in the chart table.

Regarding the dangerous goods within the scope of IMSBC CODE that will arrive at the port;

- The handling time of the dangerous cargo at the coastal facility,
- The requirement for protective clothing during handling and the characteristics of the clothing
- In case of Emergency Response (Fire and Spill), the possibilities of intervention and the risk that may occur,
- Issues such as whether or not a special precaution should be taken regarding the load are decided, and emergency response procedures are taken into account, within the terminal possibilities, by using the equipment and clothing specified during the handling.

Coal, Lignite coal, Petrocoke, Quicklime, Ferro-silicone, Seed Meal, which are subject to the IMSBC Code as Dangerous Goods , are handled in our facility and their temporary storage is only done in the open area. These dangerous goods are not allowed to be stored in closed areas. The handling procedures of these loads are given in Annex-20.

Preparation before handling dangerous cargo

a. Planning and preparations for the handling and temporary storage of dangerous goods arriving at our coastal facility are made by taking into account the information in the preliminary notification and the safety data sheet, and the relevant personnel are informed.

b. In our coastal facility, the responsible unit requests the safety data sheet of the dangerous goods from the cargo person, takes into account the information in the safety data sheet for first aid and precautions to be taken in order to be prepared for emergencies, as well as for handling and temporary storage applications. Necessary notifications are made after consultation with other units that may be related to the subject load and the OHS unit, and actions to be taken/can be taken are determined. The safety data sheet is prepared by the manufacturer of the cargo, by the preparer of the safety data sheet, safety data sheets that do not meet these conditions are not accepted by our shore facility.

c. If the cargo transport unit or package does not have the opportunity to repackage or make it suitable for transportation at the coastal facility, it will not be accepted to the coastal facility.

d. The following issues will be fulfilled in terms of the safety of the coastal facility, employees and ships in the coastal facility in matters such as handling of dangerous goods coming to the coastal facility, keeping them temporarily at the coastal facility, stacking and sorting, and storage.

- A coordination meeting will be held before the dangerous goods are accepted to the coastal facility and the participation of Operation, Site planning, HSE, DGSC and other relevant persons will be ensured at this meeting. (The decision to hold this meeting for the routinely handled dangerous goods accepted to the port can be made by the Operation or HSE / DGSC)
- At the coordination meeting; Regarding the Dangerous cargo/s to be accepted to the port;
  1. Risk arising from dangerous cargo
  2. Interaction with Dangerous goods present in the coastal facility,
  3. Interaction with cargoes planned to be accepted into the coastal facility in the near future, 4. Stacking conditions

5. Decomposition conditions
6. Material and equipment needs in terms of Emergency Response
7. Adequacy of Emergency Response teams
8. Interaction with/from neighboring facilities

If a decision is made to accept the dangerous cargo at the meeting, the management, operation, storage, security and emergency response units are informed and the preparation and acceptance process is started.

In case of the need to inform the Port Authority during the admission to the coastal facility, the situation is reported to the Port Authority in writing along with the reasons.

Storing notifications

The notifications made to our coastal facility are stored physically or electronically for 3 years and are made available for inspections by the Ministry of Transport and Infrastructure, General Directorate of Maritime Affairs or the relevant Port Authority.

Loading Safety: About Transport of Dangerous Goods by Sea and Loading Safety at the coastal facility. According to the 14th article of the regulation, loading is done by following the rules below.

(1) The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.

(2) BLU Code and BLU Manual, Safe Code of Practice for Load Stacking and Safety (CSS Code), Code of Practice for Packing Cargo Transport Units (CTU Code) and Safe Regarding Ships Carrying Timber Cargo on Deck, in order to ensure safe loading of the cargo on the ship. The provisions of the Code of Practice (TDC Code) are complied with.

(3) The stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.

(4) The ship cannot be loaded more than the loading limit considering the loading limit brand. In case of detection of such a situation, the ship is not allowed to sail and administrative action is taken against the ship's person within the scope of Article 22.

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

(6) Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).

(7) It is ensured that the load and ballast water pattern are monitored throughout the loading or unloading operation so that the structure of the ship is not subjected to excessive stress.

(8) Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.

(9) Under adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.

(10) In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules.

(11) All cargoes, cargo units and cargo transport units, excluding solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that

the safety measures regarding loading, stacking, separation, handling, transportation and unloading of cargoes are fully implemented and maintained. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration.

Scrap Loads:

The procedure regarding the dangerous goods within the scope of the IMDG Code handled at our Port Facility is as follows. In addition, in the handling of scrap cargoes, the requirements specified in the ANNEX-5 of the Instruction for Use of the Imported Scrap Radiation Detection System and the "Directive on the Arrangement of the Dangerous Goods Conformity Certificate" are complied with.

Regarding the dangerous goods within the scope of the IMDG Code that will arrive at the port;

- Handling of dangerous cargo at the coastal facility time, during handling properties
- Urgent Intervention in case of (Fire and spill) intervention possibilities and the risk that may occur,
- Issues such as whether or not a special precaution should be taken regarding the cargo are decided and emergency response procedures are taken into account during the handling, using the equipment and clothing specified, within the terminal possibilities. is taken.

If Radioactive material within the scope of IMDG CODE is detected in the scrap material that will arrive at the port;

- A special area where the necessary safety and security measures are taken for the temporary storage of the scrap cargo in case radioactive material is released during the handling period at the coastal facility. was created.
- The area where the radioactive materials are temporarily stored is surrounded by wire fences to prevent unauthorized access, and the entrances are controlled. is done.
- Administrative buildings in the area where radioactive wastes are found are at a safe distance from other facilities adjacent to the facility, and road facilities to perform all kinds of first aid and emergency response when necessary. provides.

He Handling Procedure of Scrap Cargo handled in our facility is as in ANNEX-20.

1.2.3 Storage Procedures of Dangerous Goods Handled in Our Facility

Dangerous goods that come to our facility and are handled by sea are handled as supalan and are only stored in the open area. Dangerous goods are not stored indoors in our facility.

Dangerous loads are not handled and temporarily stored on the ground without taking necessary sealing measures.

- In the safe handling of scrap cargo, the requirements specified in the APPENDIX-20 of the Imported Scrap Radiation Detection System Usage Instruction and the "Directive on the Issuance of the Dangerous Goods Conformity Certificate" are complied with.
- There are no bonded storage areas in our port facility and storage services are available. is not provided.
- All cargo handling in our port facility is in supalan style, and since storage services are not provided, loading and unloading are carried out directly from or to the ship. is done.
- There is no hazardous material storage in the closed area at our port facility.
- Within the scope of the general rules of Tosyalı Port, the Safety Data Sheet is not taken to the port facility, which presents a dangerous cargo or harmful cargo.

2. RESPONSIBILITIES

All measures will be taken at our facility in order to carry out the transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage when an accident occurs, and the responsible authorities and the responsibilities of these authorities are as follows.

Specified responsibilities indicate the responsibilities of the parties while fulfilling the requirements in Articles 14, 15 and 16 of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, Chapter 4.

General responsibilities

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

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

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

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

Responsibilities of the cargo person

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

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

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

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

Responsibilities of the coastal facility operator

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

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

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

ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.

d) It carries out the loading or unloading operation according to the agreement to be

reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.

e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the pier and for handling.

f) Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

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

ğ) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.

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

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

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

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

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

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

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

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

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

ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

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

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

Responsibilities of the ship owner

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

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

c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.

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

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

e) Keeps the current lists of all dangerous goods on board and declares them to the relevant parties upon request.

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

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

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

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

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

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

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

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

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

Dangerous Goods Safety Advisor Responsibilities:

- DGSC authorized under the IMDG Code prepare quarterly reports regarding their responsibilities specified in the regulation and directive and notify this report to the Administration.
- Except for the IMDG code, DGSC have information about the dangerous goods activities in general, about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications, depending on their interest, within the scope of dangerous goods handled at the coastal facility.
- DGSC are present at the shore facility during TYUB inspections and actively participate in the inspections.
- DGSC will arrive at the facility within 2 hours at the latest, when requested by the port authority of the coastal facilities they serve, or in case of emergency, when the dangerous goods stored or handled by the facility and cargo authorities are in operation during the operation.
- DGSC, serving at the coastal facility, prepares the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. There is a signature on the guide.

- The quality management system (QMS) established at the coastal facility is followed by an internal audit at least once every 6 months. QMS covers all work and operations including procedures, nonconformities, risk assessments, near misses, planned maintenance-attitude works, special permits, emergencies.
- It prepares a procedure and checklist in accordance with all national and international rules regarding entry into closed areas and has it approved by the coastal facility operator.

Carrier's responsibilities

- It requests mandatory documents and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- It controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
- It checks that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.
- Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list

The names/surnames and phone numbers of the persons responsible for dangerous goods operations and transactions at our port are given.

Mehmet Selcuk DÖNMEZ	Port Manager	Tel: 0 532 371 84 35
Öner Asım URTEKİN	Chief of Operations	Tel: 0 533 930 89 94
Osman ÖZÇERÇİOĞLU	foreman	Tel: 0 552 214 65 68
İrfan ÖZDEMİR	foreman	Tel: 0 507 120 47 37
Fahri YELIN	foreman	Tel: 0 535 699 41 33
Alper Alparslan SOYLU	Shift supervisor	Tel: 0 530 924 00 95
Murat ALKIS	Shift supervisor	Tel: 0 532 665 06 45
Hüseyin ÖZTOPRAK	Shift supervisor	Tel: 0532 450 20 14
Fatih Bilgin	Shift supervisor	Tel: 0535 711 87 41
Emin TAŞTEKIN	Logistics chief	Tel: 0507 925 16 94
Turgay YILDIRIM	Senior Logistics Specialist	Tel: 0534 427 04 48
Hasan AKDEMIR	Dangerous 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 Dangerous Matter Suitability to the document owner coast plant operators the following to the rules they will comply

- Coast plant operators , dangerous materials , scaffolding or at the dock emptied port in the field as soon as possible without delay in time this substances coast plant outside transfer provides .
- Dangerous matter in handling officer coast plant staff , ship his men and to the load related other official persons , loading , unloading and storage during your load physically and chemical what properties appropriate protector dress wears .
- Dangerous matter handling in the field by fire struggle will people firefighter _ equipment with equipped and fire extinguishers with first aid units and equipment at any time to use ready in the state has .
- Coast plant operators of ships and sea tools urgent cases coast from the premises evacuation to be oriented urgent evacuation plan by preparing port of the presidency to approval presents .
- Coast plant operators , fire , security and safety measures by taking responsible .
- Coast plant operators , this in matter stated considerations port to the presidency by confirming to those concerned announces .
- by sea transported Dangerous to loads Related International Code In the scope of Education and Authorization to the regulation by necessary education and to certificates owner non- personnel , dangerous load handling in their operations and to work and this your operations made to the fields to the entrance permission does not give .

3.2 Facility by the operators to be taken Measures :

In our facility Administration by stated " Dangerous of substances sea way with transporting about of the regulation Article 12 and " Ports Regulation " specified in Article 19 to the rules related aspect received measures below is like .

3.2.1 Explosive , flammable , combustible and other dangerous substances for divided quay , wharf , warehouse and warehouses Dangerous substances bearing your ships loaded and unloading for divided dock and piers :

3.2.1.1 Dangerous substances bearing your ships loaded and unloading for divided dock and piers :

Coast at our facility Dangerous Load handling for 1pc _ dock available . Properties below is like

Dock / Pier No	Height (meters)	Width (meters)	Maximum this depth (meters)	Minimum water depth (meters)	The largest to boat tonnage and length (DWT or GRT - meters)
Dock No-1	300	35	26	20	200.000 DWT
Dock No-2	300	35	26	20	200.000 DWT
Dock No-3	260	35	20	13	120.000 DWT
Dock No-4	260	35	20	13	120.000 DWT
Dock No-5	230	35	13	7,4	60.000 DWT
Dock No-6	230	35	13	7,4	60.000 DWT
Dock No-7	300	35	26	16	200.000 DWT
Dock No-8	300	35	26	16	200.000 DWT
Dock No-9	250	35	16	11	80.000 DWT
Dock No-10	250	35	16	11	80.000 DWT
Dock No-11	200	35	13	11	40.000 DWT
Dock No-12	200	35	13	11	40.000 DWT

In our facility boat acceptance daytime and night is done .

3.2.1.2 Dangerous Substances for Divided Warehouse and Warehouses :

In our facility Dangerous substances for divided warehouse and warehouse available is not .

3.2.2 Dangerous Matter Handling Equipment and Installations :

Coast to our facility incoming dangerous substances loading / unloading mobile with cranes is provided .

3.2.3 Dangerous materials , scaffolding or at the dock emptied to the field storage if not available to do transactions .

Coast at our facility supala aspect handled dangerous items from ship directly to be moved black tools over by loading as soon as possible without delay in time coast plant outside is removed .

Dangerous substances packages and packaging and risk and safety to the measures related information :

Coast IMDG Code in our facility in the scope of packed dangerous loads not handled packaging and packaging is not done

3.2.3 Dangerous matter in handling officer coast plant staff , ship his men and to the load related other official persons , loading , unloading and storage during uses protector dresses :

- Helmet ,
- Trousers ,
- Dust mask ,
- T-shirts,
- Reflective vest ,
- Business shoes ,
- Gloves ,
- Protector dress .

3.2.4 Dangerous matter handling in the field to the fire intervention will teams , this your teams equipment , fire extinguishing systems and first aid units :

Coast at our facility by fire struggle will be of persons list and duties , fire extinguishing systems and first aid teams with this your teams tasks " Dangerous Matter In " Emergency Plan" is like .

In our facility found by fire struggle team fire Department equipment with equipped and fire extinguishers with first aid units and equipment at any time to use ready in the state are kept .

Coast at our facility found from the fire protection to their systems related informations Dangerous Matter Directory In clause 8.10, 8.11, 8.12 and Dangerous Matter In the Emergency Plan is like .

3.2.5 Coast plant operators by , ship and sea tools urgent cases coast from the premises evacuation to be oriented urgent evacuation plan preparation :

Boat and sea tools urgent cases coast from the facility to be removed oriented urgent evacuation procedure Dangerous Matter In the Emergency Plan is like .

3.2.6 Coast plant operators by to be taken , fire , security and safety to the measures related considerations :

In our facility to the fire related aspect received measures " Emergency Action _ In his plan , dangerous from loads caused to fires against to be taken measures " Dangerous Matter In " Emergency Plan" is like .

In our facility security with relating to received measures , ISPS Code in the scope of prepared " Port plant Security in "Plan" is like .

In our facility received safety to the measures related Matters " Dangerous Matter Guide " is in clause-9 like .

3.2.7 By sea transported Dangerous to loads Related International Code In the scope of Education and Authorization to the Regulation by necessary education and certificates :

Dangerous load handling in operation task area facility staff with the subcontractor to staff bet subject to the regulation According to " General Awareness Training , Mission for Education , Safety Education " planning made and trainings given .

No way dangerous load education did not receive employee dangerous substances in handling task will not take .

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

4.1 Classes of Hazardous Materials:

In our port handled dangerous substances with relating to necessary informations below is like .

FAME	NAME AND DESCRIPTION	CLASS	GROUP
MHB	COAL	-	B(AveB)
MHB	lignite coal	-	B
MHB	PETRO-COKE	-	B
MHB	QUICKLIME	-	B
UN 1408	FERROSILICON	4.3(6.1)	B
UN 1386 AND UN 2217	SEED MEAL (SEED CAKE)	4.2	B

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.

FAME	NAME AND DESCRIPTION	CLASS	PACKAGING GROUP
UN 1386 and 2217	SEED MEAL (SEED CAKE)	4.2	III
UN 1408	FERROSILICON	4.3 (6.1)	III

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:

- Ships carrying dangerous cargo will be berthed to the pier by pilots and tugboats, in accordance with the relevant legislation, day and night, when permitted by the İskenderun Regional 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,
- Communication equipment loading / evacuation in their operations flares up or may explode in the environment safe available in type to be ,
- 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.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1.1 The Coastal Facility keeps the following documents regarding hazardous substances up-to-date.

- SOLAS 1974
- IMDG CODE Volume 1,2 and APPENDIX Book,
- IMSBC CODE, Seaborne Solid Bulk Cargo International Code
- Safe Loading of Bulk Carriers and Code of Practice for Evacuation (BLU) CODE)
- Published in the Official Gazette dated 31/12/2005 and numbered 62040 "About the Safe Loading and Unloading of Bulk Carriers" regulation
- Loading Solid Bulk Cargoes for Terminal Representatives and Evacuation Manual (IMO-MSC/Circ.1160; IMO-MSC/Circ.1230; IMO-MSC.1/Circ.1356)

7.1.2 In order for the Coastal Facility to safely handle the dangerous goods coming to the facility and to take appropriate precautions, it must be done beforehand. submitted documents are required. These documents are below like this;

i. Dangerous Cargo Notification Certificate
ii. Necessary On Board documents
iii. Other Required Documents and Informations
iv. Multi Model Dangerous Cargo form

With the operation registration system used in our Port Facility, the lists of all dangerous goods entering our port facility are recorded as of the date of entry and exit.

7.1.2.1 Dangerous Cargo Notification Certificate:

Dangerous Goods Notification Document" stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment .

Least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area ; Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the port authority in writing, right after their departure from the coastal facility.

The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by road.

In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and he may lose the order of approaching, departing, or passing, if any.

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange)

techniques, the sender information will be produced without delay as a printed document in the required order in this section.

Dangerous Goods Notification Document can be in any form, provided that it contains all the information specified in IMDG Code Section 5.4.

Loading Safety:

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

For cargoes within the scope of IMSBC, in accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of “bulk shipping name” is mandatory in all documents related to the transportation of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient .

Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at shore facilities and to be transported on board:

a) The transportable maximum moisture (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, which are issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the relevant ship. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is taken and stored by the relevant port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.

b) Less than TML while the cargo is on board , the procedures for sampling, testing and controlling the moisture content are prepared by the ship owner, taking into account the provisions of the IMSBC Code. The approval of these procedures and their implementation are controlled by the port authority. The document stating that the procedure has been approved is given to the ship owner.

c) Be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo . Group A cargoes with an MC value greater than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.

ç) TML test is carried out within six months before the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.

d) Sampling and testing for the MC test of Group A cargo should be as close as possible to the date of loading of the cargo on board, and never more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

In case the nature of the cargo is bulk cargo; Information on the stacking factor of the load and trimming practices, as well as additional information on the moisture

content of the load and the permissible humidity values during transport, in relation to condensed loads or other liquefiable loads, will also be provided in the form of a certificate .

LOAD DATA SHEET FOR SOLID BULK LOADS

BCSN	
Loader	Shipping document number
Buyer	Carrier
Transport Vehicle Port/Departure Point	Instructions or other considerations
Port/Destination	
General information about the load (material type / particle size)	Gross mass (kg/ton)
Specifications of the bulk, if any: Stacking factor: Slip angle, if any: Load surface leveling procedures: Chemical properties if potentially hazardous *: * For example Class & UN Number or "MHB"	
group of cargo Groups A and B* Group A* Group B Group C For liquefiable cargoes (Group A and Group A and B cargoes)	Portable maximum humidity Percentage of moisture in shipment
Other characteristics of the load to consider (for example, highly soluble in water)	Additional certificate/certificates * Moisture percentage and portable maximum humidity certificate Ventilation certificate Exception certificate Other (specify) * Where necessary
Declaration I declare that the shipped cargo has been fully and accurately described, and that, in the light of my current knowledge and in my opinion, the test results and other specifications best represent the cargo to be loaded.	Signatory Name Surname / Position, Affiliated Company / Institution Place and date Signature on behalf of the installer

7.1.2.2 Must have on board documents

Each ship carrying dangerous goods and marine pollutants shall have a specific list, manifest or stowage plan with the names and locations of the dangerous goods and marine pollutants. This special list and manifest are in conformity with the documents and certificates required in the IMDG Code. will endure.determined by class and showing the locations of all dangerous goods and marine pollutants , can be used instead of this

special list or manifest.

For dangerous goods shipments; Appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to dangerous goods during transportation . This information will be far from packages containing dangerous goods and will be available immediately in case of an event. Information to be used in emergency response is in the following documents will be found.

- Special list, manifest or dangerous goods declaration in,
- of a separate document, such as a safety data sheet. in,
- Medical First Aid Guide (MFAG) for Use in Accidents Containing Dangerous Goods and Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide) to be used in conjunction with the transport document. in the documents.

7.1.2.3 Other necessary information and documents

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

- Weathering, as required for certain entries in the Dangerous Goods List certificate
- Substance, material or object; A certificate excluding the provisions of the IMDG Code (see separate entries for charcoal, fish meal, seed meal, as);
- For new self-reactive substances and organic peroxides or new formulations of currently assigned self-reactive substances and organic peroxides, a report by the competent authority of the country of origin on the approved classification and transport conditions notification.

7.1.2.4 Multimodal Hazardous Substances form

Multi-Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode.

An example of the Multi-Mode Hazardous Substances Form is as in Annex-18.

7.2 Up-to-date List of All Hazardous Substances in the Coastal Facility Area and Regular and Complete Retention of Other Relevant Information Procedure:

a. Keeping the list of dangerous goods handled in our facility procedure:

When requested, the port facility is obliged to provide information about the class, quantity, emergency response methods and locations of all dangerous cargoes available at the port facility when requested .

The records of dangerous goods handled at our port will be kept by the operations department, including the following information.

- FAME Its number,
- PSN name (Appropriate Post name),

- Class (with Sub-hazards together),
- Packing Group (I, II, III)
- Is a Marine Pollutant is not,
- Buyer,
- Sender,
- Additional Information (Ignition degree, viscosity etc. information),
- stay in port time,

This information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested.

The port facility keeps up-to-date the class and quantity information of the dangerous goods it handles throughout the year and reports it to the port authority in quarterly periods. reports.

b. It is aimed to give instantaneous information about the dangerous goods in the facility or on the ships berthing to the facility, upon request. procedure

Aim

The purpose of this Procedure is to determine how and by whom the dangerous cargo information will be requested from the ships berthing or approaching our Port Facility.

Scope

This procedure is applied if dangerous cargo information is requested from the ships in the Port Facility.

Application

- MSDS forms are requested and examined by us before the dangerous cargo is accepted by our port. Dangerous cargo information from the cargo owner before the meeting. required.

- accepted to the port , a coordination meeting is held on the issues in the general principles regarding the operation of dangerous solid bulk cargoes specified in the Safe Handling of Dangerous Solid Bulk Cargoes Procedure.
- Cargo declaration from the ship if information about dangerous goods is requested before the ship approaches the port after the acceptance of the load. required.

- In addition, if information about dangerous goods is requested before or after the ship berths at the port, the port shift supervisor will directly contact the ship's master via VHF Channel 14/ VHF Channel 16. required.

- If requested, also loading / unloading plan from the captain during loading and unloading required.

- When required by the port shift supervisor, instant information about the dangerous cargo can be obtained from the weighbridge officer or the ship's captain. may be requested.The Dangerous Goods Incoming to the Facility Are Properly Defined, The Correct Shipping Names Of The Dangerous Goods Are Used, have been certified, Safely Into Approved and Regulatory Packing, Container or Cargo Transport Unit, That It Is Packed/Packed, Labeled and Declared Reporting Procedure Specifying Loaded and Moved, Control and Control Results:

7.3.1 Checking the accuracy of the following information on the dangerous goods documents prepared by the sender of the dangerous goods to be accepted to the port in coordination with the planning and operation. they do;

- FAME Its number,
- PSN name (Appropriate Post name),
- Class (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9, with sub-hazards together),
- Packing Group(I, II, III),
- Is a Marine Pollutant is not,
- Additional Information (Ignition degree, viscosity etc. information)

This information is conveyed to the Timekeepers, Field Supervisors, Warehouse Officers, HSE and the personnel who need to know, through the terminals/documents, and the control of the incoming dangerous cargo is ensured.

In case the information from the operation and the cargo carry different information, the Operation is immediately informed and the Shipper is instructed to verify the information about the dangerous cargo / vehicle / container, to correct the missing incorrect label brands. is given.

7.3.2 The maintenance attitude of the tools, equipment and equipment used in the handling and stacking of dangerous goods in our facility :

In our facility, after the first production of all kinds of tools, equipment and equipment used in the handling and stacking of dangerous goods, the maintenance and attitude procedures are carried out and the operations are recorded.

7.4 Procedure for Supply and Possession of Dangerous Goods Safety Data Sheet (MSDS) :

As of January 1, 2014, it is obligatory to have a Dangerous Goods Safety Data Sheet (MSDS) containing the following information, together with the dangerous goods to be transported in all modes of transport (Road, Railroad, Airway and Seaway) by the laws of our country.

- FAME Its number,
- PSN name (Proper Shipping Name) (Required for sea freight)

- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with Sub-hazards)
- Packing Group (I, II, III)
- Is a Marine Pollutant is not,
- Tunnel Restriction Code (for road transport is necessary).

accepted into the port , it is checked that this document is included with the dangerous goods, and the forms are filed by the port shift supervisors.

7.5 Keeping Records and Statistics of Dangerous Goods Procedure:

A report containing information about the dangerous goods handled at our port facility was requested by the Administration to be reported to the Port Authority in quarterly periods.

Statistical evaluations from the records of the dangerous cargo handled annually in our port are made by the trade and operations departments.

The monthly count and control reports of dangerous goods stored in our port area are prepared by the operations department and presented to the management.

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

7.6 Information on Quality Management System

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

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 ability, capability and capacity of the coastal facility to respond to emergencies. its capacity:

8.2.1 Possibility, ability and ability to respond to fire its capacity:

Hazardous Material Emergency Plan.

8.2.2 Possibility, ability and ability to resist leakage and spillage its capacity:

It is as in Annex-14.

8.3 The first to be done for accidents involving dangerous substances related to the intervention regulations:

Accidents that can be caused by dangerous substances in our port facility are in the form of Fire and Spill / Leakage / Spill. Their first response procedures are described in headings 8.3.1 - 8.3.2 and 8.4.

8.3.1 Against fire caused by Dangerous Substances first response methods:

- In case of fire as a result of an accident involving dangerous goods handled at the port facilities, the Emergency Plan (EMS) attached to the IMDG CODE and

IMSBC codebooks will be considered.

- Dangerous goods within the scope of IMDG Code (UN numbered

The measures to be applied in the Dangerous Goods Emergency Plan for Fire caused by loads) are generally as follows.

- FA(General Fire plan)
- FB(Explosives and objects)
- FC(Non-Flammable gases)
- FD(Flammable gases)
- FE (Non-Reacting Combustible with Water) gases)
- FF(Temperature Controlled Self-Reactants and Organic peroxides)
- FG(Reacts with Water Substances)
- FH(Oxidized Potentially Explosive Substances)
- FI(Radioactive Substances)
- FJ(Self-Reactants with Uncontrollable Temperature and Organic peroxides)

- Accidents of the cargo handled in our port facility and

fire , the IMDG Code and IMSBC Code additional tables to be taken into account are as follows

FAME	NAME AND DESCRIPTION	CLASS	GROUP
MHB	COAL	-	B(AveB)
MHB	lignite coal	-	B
MHB	PETRO-COKE	-	B
MHB	QUICKLIME	-	B
UN 1408	FERROSILICON	4.3(6.1)	B
UN 1386 AND UN 2217	SEED MEAL (SEED CAKE)	4.2	B

8.3.2 Flow/leakage/spill caused by Hazardous Substances. can be taken against measures:

- In case of an accidental spillage/leakage/spill involving dangerous goods handled at the port facilities, the Emergency in the IMDG Code annex The Situation Plan (EMS) will be considered.
- The measures to be applied in the emergency plan for spillage/leakage/spill are generally as follows: like this.
  - SA(Tosik substances)
  - SB(Corrosive Substances)
  - SC(Flammable, Corrosive liquids)
  - SD(Flammable liquids)
  - SE(Flammable Liquids, Above Water Floating)
  - SF(Marine water soluble contaminants)
  - SG(Flammable Solids and Self-Reactive Substances Entered
  - SH(Flammable Solids "Flammable Solids" Substances")
  - SI((Flammable Solids “Repackaging) Possible")
  - SJ(Soaked Explosives, Some Self warming up
  - SK(Temperature Controlled Self-Reactive entering
  - SL(Suddenly Combustible and Water-Reactive Substances)
  - SM(Sudden Combustion damage)
  - SN(Active Reactive with Water Substances)
  - SO(Hazardous When Wet) Items “ Uncollectible Items”)
  - SP(Substances Hazardous When Wet) “Substances collected ”)
  - SQ(Oxidized Substances)
  - SR(Organic peroxides)
  - SS(Radioactive Substances)
  - ST(Biologically Hazardous Hazardous Substances
  - WATER(Flammable, Toxic and Corrosive gases)
  - SV(Flammable and Non-Toxic gases)
  - SW(Oxidized gases)
  - SY(Explosive chemicals)
  - SZ(Toxic explosives)

- In the event that the cargo handled at our port facility is involved in an accident and spills/leaks/spills, the following will be taken into consideration from the IMDG CODE Annex tables: like this.

FAME	NAME AND DESCRIPTION	CLASS	GROUP
MHB	COAL	-	B(AveB)
MHB	lignite coal	-	B
MHB	PETRO-COKE	-	B
MHB	QUICKLIME	-	B
UN 1408	FERROSILICON	4.3(6.1)	B
UN 1386 AND UN 2217	SEED MEAL (SEED CAKE)	4.2	B

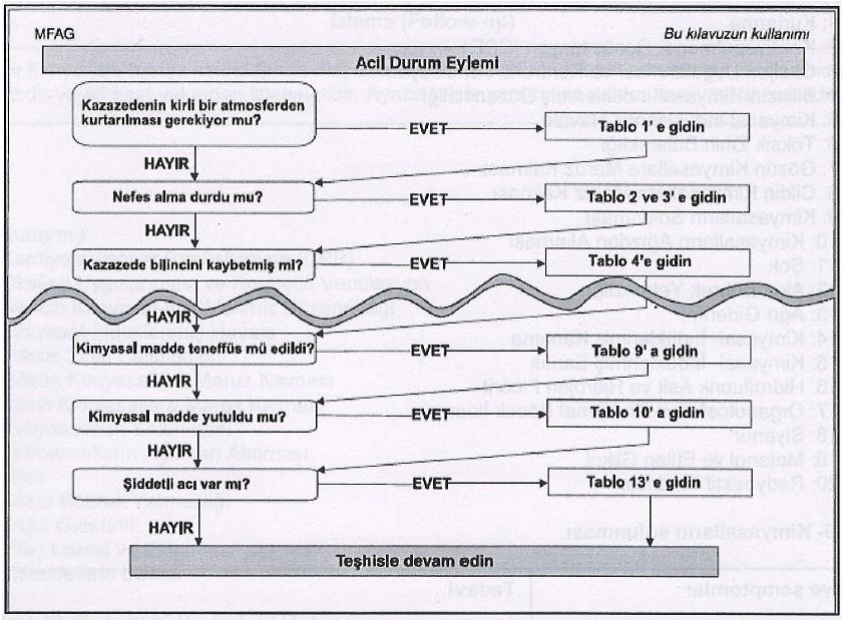
Medical First Aid facilities and capabilities in accidents involving dangerous substances:

In our facility, first aid cabinets are located in the business building and shift supervisor. In emergency situations involving dangerous substances, the first aid guide should be used. The points to be considered while using the guide are as follows.

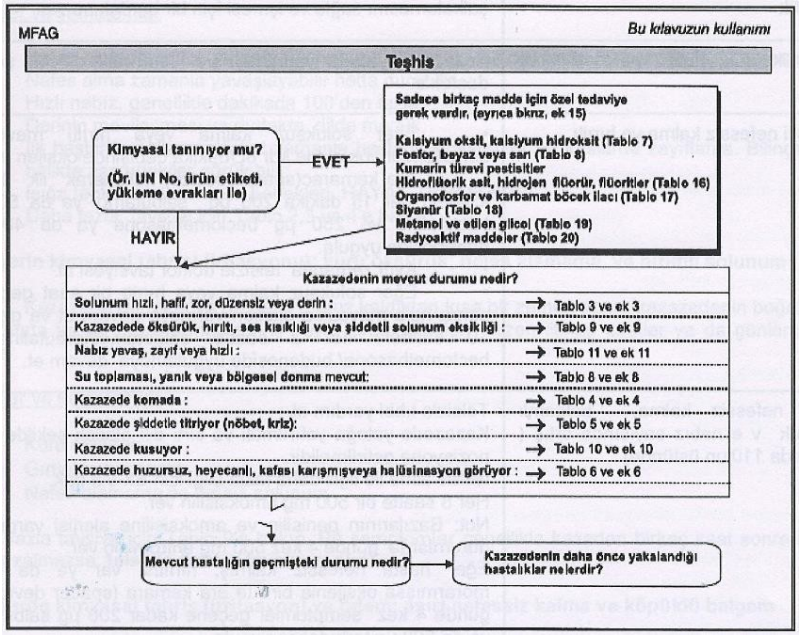
- In case of exposure to dangerous substance, emergency response will be made first.
- Medical first aid guide in 3 steps will be applied.

1.Step : Emergency response and Diagnosis Here Start!
2.Step : Tables consideration get. Tables special short for occasions instructions It contains.
3.Step : Attachments consider Supplements drugs and to be exposed Contains detailed information about chemicals.

8.3.3 When performing an Emergency Response, use the table below. use.



8.3.4 Diagnose the table below use.



8.3.5 The MFAG Tables contain additional information for special cases, and the information on the tables is below. like ..

Table 1: Recovery
Table 2: Cardiopulmonary Resuscitation (CPR)
Table 3: Oxygen Administration and Controlled Ventilation
Table 4: Chemical-Induced Disorder of Consciousness
Table 5: Chemical-Induced Remittance
Table 6: Toxic Mind Blur
Table 7: Eye Exposure to Chemicals
Table 8: Skin Exposure to Chemicals
Table 9: Inhalation of Chemicals
Table 10: Oral Ingestion 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 Fluorite
Table 17: Organophosphate and Carbomate Insecticide
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Substances

8.3.6 About supplements, medications and exposure chemicals provides detailed information. Information on attachments is below. like this.

Appendix 1: Recovery
Appendix 2: Cardiopulmonary Resuscitation (CPR)
Appendix 3 : Administration of Oxygen and Controlled Ventilation
Appendix 4 : Chemical-Induced Disorder of Consciousness
Appendix 5: Chemical-Induced Convulsions
Appendix 6: Toxic Blurring
Annex 7: Eye Exposure to Chemicals
Annex 8: Skin Exposure to Chemicals
Annex 9: Inhalation of Chemicals
Annex 10: Oral Ingestion of Chemicals
Annex 11: Shock
Annex 12: Acute Renal Failure
Annex 13: Pain Relief
Annex 14: Drug List and Equipment
Annex 15: List of Substance

8.3.7 Locations of First Aid Supplies in the Facility and Contents

In case of emergencies or accidents caused by hazardous materials in our Port Facility, the first aid materials to be used for intervention are in the first aid kits in the areas where the shift supervisor and first aid kits are located.

Infirmary First Aid materials content;

Adrenaline AMP IMG	novalgin AMP
aminocardol AMP	Prednol 250 AMP
Atropine AMP 1/2 Mg.	Isoptin Tb. 40 Mg.
jetcaine AMP	dicloron AMP
Avil AMP	Adelex AMP 4 Mg.
Buscopan AMP	Adrenaline 1/2 Mg.
Calcium AMP	jetmonal AMP
Ulcuran AMP	Nevparin 25000 IU 15 ml.
decor AMP	Adalot Crono tb.
largactil AMP	coraspin tb.
Lasix AMP	Ventolin nebul
metpamide AMP	Pulmicort nebul
Sodium bicarbonate	Andolor AMP
Isordil Talet 5 Mg.	redox AMP
Captoril 50 Mg.	Prednol 40 Mg.

The contents of the First Aid kits are as follows;

- Dressing 3 pcs of diapers
- sterile Gaseous Cloth 3 pcs
- Cotton 100 gr.
- Silk patch 1 box
- Baticon Solution 1 bottle (100 c.)
- Band -aid 2 boxes (2x10 piece)

8.4 What to Do Inside and Outside the Facility in Emergency Situations Notifications:

8.4.1 What to do in an emergency notifications;

It is the same as in the Hazardous Material Emergency Plan.

8.4.2 What to do in an emergency at our facility considerations

It is the same as in the Hazardous Material Emergency Plan.

8.5 Reporting of Accidents Procedures:

Accidents/ incidents related to dangerous goods in our facility will be reported to the Port Authority within 3 hours at the latest by using the VHF radio system or other communication tools. Following this notification, a written report containing the opinions

regarding the accident/incident shall be submitted to the port authority within 24 hours at the latest. will be sent.

8.6 Coordination, Support and Cooperation with Official Authorities Method:

The method of coordination, support and cooperation with official authorities is the same as in the Hazardous Material Emergency Plan.

8.7 From the Coastal Facility of Ships and Marine Vehicles in Emergency Situations Emergency Evacuation for Removal Procedure:

ANKAŞ KILAVUZLUK A.Ş. and a protocol was signed stating that the intervention would be carried out by them .

The Detailed Procedure is as in the Hazardous Material Emergency Plan.

8.8 Damaged Dangerous Goods and Wastes Contaminated by Dangerous Cargoes For Handling and Disposal Procedure:

According to the "Material Safety Data Sheet (MSDS)" for each dangerous cargo to be handled in our facility , the instructions given in these forms will be followed for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous goods. Disposal is carried out within the scope of the port emergency procedure and environmental emergency instructions.

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

All damaged cargo or cargo transport units containing dangerous goods will be reported to the Port Authority by the port operator.

8.9 Emergency Drills and Records:

8.9.1 Instructions for Dangerous Goods and Records

- **Practice Practices; In order to be prepared for emergencies within the facility,** the personnel in the emergency organization should be prepared for their duties with various drills. The drills should be carried out with the support of specialist organizations when necessary. Performing and implementing the drills to test the adequacy of the emergency plans and to be prepared for real situations, according to the worst scenarios that may occur in the facility will be planned.
- **Training Scenarios;** In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the port may encounter. Implementation of exercises in the fastest and most effective way in line with the prepared scenarios is provided.
- **Emergency Situation to be held within the port facility Practices;**

be combined ,,

style can

be made,

prepared.

- The port is included in the annual training plans. should be specified.
- In the form of local or general intervention can be planned
- Safety, spill etc. exercise scenarios inside

- Drills with or without notice can be done.
- The drills apply to various emergency scenarios. relies on.
- The drills can be done actually, as well as at the desk, seminar

- Different time, day, season and event for each drill scenarios

- The drills to be held at our port facility are as follows: like this.

  - Fire exercise

8.10 Regarding Fire Protection Systems Informations

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

8.11 Approval, Inspection of Fire Protection Systems, Regarding Testing, Maintenance and Availability Procedures

The fire equipment in the coastal facility is documented every year by the institutions accredited by TÜRKAK as an inspection body for fire protection systems, in accordance with international standards and the Regulation on the Protection of Buildings from Fire, and the certificate is kept valid.

8.12 Fire Protection Systems Not Working What to Take in Cases Measures

In case the fire protection systems do not work in our port facility, firstly the possibilities of using the facilities of the neighboring facility are investigated, and then the local fire department in our region is informed. The incident is intervened by using all the possibilities of the region.

8.13 Other Risk Control Equipment

Other risk control equipment is not available.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Business health and security of the measures Purposes :

In our facility work health and work security of their work their purpose like this We can sort ;

Employees To protect

Business health and security of their work mother its purpose creates . Employees work accidents and job to diseases against preserving spirit and Body size their integrity providing is intended .

Production your safety To ensure

A at the workplace production of safety providing along with your yield increase result because it will give birth especially economic in terms of it is important .

Business your safety To ensure

At the workplace to be taken with measures , work from accidents or insecure and unhealthy study from the environment because may arise machine malfunctions and circuit female smash , explosion events , fire as run the business endanger able to drop situations away since it will be removed business security provided happens .

Employee health and security in applications port of the enterprise target is "0" accident . this target in line with ISG studies carried out , employees continually education by giving and port in the field safe study instructions by keeping raising awareness is provided . Port business responsibility fields in dangerous _ loads in handling to be used all personal protector equipment sufficient number and quality port at any time in to use ready aspect available . In this context ;

Number 6331 Business health and security law and relating to regulations according to Business health and security in the framework of life , property and environment of safety plant in terms of Business health and security Management System (OHSMS) is implemented .

To our port entry-exit making port users' TSE standards appropriate Personal Protector Hardware (helmet , phosphorescent) vest , steel nosed work health security shoes) to wear mandatory .

Dangerous matter in handling officer coast plant staff , load related other official persons , loading , unloading and storage during your load physically and chemical what properties appropriate protector dresses available and the education and in drills / exercises personal protector your equipment use of about dangerous load relating to study making port field to your staff information is given .

Business health security Education

- Employee Firstly work from the beginnings before port in their facilities to the studies oriented basis work security education by taking work head doing .
- This education not including at our facility made to jobs oriented Ergonomics training (Workplace Physician by),
- Urgent cases intervention to be able to for first aid training , fire education , emergency intervention trainings ,
- Field in inner filling and excretion in the field worker staff with chemicals study education ,
- Care to our team they do if oriented high study electrically study etc on matters awareness trainings is carried out .
- These not including work health security specialists by momentary trainings is performed .
- Education records HR department and OHS department with jointly is stored .

Health considerations

Worker and new on the job will make the one which... staff ;

- Lung Graph (Expert physician approved)
- Hemogram (18 parameter)
- Hearing Test (Audiometry) (Specialist) physician approved)
- PFT - Respiration Function Test (Expert physician approved)
- Liver Function Tests (AST, ALT) (Expert physician approved)
- Kidney Function Tests (Urea , Creatine) (Expert physician approved)
- Hunger Blood Candy
- Contagious Diseases that it is not About Report (Hepatitis A, Hepatitis B, Hepatitis C,HIV) (Specialist physician approved)
- Tetanus Vaccine card
- ECG
- Eyelash Peak Report (Expert physician approved)
- Height Balance Report (Night in his shift It can work).

Results to us before reaching work head not done . This not including all staff every year periodic health out of control is passed . Worker in our staff necessary seen cases workplace physician Further examinations is requested

Field security

On the field may be all situations for on staff a piece work security professional has . Business security specialists field in detection that they shortcomings about field

reports by creating these relating to to departments via mail sends . Field Type during detection that he fault their status fault module over care to your team notifies and to the elimination until the one which... process follow-up it does .

Risk analysis

Business health security specialists on site found and employees waiting all risks field in created a with the team detection it does and with these relating to precaution to develop working this minimize risks _ downloads . he made this study at the end missing the one which... education etc statuses detection it does and these resolve for to the studies starts .

Risk analysis in the scope of found is shortcomings and field in their reports detection that they deficiencies in the OHS boards held every month . other board with its members by meeting fixes decision ties and these publications .

Periodic Controls

Field in found all lifting tools , grounding plumbing , fire tubes and lines legal in frames set the one which... in times control makes it and your records stores .

Periodic controls during detection that he shortcomings care to your team reporting as soon as possible in time removal of provides .

Dangerous Business Permissions

Facility in to do the one which... high work , excavation works , closed in containers work etc. on matters to do all works work to their permission subject to whether necessary controls without being done and approval without being given study does not start .

Legal Conditions

Our facility of interest work health and security in matters that all legal regulations formal newspaper OHS department via by follow-up are made .

To accident Near Miss their status

On site come true likely the one which... all near the corner remaining situations employee by reported and OHS department by to the necessary OHS board by moving whether quickly action by taking to be corrected is worked .

Subcontractor Management

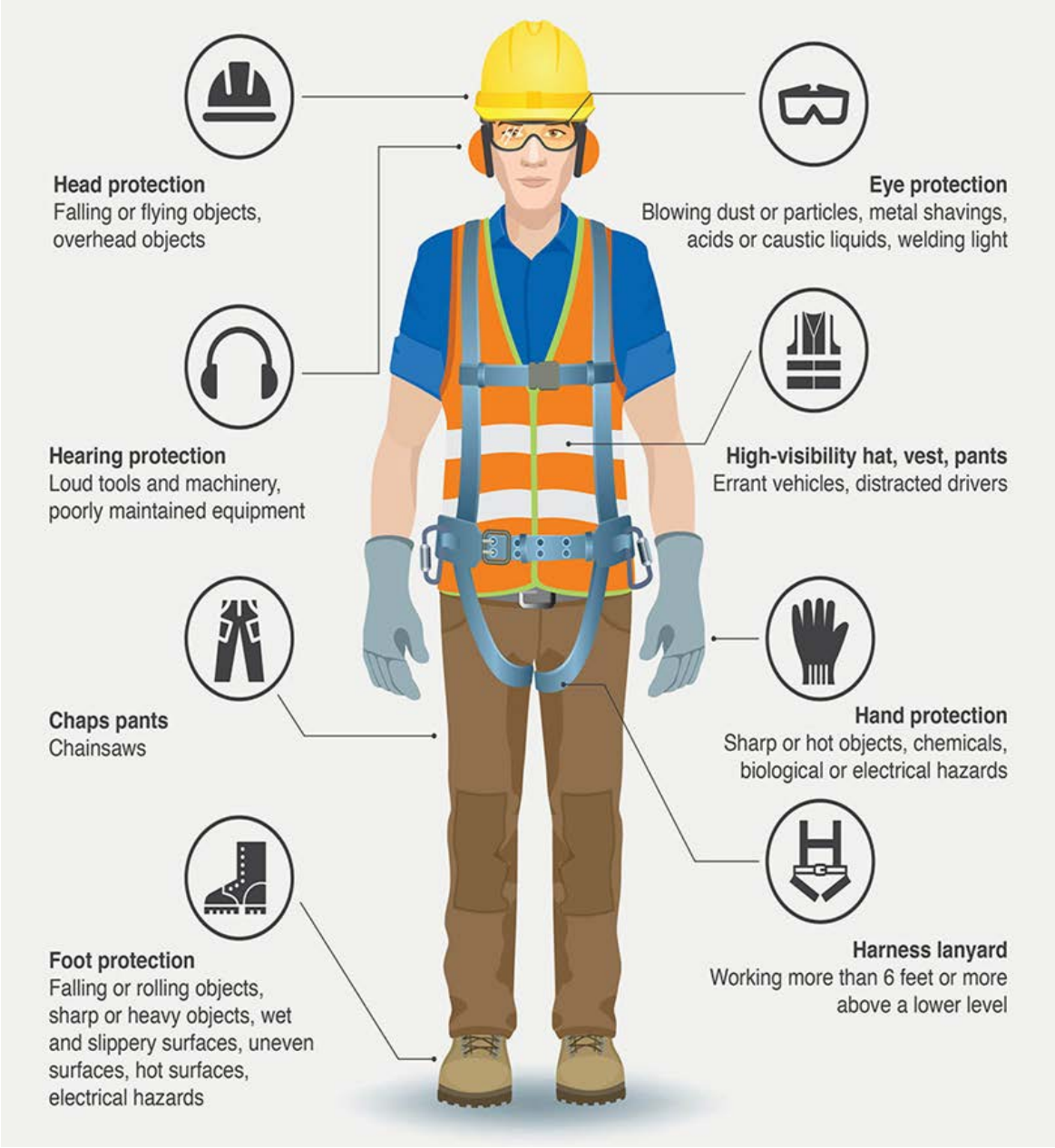
İn-house carried out subcontractor activities in the scope of work health and security requirements of the OHS department by control are made . In this context ;

- Relating to companies work security specialists with being discussed ,
- Workplace of physicians plant visit is provided ,
- of companies relating to records on request (Risk analysis , emergency plans , etc.) under being taken ,
- Necessary shortcomings fixes information for (education , PPE, etc.) being done
- to OHS boards their participation is provided .

9.2 Personal Protector Clothes About Informations with Theseto use for Procedures

Personal protector clothes way stated in standards whether this clothes of which who by will wear indicating the table is in Annex-15 like .

Port In our facility personal protector clothing OHS unit by recruitment being done , related to staff being distributed and controls is done



9.3 Closed neighborhood Login Permission measures and Procedures

Tosyalı coast at the facility handling made dangerous substances closed in the field temporary storage is not done . On board Closed neighborhood Login for the following of the measures taken is control is done .

- Potential dangers set and possible as much as isolated been taken or made secure
- local , toxic or flammable gases remove and locus along sufficient level oxygen to ensure for natural or mechanical by ways thoroughly ventilated ;
- Of your field atmosphere , acceptance can be oxygen levels and accept can be flammable or toxic steam levels to determine for appropriate way caliber been taken with tools appropriate Tested as follows ;
- Field entry for secure taken and appropriate way has been illuminated ;
- Login during to be used about to all sides between appropriate a Contact system on to agreement reached and tested ; _
- A officer , load full is as long as of the field at the entrance to stay instruction given
- Recovery and animation equipment for use ready aspect placed and recovery regulations on to agreement reached ;
- Staff , entrance and next tasks for appropriate way gets dressed and equipped ; and
- Login permission taken .

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:

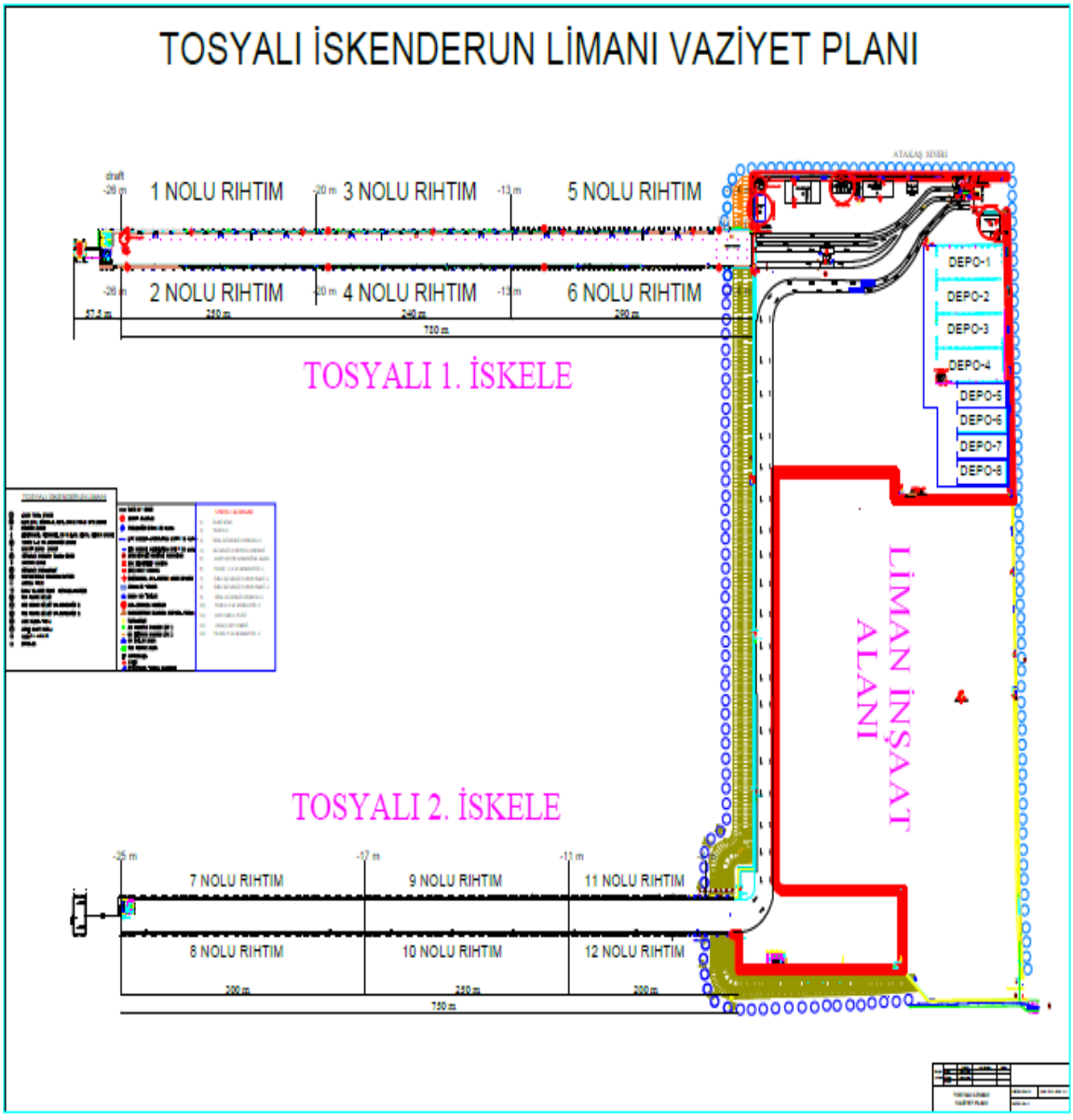
Ships carrying dangerous cargo at the coastal facility will receive the required permission from the Harbor Master for cold and hot work and will inform the coastal facility.

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

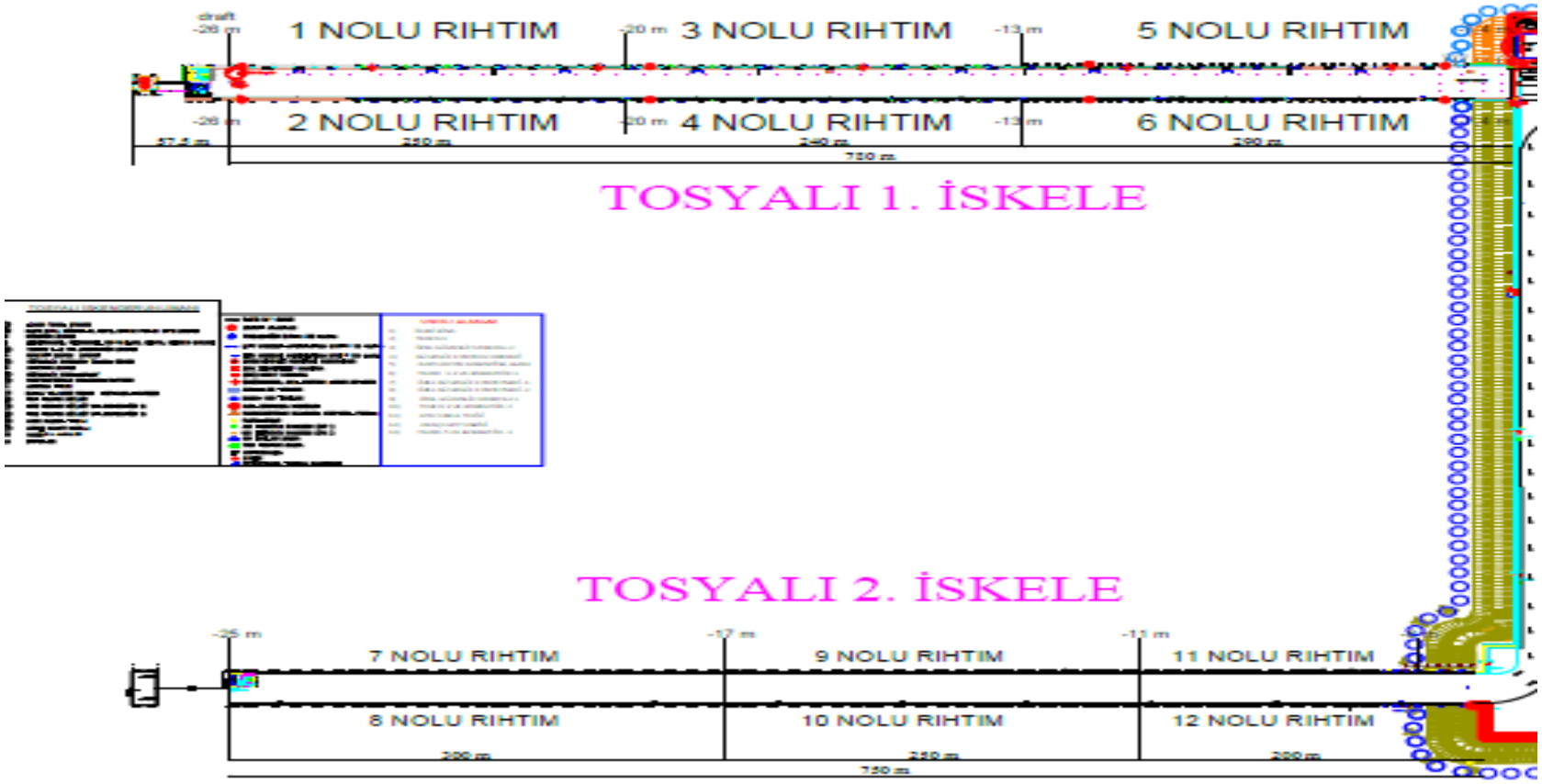
NAME AND SURNAME	DUTY	MOBILE PHONE
MEHMET SELÇUK DÖNMEZ	PORT DIRECTOR	533 9308994
ÖNER ASIM URTEKİN	PORT PLANNING AND OPERATIONS	5335719329
HARUN KARAARSLAN	PORT MAINTENANCE CHIEF	5306070973
MUSTAFA KEMAL ÇİĞLİOĞLU	SECURITY CHEF	5305186811
İRFAN ÖZDEMİR	PORT FORMEN	5071204737
FAHRİ YELİN	PORT FORMEN	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

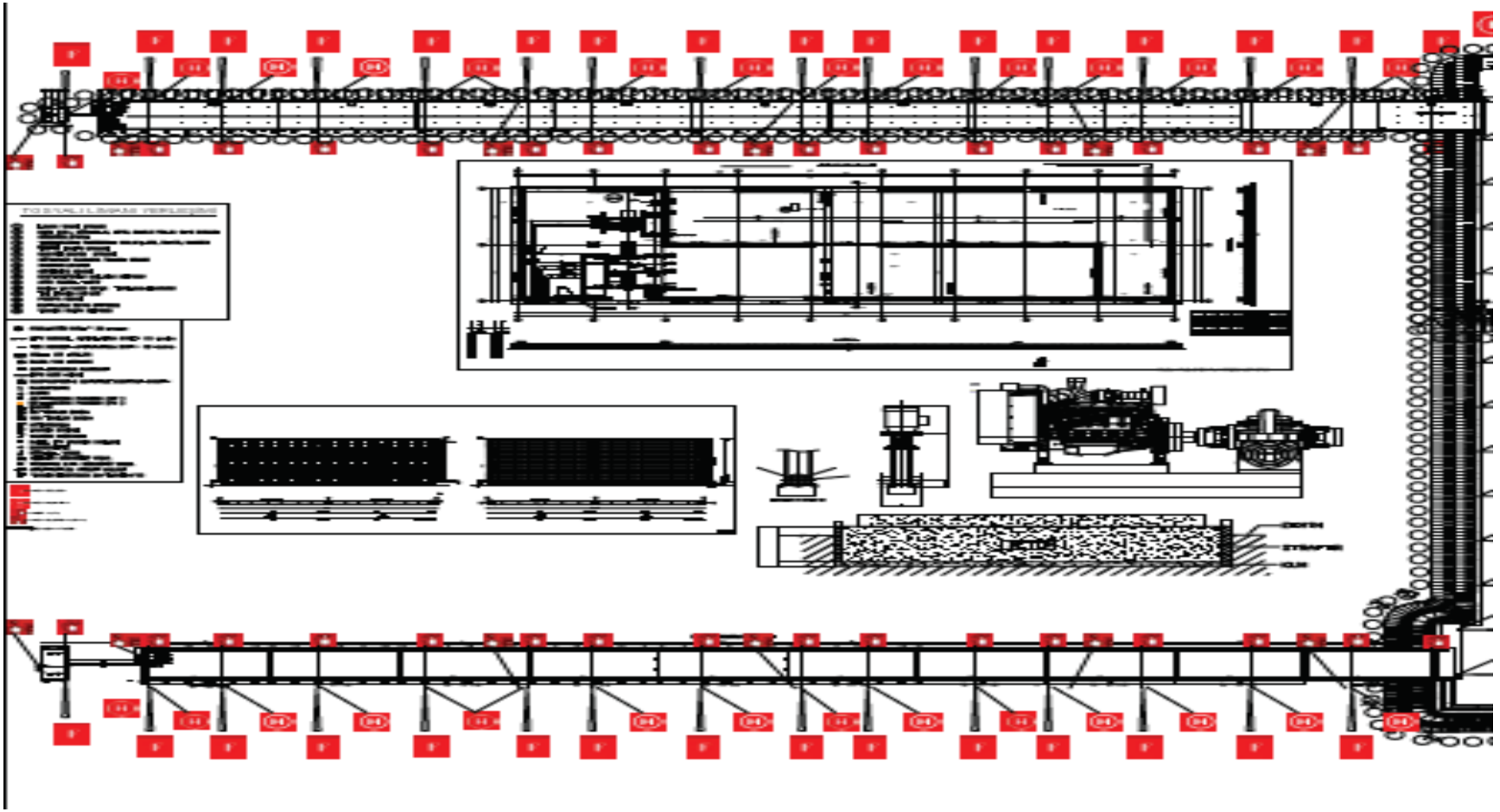
Genaral Directorate of Transport Services Regulation	
Tel: (0312) 203 10 00	Faks: (0312) 231 51 89
e-posta tmkt@udhb.gov.tr	GMK Bulvarı No:128/A Maltepe/ANKARA TÜRKİYE
Main Search and Rescue Coordination Center	
Tel: 0 312 231 91 05 (24 saat) 0 312 232 47 83 (24 saat)	Faks: 0 312 232 08 23
e-posta: trmc@denizcilik.gov.tr	Ankara
İskenderun Regional 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

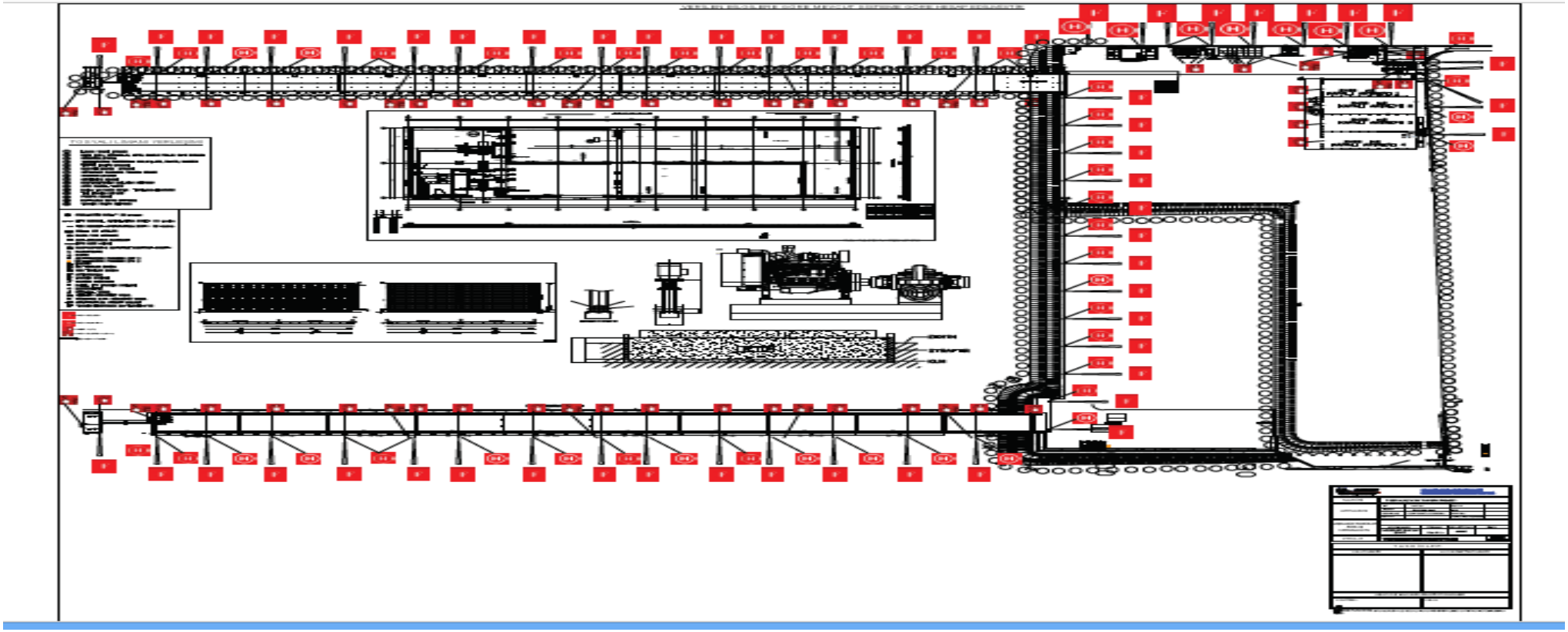
ANNEX-4 GENERAL PURPOSE PLAN OF HANDLING AREAS OF HAZARDOUS LOADS



ANNEX-5 FIRE PLAN OF HANDLING AREAS OF DANGEROUS LOADS



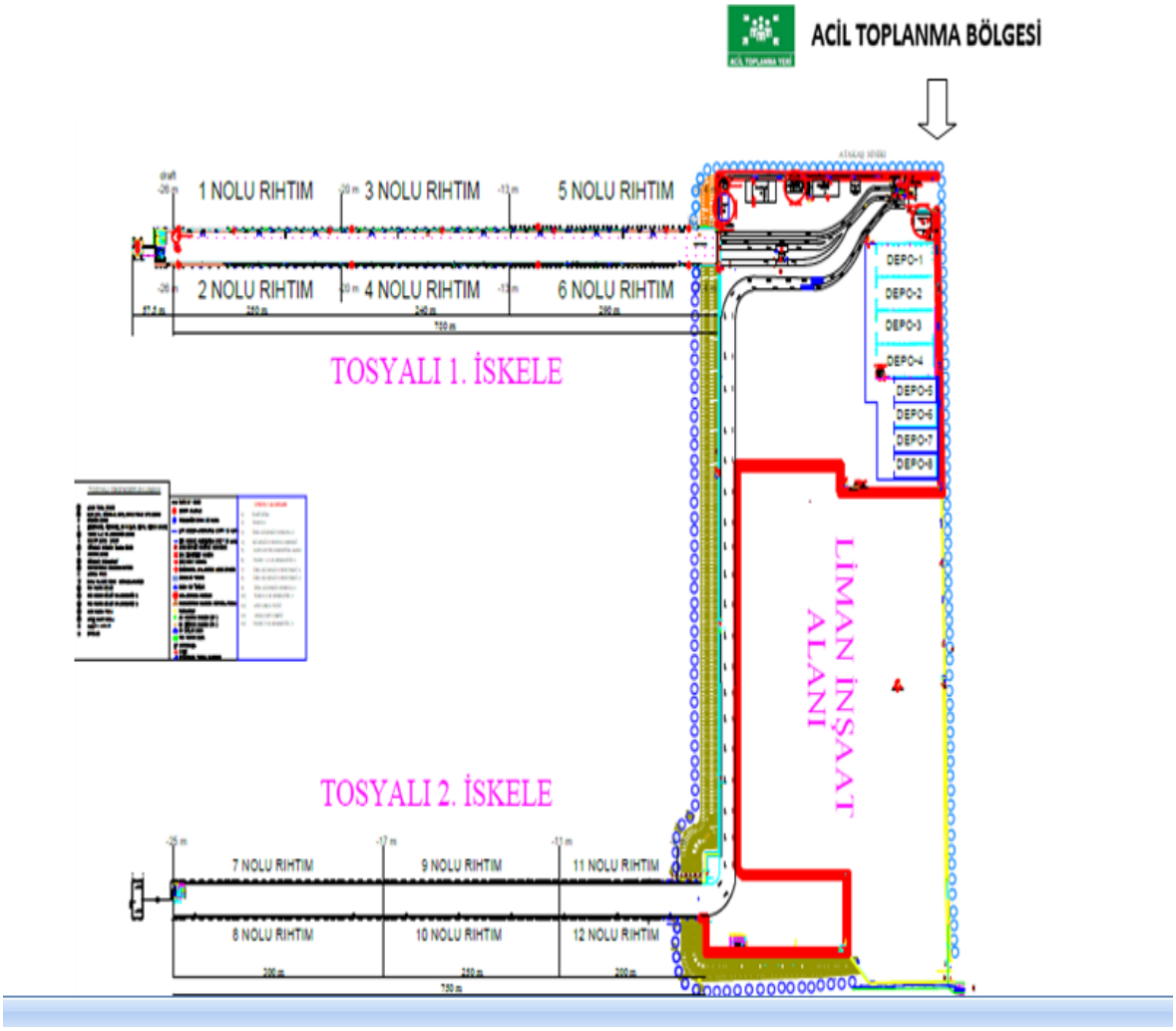
ANNEX-6 PLANT GENERAL FIRE PLAN



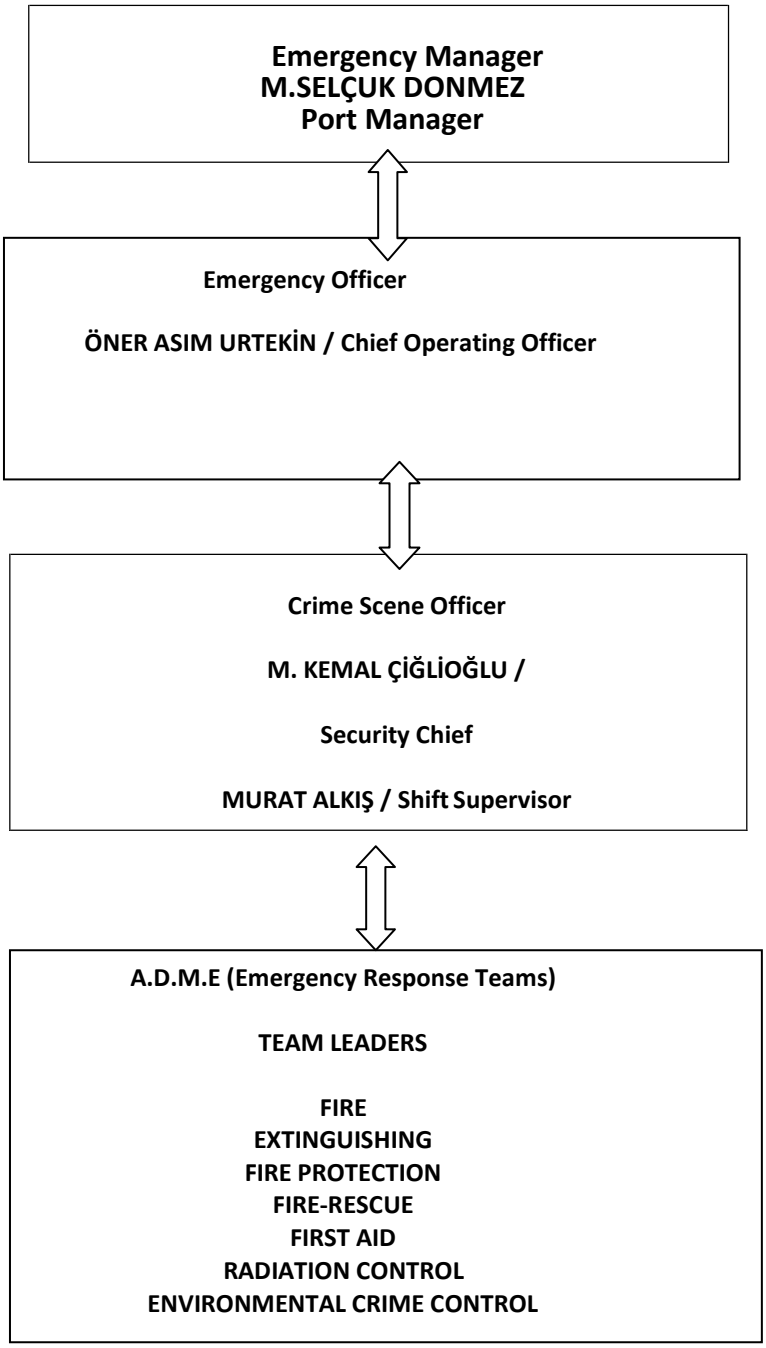
ANNEX-7 EMERGENCY ACTION PLAN

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 Regıonal 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

There is no hazardous packaged cargo handling permit at the coastal facility, and container handling is not carried out.

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 Öner Asım URTEKİN 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.

Mehmet Selçuk DÖNMEZ	Port Facility Manager	Tel: 0 533 930 89 94
Öner Asım URTEKİN	Operation Supervisor	Tel: 0 533 571 93 29
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
Emin TAŞTEKİN	Logistics Chief	Tel: 0507 925 16 94
Turgay YILDIRIM	Senior Logistics Specialist	Tel: 0534 427 04 48
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 before the arrival of dangerous cargo at the port facility. Hazardous substances The meeting will be responsible for operation, DGSC, 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.

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	DGSC	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 DANGEROUS GOODS HANDLING OPERASON PROCEDURES

APPENDIX- 20.1 Scrap LOADS HANDLING OPERATION PROCEDURE

1. Aim

Safety precautions to be taken and the principles to be followed by the "Persons Responsible for the Handling of Contaminated Radioactive Materials" and the personnel who will take part in the operation of the scrap cargoes for the safe handling, loading/evacuation of scrap cargoes . is to determine.

2. Legislation:

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

b. Scrap Cargoes in ANNEX-5 of the Directive on the Issuance of Dangerous Goods Conformity Certificate Requirements.

c. Containing Revised Recommendations on Safe Transport of Dangerous Cargoes in Port Areas and Related Activities MSC.1/Circ.1216

d. Radiation Measurement system Suitability to your assessment Related Method and the fundamentals

e. Communique of the Ministry of Environment on Import Inspection of Metal Scraps under Control for Environmental Protection (Product Safety and Inspection: 2017/23)

f. Radiation Safety regulation

3. Personnel Responsible for Handling Contaminated Radioactive Materials:

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. Turgay YILDIRIM

4. Related to Handling of Scrap Cargo Fundamentals:

a. Shift supervisors from the operation of handling scrap cargo that will come to our port facility Alper Alparslan SOYLU , Murat ALKIŞ, Hüseyin ÖZTOPRAK and Fatih BİLGİN are responsible and the following issues will be fulfilled regarding radiation in order to safely handle scrap cargoes.

1) Radiation measurement of the scrap cargoes arriving at our port facility will be made at the first opportunity, and if a radioactive material containing isotopes or isotopes that emit ionizing radiation by spontaneously decomposing within the cargoes or materials contaminated with radioactive materials are detected, the "Radiation Detection and Quarantine" area will be applied. will be taken.

2) Application to be made for the vehicle with radiation detected in ANNEX-1 as it is.

3) located in the radiation detection and quarantine area, and collection

The dusts contaminated with radiation accumulated in the pool will be placed in suitable containers where the measurement will be written and will be reported to TENMAK, whose numbers are in ANNEX-1, for proper disposal.

4) area where the radiation well is temporarily stored, where the materials contaminated with radioactive source and/or radiation are temporarily stored , and it will be monitored by a camera system. will be.

5) Scrap cargoes whose radiation measurements have not been made by the scrap cargo operation officers will not be allowed to be removed from the port facility. The subject matter is fulfilled by the OHS unit. will be brought.

6) If Level-3 status is detected in the scrap-laden vehicle in the measurements, the vehicle, including the driver, will be abandoned, the vehicle will be kept in the quarantine area until the emergency response is completed , the authorities will be notified and the area where the vehicle is located will be marked with warning signs. will be marked.

7) In case of detection of radioactive source and/or radiation-contaminated materials by the scrap cargo operation officers, the materials will be taken into the radiation well and the number and size of the radioactive sources, their approximate weight, will be reported to TENMAK within 24 hours at the latest. will be reported.

8) Operators who have not received training in radiation protection and do not have appropriate protective clothing, equipment, equipment and equipment are not allowed to enter the radiation quarantine zone. will be provided.

9) The wastes that will arise as a result of cleaning the radiation detection and quarantine area, radiation well and collection pool are not allowed to go out of the facility if they are at appropriate values for radiation measurements. will be given.

b. Fulfillment of the following issues regarding the prevention of possible accidents and emergencies other than radiation in order to safely handle the scrap cargoes that will arrive at our port facility will be provided.

1) During the handling of scrap cargo, especially oil-contaminated or damp on the go
   i. Self-heating and flame retardant can take,
   ii. Toxic gases: hydrogen sulfide, sulfur dioxide and hydrogen cyanide can come out
   iii. Dust explosion hazard can create,
   iv. Oxygen in charge volume will always be taken into account.

2) Protective clothing (fire resistant boots, gloves, overalls, hoods), Scuba gas mask, Water spray nozzles, etc., in order to prevent possible accidents. material will be available. To prevent such fires, Theappropriate method will be considered to be air-free.

3) During handling, splashing/flying etc. of the scrap to the surrounding personnel. It should be kept in mind that it may cause damage in a way that will not be taken into consideration and no personnel other than the assigned personnel will be allowed to enter the handling area.

4) Personnel in charge of handling are equipped with appropriate protective helmets , gloves and shoes. will be.

5) To prevent the scrap from falling into the sea between the ship and the quay during handling, closing the cranes with a net / tarpaulin or plate suitable for their alignment will be provided.

6) Overloading of trucks used for transportation will be prevented , and during the transfer of the load, the scrap will be prevented from scattering on the roads and creating a hazard.

7) Allocating personnel and vehicles for the immediate collection of scrap pieces dropped during transportation within the port facility without causing any accident. will be done.

WHAT TO DO IN CASE OF RADIATION WARNING

In case of a radiation warning, the following should be done and followed by a radiation protection officer.

1. Pass the metal scrap-laden vehicle through the stationary radiation measurement (SRÖ) device at a speed of approximately 5 km/h. In case of a radiation warning, move the vehicle away from the SRÖ device for 5 meters and pull the vehicle away from the SRÖ device again. pass it.

2. If the SRÖ device gives an alarm for the second time, pull the vehicle to the quarantine area and start taking measurements slowly by walking around the vehicle with the mobile radiation measurement device (TRÖ).

3. readings higher than the dose rate value of approximately 40 µR/hr (0.4 µSv/hr) , determine the approximate location of the radioactive material in the vehicle in the metal scrap heap. Do not allow the vehicle carrying the radioactive material to leave the facility (return to country of origin). not including).

4. Begin to slowly empty the metal scrap in the vehicle by continuously measuring with the mobile radiation measurement (TRÖ) device and following the dose rate values. Spread the metal scrap heap well and measure each pile discharged from the vehicle so that it can be easily examined with the mobile radiation meter. Detection of radioactive material in the heap with a mobile measuring device Please pay.

5. Considering the radiation protection principles, the detected radioactive material is separated from the heap and placed in the temporary storage well. place it.

6. The materials in the temporary storage well should be sent to the Radioactive Waste Management Department of TENMAK Cekmece Nuclear Research and Training Center, taking into account the principles of radiation protection, immediately if the well is full, and within one year at the latest if the well is not filled. send it.

7. During vehicle unloading, the dose rate is greater than 2 mR/hr (20 µSv/hr). more to levels when it arrives and/or closed radioactive source when found;

a) Consider the metal scrap pile as the center and move away until the indicator of the mobile radiation meter shows 0.1 mR/hr (1 µSv/hr) and from this point on, allow people to approach this area. don't give.

b) Contact TENMAK and proceed according to the instructions. do it.

c) Keep a report regarding this transaction and by recording the report file it.

The report to be created should include each stage and process specified in the above articles, as well as the date and time of the incident, the license plate of the vehicle, the identity information of the driver, the origin of the load and the dose rate values read in the measurements taken at each stage. Attach the pictures showing the radioactive material taken and found during the operations to the annex of the report. The report must be signed by the radiation protection officer and the certificate holder.

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

APPENDIX 20.2 COAL, PETRO -COKE AND LIGNITE HANDLING PROCEDURE:

Coal (bituminous and anthracite) is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.

- Coals can produce methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to cause an explosion. Methane is lighter than air and therefore accumulates at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.
- Coals can oxidize, causing depletion of oxygen in the cargo volume and increased concentrations of carbon dioxide or carbon monoxide. Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air in the range of 12-75% by volume are flammable. Toxic by inhalation, 200 times more hemoglobin in blood than oxygen is connected.
- Some coals can self-heat in the load volume and self-heating can lead to self-combustion. Various flammable and toxic gases, including carbon monoxide, are produced. may come out.
- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air and mixes with air from 4% to 75% by volume. it is flammable.
- Port personnel should be reminded of the smoldering feature of coal, especially as a result of contact with water during transportation.
- The port personnel should be reminded of the coal's ability to produce METHANE gas and the risk of POISONING, DEATH and explosion as a result.
- Since the start of combustion in the warehouse will cause the formation of CARBON MONOXIDE, the port personnel should be reminded that the amount of carbon monoxide above 50 ppm indicates combustion in the warehouse and that there is not enough oxygen.
- Before the start of the ship evacuation operation, Cargo Information from the captain and the daily gas and temperature measurements (Gas Monitoring- CH4 - Temperature) measured by the ship personnel during the cruise should be given to us. These measurements are given to us before the discharge of coal, ferrosilicon and ammonium nitrate based fertilizers and necessary investigations are made.
- Ship evacuation plan (discharging plan) is made together with the ship's authority . Before evacuation, hatch covers will be opened and ventilation will be performed.

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

Hazards:

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

Stacking and Separation Conditions:

More than one dangerous solid bulk cargo is not stored in our port facility, which will create the conditions for stacking and segregation at the same time.

Against Ventilation Conditions Measures:

Dangerous Solid Bulk Cargoes that will require ventilation conditions are not handled and stored in our port facility. Coal cargo is not allowed to be stored indoors.

Measures:

In case of fire, the measures specified in article 8 of this document and in the Hazardous Material Emergency Plan are applied.

All port personnel should be warned against the risks of METHANE and CARBON MONOXIDE gases that will occur in the warehouses, and the warehouses should be ventilated and entered into the warehouses upon arrival of the ship. In case of burning, a safe and suitable area should be determined outside the stock area where the goods can be taken from the warehouse and laid to be cooled.

Onboard cooling system (pressurized water extraction), breathing apparatus (excavators to work in the warehouse) and first aid materials should always be available at the port.

Gas measurements are not only in the warehouses, if there will be work; It should also be done in closed areas adjacent to the warehouse, in closed areas such as roller shutters, warehouses, portholes on the deck. Port personnel should be reminded not to enter a closed area where measurements have not been made for any reason. Evacuation officers should not enter the void spaces between the holds, for whatever reason.

Since methane gas is lighter than air, it will accumulate at the top of the closed section. Therefore, as long as the evacuation continues, gas measurements should be continued in the excavators working in the warehouses.

A construction machine operator and those working in the warehouse should never be left alone in the warehouse. Employees inside the warehouse are constantly observed by the helm from outside the warehouse.

Evacuation workers should be warned not to enter void spaces between holds and closed areas on the deck without measuring.

If the combustion is close to the surface, the coal in this region can be extinguished by taking it to the beach. If the coal is on fire on the beach, it is appropriate to spray intense water, spray foam or throw sand on it.

Water should not be sprayed into the warehouse. However, it can be applied to squeezing cold water out of the warehouse for cooling purposes.

If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.

During Coal Handling;

Coal (bituminous and anthracite) or lignite coal is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.

- Coals can produce methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to cause an explosion. Methane is lighter than air and therefore accumulates at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.
- Coals can oxidize, causing depletion of oxygen in the cargo volume and increased concentrations of carbon dioxide or carbon monoxide. Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air in the range of 12-75% by volume are flammable. Toxic by inhalation, 200 times more hemoglobin in blood than oxygen is connected.
- Some coals can self-heat in the load volume and self-heating can lead to self-combustion. Various flammable and toxic gases, including carbon monoxide, are produced. may come out.
- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air and mixes with air from 4% to 75% by volume. it is flammable.
- Port personnel should be reminded of the smoldering feature of coal, especially as a result of contact with water during transportation.
- The port personnel should be reminded of the coal's ability to produce METHANE gas and the risk of POISONING, DEATH and explosion as a result.
- Since the start of combustion in the warehouse will cause the formation of CARBON MONOXIDE, the port personnel should be reminded that the amount of carbon monoxide above 50 ppm indicates combustion in the warehouse and that there is not enough oxygen.
- Before the start of the ship evacuation operation, Cargo Information from the captain and the daily gas and temperature measurements (Gas Monitoring- CH4 - Temperature) measured by the ship personnel during the cruise should be given to us.
- Ship evacuation plan (discharging plan) is made by us together with the ship official.
- Before evacuation, hatch covers will be opened and ventilation will be performed.

PETROCOCK HANDLING PROCEDURE

PETROCOCK (calcined or uncalcined)

EXPLANATION

They are black, finely chopped residues of petroleum refining in the form of powder and small particles. The conditions specified in this section should not be sought for materials with a temperature below 55°C when loading.

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
It is invalid	599 - 800	1.25 - 1.67
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
powder, small parts	MHB	B

DANGER

In case of not complying with the conditions specified in this section during loading and transportation, non-calcined petcoke may self-heat and catch fire.
This charge is not flammable or has a low risk of fire.

STACKING AND SEPARATION CONDITIONS

"Separate" from foodstuffs.
All products of Class 1, Divisions 1.1 and 1.5 shall be "separated in the longitudinal direction by a complete partition or hatch".
It will be "separated by a full compartment or warehouse" from all other dangerous materials and dangerous goods (in packaged and solid bulk).

WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS

There are no special conditions.

LOADING

1- If this cargo is to be loaded into the cargo volume on a tank containing fuel or similar materials with a flash point below 93°C; When the temperature of the load is 55°C or higher, some load with a temperature of 44°C or lower first shall be at least 0.6 m thick and completely cover the surface to be loaded. will be laid.
2- If the thickness of the remaining hot load will be higher than 1.0 m after the loading preparation is made in accordance with the above condition when the load temperature is 55°C or above, the hot load loading will first be done in the form of a layer with a thickness between 0.6 m and 1.0 m. will be done.
3- After laying the layer(s) in accordance with the above paragraphs, continue loading as normal. will be.

MEASURES

If the temperature of the load is higher than 107°C, loading will not be done. The captain will send warnings that the temperature of this load is high in areas close to the cargo

volumes.

VENTILATION

There are no special conditions.

TRANSPORT

There are no special conditions.

EVACUATION

There are no special conditions.

CLEANING

There are no special conditions.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE

Prodective clothing.
Scuba gas mask
Water spray nozzle

EMERGENCY PROSEDURE

Wear the prodective clothing and scuba gas mask.

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

Leave the fire without air. Airing may be sufficient to contain the fire. **Do not use water.**
Get expert opinion, consider the option of heading to the nearest and most convenient port.

MEDICAL FIRST AID

See the update MFAG

During Petrocoke Handling;

They are black, finely chopped residues of petroleum refining in the form of powder and small particles. The conditions specified in this section should not be sought for materials with a temperature below 55°C when loading .

- All personnel in charge of petcoke handling keep their protective clothing and equipment fully ready for use. These;

Eyes : In case of excessive dusting, goggles should be used.

Skin: Gloves should be used.

Inhalation: Avoid breathing dust / smoke / gas / mist / vapor. Have a dust mask ready in case of dusting.

- Additional protective equipment and equipment for petroleum coke for emergencies are kept ready in the handling area.
- the team in charge of responding to emergencies receives the necessary training in line with their duties . Personnel who are not informed about the emergency plan and medical first aid guide and who are not trained in how to use this guide will not be assigned to this operation.
- Personnel who do not have the necessary training and information regarding petcoke handling will not be assigned to this operation.
- All port personnel should be warned against the risks of carbon monoxide gases that will occur in the warehouses and handling should be started after the warehouses are ventilated upon arrival of the

ship.

- Employees in the operation should not enter the void spaces between the warehouses for whatever reason.
- The port personnel are allowed to enter the warehouse for warehouse cleaning at the end of the operation, except for this condition, it is ensured that they do not enter a closed area for any reason.
- Onboard cooling system (pressurized water extraction), breathing devices (excavators to work in the warehouse) and first aid materials should always be available at the port.
- Gas measurements in excavators working in warehouses should be continued throughout the work. Protective clothing (fire resistant boots, gloves, overalls, headgear, equipment and gas mask) to be used for emergencies should be ready for use in the administrative building.
- The construction equipment operator and those working in the warehouse should never be left alone. It must be constantly observed by the cox from outside the hatch.
- Eating, drinking and smoking are strictly prohibited during handling. Remove the deformed and heavily soiled personal protective materials after the operation, wash them before reuse or inform the operation chief to obtain a new one.

LIGNITE HANDLING PROCEDURE

Lignite Briquettes

EXPLANATION

brown coal (lignite) briquettes are lignite particles compressed into blocks by drying and pressing.

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
It is invalid	750	1.34
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
The vast majority, up to 50 mm	MHB	B

DANGER

Briquettes can easily ignite, spontaneously ignite and consume the oxygen in the cargo volume.

STACKING AND SEPARATION CONDITIONS

See the Appendix to this section.

WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load. The wedges of the previous transport will be cleaned and removed from the cargo volumes.

PRECAUTIONS AGAINST WEATHER CONDITIONS

There are no special conditions.

LOADING

See the Appendix to this section.

MEASURES

Necessary measures will be taken to protect machinery components and living quarters against load dust. Bilge wells in the cargo volumes will be protected so that the cargo does not escape. Due care shall be taken to protect equipment against load dusting . Persons who may be exposed to load dust must wear protective goggles or dust filter masks to provide equivalent protection for the eyes. will use.

VENTILATION

There will be no ventilation during the voyage in the cargo volumes where this load is carried. See the Appendix to this section.

TRANSPORT

See the Appendix to this section.

EVACUATION

See the Appendix to this section.

CLEANING

After the discharge of this load, it will be checked whether there is any blockage in the bilge wells and syphilis holes of the load volumes, and the detected blockages will be removed.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE

no

EMERGENCY PROCEDURES

no

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

Leave the fire without air. Airing may be sufficient to contain the fire. **Do not use water.**
Get expert opinion, consider the option of heading to the nearest and most convenient port.

MEDICAL FIRST AID

See the current Medical First Aid Guide (MFAG) as amended.

NOTES

CO_2 or inert gas should not be resorted to until the fire is visibly visible .

Considerations in Handling of Lignite Briquettes

DANGER

1. This load can easily ignite, self-heat and consume the oxygen in the load volume.
2. It is possible for this charge to be oxidized, resulting in an increase in the carbon dioxide ratio as oxygen is depleted in the charge volume (see also section 3).
3. This load may self-heat and ignite in the enclosed space. In the event of self-heating , various flammable and toxic gases may be produced, including carbon monoxide. Carbon monoxide from the air a little more light odorless a is gas, by air by volume %12 -

Mixtures in the 75% range are flammable. Toxic if inhaled, it binds to hemoglobin in the blood 200 times more than oxygen. The recommended exposure limit (TLV) for carbon monoxide is 50 ppm.

STACKING AND SEPARATION CONDITIONS

1. The walls of the cargo volumes where these loads are carried will be resistant to fire and liquid leaks.
2. This cargo is "separate" from packaged products (see IMDG Code) in classes 1 (Section 1.4), 2, 3, 4 and 5 and solid bulk materials in classes 4 and 5.1. will be held".
3. Class 5.1 products are not allowed to be loaded into volumes above or below this load in packaged or solid bulk condition. will not be given.
4. This cargo is for Class 1 products other than Division 1.4 "with a full bulkhead or hatch in the longitudinal direction". will leave".
5. this load is adjacent to hot areas will not stack.

LOADING

1. Prior to loading, the loader or his designated agent shall give the Captain in writing the characteristics of the Cargo and the recommended safe handling procedures to be followed during the loading and transportation of the cargo. In this written statement, the contract specifications are stated at a minimum in terms of moisture percentage of the cargo, sulfur content and material dimensions. will be.
2. This load will be stored starting 7 days before loading. This practice significantly reduces the risk of self-ignition during subsequent transport, storage and handling.
3. Before loading this cargo, the captain has fulfilled the following conditions. will:
   - 3.1 It will be checked whether the hatches of the exposed decks and hatches are regularly closed, and the air tightness will be maintained throughout the voyage. will be.;
   - 3.2 All electrical wiring and components in load volumes and adjacent enclosed spaces shall be intact. Said electrical cables and components shall be of a safe type suitable for use in flammable and/or dusty atmospheres or shall be positively insulated. The provisions of this article do not need to be applied in engine rooms that are separated from the cargo volume by a gas-tight bulkhead and there is no direct access between them. there is none.

4. Smoking and use of open flames will not be allowed in cargo volumes and adjacent volumes, necessary warning signs will be hung in visible places. No fire or open flame welding, cutting or similar operations are permitted in or near the cargo volumes containing this cargo. will not be given.

5. To minimize the negative effects such as dust and fine particles during loading, this load can be carried from a distance of more than one meter. will not be released.
6. Loading into a cargo volume shall be completed as soon as possible without interruption . Hot spots may occur in cargo volumes that are kept open for more than six days (or shorter if the temperature is above 30°C). may come out.
7. In order to prevent the formation of gas pockets in the cargo and to allow air to penetrate into the

structure of the briquettes, the captain will see that the material surface is sufficiently leveled by spreading towards the walls of the cargo volume before sailing. Doors opening to the cargo volume will be closed sufficiently hermetically. The shipper will ensure that the loading terminal offers the captain the cooperation he will need .

8. After the completion of the loading to a cargo volume, the covers of the relevant cargo volume will be closed and closed as soon as possible. will be held.

MEASURES

1. The ship shall have suitable equipment for the measurement of the following values without the need to enter the cargo volume and it shall be ensured that these equipment are in working condition throughout the voyage:
   1.1 methane in the atmosphere above the cargo and at the outlets of the cargo volume concentration
   1.2 Oxygen concentration in the atmosphere above the load ;
   1.3 carbon monoxide concentration in the atmosphere above the load ;
   1.4 pH value in warehouse bilge samples.

   These instruments will be regularly serviced and calibrated. Ship personnel will be trained in the use of such tools.

2. It is recommended to have equipment that can monitor the temperature range of 0°C to 100°C so that the load temperature can be measured during the voyage without the need to enter the load volume. is done.

   .1 number of cargo volumes where the problem is seen ;
   .2 measurements of carbon monoxide, methane and oxygen concentrations ;
   .3 if data is available, load temperature, location where measurement is made and measurement method used ;
   .4 date/time of gas analyzes (follow-up chart);
   .5 amount of cargo in the cargo volume(s) experiencing the problem ;
   .6explanation about the load based on the declaration of the loader and the special precautions specified in the declaration in question ;
   .7 loading date and estimated time of arrival (ETA) at destination port of discharge (port name to be specified); and
   .8 , if any, or observations that the captain thinks should be reported.

EVACUATION

Before and during evacuation:

1. The cargo volume will be kept closed until evacuation begins. Applying a fine spray with water on load to reduce dust will be done.
2. No personnel will enter the cargo volume until the atmosphere on the load has been tested. Personnel who will enter a cargo volume where the oxygen level in the atmosphere is below 21% will wear a scuba gas mask. Levels of carbon dioxide and carbon monoxide gases will also be tested prior to entry into the cargo volumes. Recommended exposure limit (TLV) for carbon monoxide 50 ppm.
3. During evacuation, attention will be paid to signs specific to hot spots in the cargo (such as steam release). If a hotspot is detected, the area will be cooled with a fine water spray and the hotspot will be promptly cleaned to prevent spread. The load from the hot spot is on the scaffold and the rest of the load in a remote location will spread.
4. interrupted for more than eight hours , the hatch covers and all other ventilations of the cargo volume should be removed before the suspension of the discharge. will be closed.

EK-20.3 FERRO SILICONE HANDLING PROCEDURE

FERROSILICON (UN 1408) Pay attention when handling the cargo matters;

General properties of ferrosilicon charge,

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
Geçerli değil	1389 - 2083 (Briketler için 1111 - 1538)	0.48 - 0.72 (Briketler için 0.65 - 0.90)
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
Briketler 300 mm'ye kadar çıkabilir	4.3 - 6.1	B

DANGER: In case of contact with water, it can cause the emission of hydrogen, a flammable gas that can form explosive mixtures with air. Again under similar conditions, it can release extremely toxic substances such as phosphine and arsine. This charge is not flammable or has a low risk of fire.

STACKING AND SEPARATION CONDITIONS: To be "kept out of contact" with foodstuffs and Class 8 liquids.

WAREHOUSE CLEANING: Warehouses should be kept clean and dry considering the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS : This cargo will be kept as dry as possible before shipment, during loading and throughout the voyage. This load will not be loaded in rainy weather conditions. During the loading of this cargo, all unused service / hatch covers in the cargo volumes where this cargo is loaded or will be loaded will be kept closed.

LOADING: Load leveling will be done in accordance with the conditions specified in sections 4 and 5 of the IMSBC Code. Due to the extremely high charge density, tanktop sheets can be subjected to excessive stress if not spread out to ensure even weight distribution. During loading and during the voyage, due care will be taken to ensure that the tanktop sheets are not exposed to excessive stress due to load accumulation.

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

VENTILATION: There will be continuous mechanical ventilation in the cargo volumes where this cargo is carried during the voyage. If the continuation of the ventilation process poses a danger to the ship or the cargo, the ventilation may be interrupted, provided that there is no risk of explosion or similar danger due to the interruption of the ventilation . However, in any case, mechanical ventilation will be performed starting a suitable time before the evacuation.

HANDLING: While this cargo is being transported, detectors suitable for the measurement of each gas or mixtures of these gases will be in working condition to monitor the measurements of hydrogen, phosphine and arsine gases. Detectors shall be certified to operate safely in environments with explosive mixtures. During the voyage, the concentrations of the mentioned gases in the cargo volumes where this cargo is carried will be measured regularly. The results of the measurements will be recorded and kept in the ship's archive.

DISCHARGE : After the cargo ship containing ferrosilicon cargo arrives at our facility, the plate below is placed at the entrance of the ship.

Prior to evacuation, the following conditions will be met:

- Before the discharge of this load, it will be checked by the establishment that it is dry in the warehouse.
- Operation of this load in rainy weather conditions will not start.
- Gas monitoring – cargo information from the captain before starting the ferrosilis operation will be requested.
- While this cargo is being transported, detectors suitable for the measurement of each individual gas or mixtures of these gases will be in operation for the measurement of hydrogen, phosphine and arsine gases. Detectors shall be certified to operate safely in environments with explosive mixtures. During the voyage, the concentrations of the mentioned gases in the cargo volumes where this cargo is carried will be measured regularly. The results of the measurements will be recorded and kept in the ship's archive. When requested, gas measurement records are available to us. will be given.
- There will be a lifeline and gas detector, as well as scuba gas mask kits on board, and will be ready for immediate use. will be held
- Test for the presence of toxic and flammable gases in the atmosphere in the cargo area before evacuation begins. will be.

At the time of evacuation, the following conditions will be met:

- gas concentrations will be measured at least every eight hours in all outlet ventilators and in all areas adjacent to the load area where this load is carried , and the results of the measurements will be recorded. Allows precise gas measurement in outlet ventilators without posing a danger to the operator. will be.

- continuously from the start of loading until all ferrosilicon in the load area has been completely evacuated. will be run.

- Bilge wells shall be in a clean and dry condition prior to loading. Bilge buttresses are in good condition and covered with double burlap (tarpaulin) will be.

- After the discharge, the bilge wells will be opened and the cargo area will be cleaned. Gas check before cleaning will be done.

- All pipes passing through the cargo area shall be intact and fully functional. Units that take samples from the warehouse atmosphere will be protected from external influences.

- Electrical equipment located in load areas but not suitable for use in explosive atmospheres is disconnected from the system in an appropriate way other than fuse. will be

- , ventilation will be made with at least two separate fans, which are not affected by explosions , and care will be taken that the outlet gases do not come into contact with the electrical cables and electrical components in the ventilation. The ventilation system will have the capacity to change the air at least six times the empty volume of the cargo area in one hour. will not be given.

- Ventilator housings shall be in good condition and prevent the atmosphere in the load area from reaching other load areas, living areas or work areas . will be placed.

- During loading or unloading, smoking and keeping open flames inside the cargo area or on the deck near the cargo area are prohibited. will be.

- It is not allowed to enter the cargo area with personnel present. Only at the end of the load unloading, when there is no dangerous substance left (no risk), it will be removed from the cleaning process. can be entered.

- interrupted in rainy weather conditions , hatch covers will be closed and closed. will be observed.

CLEANING: After the discharge of this load, the load volumes will be cleaned by sweeping twice. Due to the gas hazard, water will not be used for cleaning the cargo volume in which this cargo is transported.

EMERGENCY PROCEDURES:

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE Scuba gas mask.

EMERGENCY PROCEDURES Put on a scuba gas mask.

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE Stuff the fire and use CO2 if available. Do not use water.

MEDICAL FIRST AID It will be done taking into account the Medical First Aid Guide (MFAG).

GENERAL CONDITIONS FOR FERROSILICON SHIPPING

Fire fighting clothing, all chemical protection clothing and a scuba gas mask required in SOLAS Part II-2, which should normally be on board, will be available.

1. gas concentrations will be measured at least every eight hours in all outlet ventilators and in all areas adjacent to the load area where this load is carried , and the results of the measurements will be recorded. Allows precise gas measurement in outlet ventilators without posing a danger to the operator. will be.
2. continuously from the start of loading until all ferrosilicon in the load area has been completely evacuated. will be run.
3. Bilge wells shall be in a clean and dry condition prior to loading. Bilge buttresses are in good condition and covered with double burlap (tarpaulin) will be.
4. After the discharge, the bilge wells will be opened and the cargo area will be cleaned. Gas check before cleaning will be done.

DETAILED TERMS

a) Before loading, it will be inspected and approved by a competent authority that the bulkheads adjacent to the engine room are gas-tight, and the safety of the bilge pumping device will also be approved by the competent authority. Random pumping will not be done from machinery spaces.

b) In cases where the bilge suction valve of the cargo area is located in the machinery space, the valve will be checked, if necessary, the valve cover and seat will be polished and cleaned. After the valve is installed, it will be locked and there is a warning next to the valve so that it cannot be opened without the permission of the captain. will hang,

c) All pipes passing through the cargo area shall be intact and fully functional. Units that take samples from the warehouse atmosphere will be protected from external influences.
d) Electrical equipment located in load areas but not suitable for use in explosive atmospheres is disconnected from the system in an appropriate way other than fuse. will be,
e) , ventilation will be made with at least two separate fans, which are not affected by explosions , and care will be taken that the outlet gases do not come into contact with the electrical cables and electrical components in the ventilation. The ventilation system will have the capacity to change air at least six times the empty volume of the cargo area in one hour,
f) housings will be intact and placed in such a way that the atmosphere in the load area does not reach other load areas, living areas or work areas.

OPERATIONAL CONDITIONS :

1. During loading or unloading, smoking and keeping open flames inside the cargo area or on the deck near the cargo area are prohibited. will be,
2. All portable lighting elements are of safe type, suitable for use in explosive atmospheres. will be,
3. Cargo will be kept dry, cargo handling will be interrupted in rainy weather conditions, hatch covers will be closed,
4. There will be a lifeline and gas detector, as well as scuba gas mask kits on board, and will be ready for immediate use. will be held
5. Test for the presence of toxic and flammable gases in the atmosphere in the cargo area before evacuation begins. will be.
6. Concentration of dangerous gases is checked every 30 minutes while there are personnel in the cargo area. will be
7. Access to the cargo area is permitted if gas concentrations exceed the thresholds for phosphine (0.3 ppm) and arsine (0.05 ppm) or if the oxygen level falls below 18%. will not be given.

Gases Released by the Interaction of Ferrosilicon with Water:

Arsin Arsin is a toxic, colorless odorant that smells like garlic. is gas.

Toxicity Arsine has toxic effects on the nervous system and blood . There is usually a certain amount of time (it can take up to a day) between taking arsine and the appearance of symptoms . Symptoms are vague at first.

Symptoms 1 Weakness, difficulty in breathing, severe headache, dizziness, fainting spells, nausea, vomiting and gastrointestinal upset. 2 In severe poisoning, vomiting is very evident, mucous membranes become bluish, urine is dark and bloody. After about a day , severe anemia and jaundice are seen.

Concentration 500 ppm concentration is enough to kill a person in a few minutes,

Exposure to 250 ppm concentrations for more than 30 minutes is life-threatening. Concentrations around 6.25 - 15.5 ppm 30 - 60 minutes of exposure in case of vital endanger Why? It is possible. Maximum long term exposed stay threshold

0.05 ppm.

Phosphine Phosphine is a colorless, flammable and highly toxic substance with the odor of rotten fish. is gas.

Toxicity Phosphine acts on the central nervous system and blood .

Symptoms Symptoms of phosphine poisoning include chest tightness, headache, dizziness, weakness, loss of appetite, and severe thirst. Exposure to concentrations around 2000 ppm for a few minutes and to concentrations around 400 - 600 ppm for a short time is life-threatening. 0.3 ppm is the maximum concentration that can be exposed for several hours without symptoms. Long-term exposure to this gas will not be allowed under any circumstances.

Safe Handling of Ferrosilicon Cargo Procedure

OBJECTIVE: To know the dangers that may occur in the discharge of ferrosilicon and to ensure that the operation is healthy. to be done.

SCOPE: It covers the discharge of ferrosilicon coming to our port in bulk. By Shift Supervisor, Timekeeper, Crane Operator, Construction Equipment Operator and Harbor Workers is applied.

RESPONSIBILITY: All employees and subcontractors working in our Port Facility is responsible.

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

Ferrosilicon Properties:

1) Hazard Class 4.3: Exudes Gas in Contact with Water Substances
2) Hydrogen, a flammable gas when wet or damp is revealed.

Main hazards that port personnel should be aware of are:

- Control with gas device after hatch covers are opened to do.
- Danger of falling through hatches in hatches or over cargo;
- unstable load. fall;
- hard work areas;
- Uneven operation on load surface;
- tripping over danger;
- hand carry dangers;
- Crane, loader etc. unclear or insufficient Contact;
- Rocking loads;
- Falling objects;
- With motor equipment and the way vehicles work their fumes.

a) All personnel work clothes, safety shoes, safety helmet, safety gloves, safety glasses, dust mask etc. using personal protective equipment has to.
b) Protective personal equipment suitable for the job during the handling of dangerous bulk cargo (hazards that emit toxic gas when in contact with water, burning due to heat, etc.) used.
c) Warehouse cover top, warehouse stair cleaning, etc. parachute type safety belt etc. during working in risky areas. use is mandatory.

d) Crane and construction equipment operators must be careful during the operation. works.
e) Slings, bits, locks and hooks suitable for the physical characteristics and weight of the construction equipment to be delivered to or taken from the warehouse will be selected and safety controls will be made absolutely. Cracked, broken, bent etc. Physically damaged materials are never used.
f) Absolutely under the lifted load. does not stop.
g) All working machines (crane, loader, excavator, etc.) working areas are safe. will be.
h) During operation, work machines, cranes, etc. at a safe distance outside the area of influence is settled.
i) Dock, ship deck and ship hold, etc. Personnel must be careful in order to prevent accidents that may occur as a result of stepping on waste materials (pellets, lumps of coal, etc.) that may be found in the areas. Especially since the structure of the pellet load is round, there is a high risk of slipping and falling as a result of stepping on it.
j) No hands or feet are placed on the ship rope or on the eyes of the ropes under tension. inaccessible.
k) The surrounding of the bollards where the ship ropes are attached is suitable for work and clean. is kept.
l) There may be slippery and protruding surfaces on the ship. Attention is done.
m) After checking whether the hatch stairs and covers are safe used.
n) In night works, ship lighting should be sufficient .
o) Closed areas likely to be entered on board ventilated.

- Ship ladder and pier must be secure; on the walkways of harbor cranes should not be.
- The personnel must fulfill all written and visual technical safety rules both on the ship and on the quay. has to.
- No work is done without the knowledge and knowledge of the shift foreman. Unsafe, risky, dangerous etc. situations is reported.

ATTENTION TO BE CONSIDERED MATTERS:

1. During the berthing and departure processes of the ships, the port cranes are positioned so that the ships do not crash and the necessary safety measures are taken. is taken.
2. Unloading/loading operations are carried out in accordance with the plan. Any changes deemed necessary are accepted by both the ship and the port representative. should be done.
3. Selection of bucket and bunker suitable for the physical properties and density of the bulk cargo to be handled makes.
4. Evacuation without disturbing the balance of the ship (without tilting too much to port or starboard, etc.) makes.
5. The excavator is used to shorten the bulk cargo discharge time and to collect the load in places where the crane bucket cannot reach. Machine on time should be given.
6. The hatch and deck cleaning of the warehouses that have been unloaded/loaded can be done quickly and safely without wasting time. makes.

7. The spilled materials that occur during the operation are recovered without delay; to the relevant stock area sent.
8. During the operation, it is checked whether there is anything on the crane paths that may prevent travel or cause damage. is done.
9. Ship damage is reported immediately; necessary measures in a timely manner is taken.
10. During the cleaning activity in the warehouse, the personnel, the construction equipment and the crane should always work in communication and in a way that they can see each other and position themselves. should receive.
11. area above the quay, all units related to the cargo are notified. In addition, the Occupational Safety Directorate is informed. Pay attention to the following is done:
12. Safe vehicle passage by making the dock entrance and exit roads suitable for traffic is provided.
13. During the operation, truck and crane operations are observed. Necessary measures are reported to the shift supervisor in case of adverse situations. is taken.
14. crane, construction equipment and truck shipment works on the quay . In cases where visibility is limited and traffic is heavy, a personnel must be requested as a beacon. welcome

LIME (QUIET)

EXPLANATION

It is white or grayish white in color.

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
It is invalid	-	-
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
lumps	MHB	B

DANGER

Quicklime is formed by combining water with calcium hydroxide (hydrated lime) or magnesium hydroxide. This reaction produces intense heat that can ignite nearby combustible materials . This charge is not flammable or has a low risk of fire. May cause irritation to eyes and mucous membranes.

STACKING AND SEPARATION CONDITIONS

It will be "separated" from all packaged dangerous goods and solid bulk materials included in Group B.

WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

LOADING

The load level leveling will be made according to the conditions specified in sections 4 and 5 of the Code.

MEASURES

This load will be kept as dry as possible. Bilge wells will be kept clean and dry and properly covered in order to prevent load escaping. Necessary measures will be taken to protect machinery components and living quarters against load dust. Bilge wells in the cargo volumes will be protected so that the cargo does not escape. Due care shall be taken to protect equipment against load dusting. Persons who may be exposed to load dust will wear protective goggles or use dust filter masks that will provide equivalent protection for the eyes. The personnel in question will wear the necessary protective clothing.

VENTILATION

There are no special conditions.

TRANSPORT

There are no special conditions.

EVACUATION

rainy weather conditions.

CLEANING

There are no special conditions.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE

Not

EMERGENCY PROCEDURES

no

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

None (not flammable). Do not use water to fight a fire involving this material.

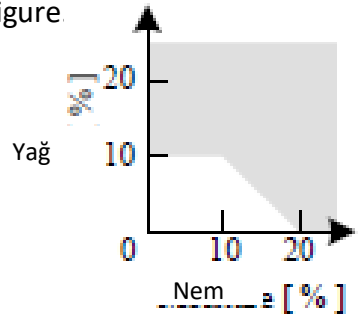
MEDICAL FIRST AID

See the current Medical First Aid Guide (MFAG) as amended.

EK-20.4 SEED MEAL (CEED CAKE) HANDLING PROCEDURES

SEED MEAL, form containing vegetable oil , UN 1386
(a) mechanically crushed seeds, oil content above 10% or combined oil and moisture above 20%.

The oil and moisture percentage range is shown in the figure



Bulk transport may only be carried out with the special permission of the competent authority.

EXPLANATION
oil seeds is removed by mechanical means. Plants and herbal products included in this section are:

Bread ingredients
Malt barley pellets
Sugar beet
Bran, pellets
Pellets of malting industry cereals
Citrus pulp, pellets of coconut
copra
Corn Gluten
Cottonseed
Pulps
gluten pellets
Ground nuts Corn porridge
Flaxseed Corn
Porridge, oily

Milling material pellets Niger seed, pulp
Oily mash Palm
kernel Peanut
Pellets, crush
Pollard pellets
Rapeseed seed
Rice bran
Broken rice
Safflower
seed
Seed pulps, oil
Soybean Strussa
pellets Sunflower
seed
Roasted, coarsely ground

The above materials can be transported in the form of mash, coarsely ground flour , bagasse, pellets and pulp.

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3} /t)
It is invalid	478 - 719	1.39 - 2.09
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
It is invalid	4.2	B

DANGER

, spontaneously ignite if wet or contains large amounts of unoxidised oil . It can lead to oxidation and, accordingly, to a decrease in the oxygen in the cargo volume. Carbon dioxide may occur.

STACKING AND SEPARATION CONDITIONS

are no special terms in this Code other than those described in Section 9.3 .

WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

LOADING

The load level leveling will be made according to the conditions specified in sections 4 and 5 of the Code.

MEASURES

Loading of this load will be accepted provided that the load temperature is below the limit temperature value equal to the ambient temperature plus 10°C or 55°C whichever is lower . Prior to shipment, this load will be duly aged ; The aging time requirement varies according to the oil content. The competent authority may permit the transport of the seed cakes described in this section in accordance with the provisions set out in the Seed cake (b) title, but the tests will show that there is no harm in granting this permission (see next section). In such permits, the oil rate and moisture percentage will also be specified in the certificates to be issued by the competent authority . During the voyage, the temperature of this cargo will be regularly measured and recorded from various depths in the cargo volumes. If the load temperature reaches 55°C and the increase continues, the ventilation will be stopped. If self-heating continues, carbon dioxide or inert gas will be pumped into the cargo volume. Before the atmosphere is tested and the oxygen level is confirmed to be at a normal value, personnel access to the cargo volumes containing this load is not allowed. will not be given.

VENTILATION

In order to prevent self-heating of the cargo, mechanical ventilation will not be performed in the cargo volumes where this cargo is carried during the voyage, except in emergencies.

TRANSPORT

In order to prevent water ingress to the cargo volumes where this load is stored, the service / hatch covers of these sections will be waterproof.

EVACUATION

There are no special conditions.

CLEANING

There are no special conditions.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE
Scuba gas mask
EMERGENCY PRODESURED
Wear a scuba gas mask.
EMERGENCY MEASURES TO BE TAKE İN CASE OF FİRE.
Stuff the fire,use the ship's fixedmounted fire suppression systems.
MEDİCAL FIRST AID
See update MFAG.

SEED MEAL, with vegetable oil , UN 1386

(b) with solvent extraction made and crushed seeds, oil rate most more 10% and moisture rate

If more than 10%, the total oil and moisture content is 20% maximum.

.1 Solvent-extracted rapeseed meal, soybean meal, cottonseed meal, sunflower meal, containing not more than 4% oil and more than 15% oil and moisture composition and substantially free of flammable solvents;

.2 Mechanically peeled with not more than 2.5% oil and not more than 14% oil and moisture combinationcitrus pulp pellet;

.3 Mechanically peeled corn gluten containing not more than 11% fat and no more than 23.6% fat and moisture combination pulp;

.4 Mechanically peeled with not more than 5.2% oil and not more than 17.8% oil and moisture combinationcorn gluten feed pellet; and

.5 than 2.8% oil and not more than 15% oil and moisture composition.

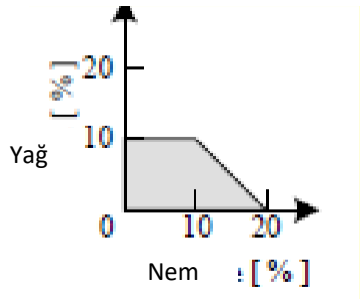
A certificate recognized by the competent authority of the sending country, containing information that the exemption provisions have been met, shall be provided by the shipper before loading.

Note: The following items are covered in this section:

.1 All solvent with extraction and crushed seed pulp, oil rate most more 10% and moisture rate most more
10%; and

.2 All solvent-extracted and crushed seed cakes with oil content no more than 10% and moisture content greater than 10%, total oil and moisture content of the maximum 20%.

Oil and moisture percentage range as shown.



oil or total oil plus moisture exceeds the specified limits in solvent-extracted seed cakes, the opinion of the competent authorities should be sought.

EXPLANATION

oil seeds is extracted by mechanical means or solvent processes. Plants and herbal products included in this section are:

Bread materials Mill material pallets

Malt barley pellets Niger seed pulp

Sugar beet Oily mash
Bran, pellets Palm kernel
Malting industry grains pellets Peanut
Citrus pulp, pellets Pellets, crush
Coconut Pollard pellets
Copra Rapeseed seed
Corn gluten Rice bran
Cottonseed Pulp Rice flakes
Gluten Pellets Safflower seed
Ground nuts Seed pulp, oiled
Corn porridge Soybeans
Flaxseed Strussa pellets
Corn Sunflower seed
Porridge, oiled Roasted, coarsely ground

The above materials can be transported in the form of mash, coarsely ground flour , bagasse, pellets and pulp. The conditions specified in this section should not be sought for solvent-extracted rapeseed meal, pellets, soybean meal, cotton meal and sunflower seed meal, which do not contain more than 4% oil and whose total oil and moisture content does not exceed 15%. Before loading, a certificate prepared by a person accredited by the competent authority of the country of loading , stating that the requested exemption conditions exist, will be given by the loader.

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
It is invalid	478 - 719	1.39 - 2.09
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
It is invalid	4.2	B

DANGER

spontaneously ignite if wet or contains large amounts of unoxidised oil . It can lead to oxidation and, accordingly, to a decrease in the oxygen in the cargo volume. Carbon dioxide may also be released.

STACKING AND SEPARATION CONDITIONS

are no special terms in this Code other than those described in Section 9.3 .

If the bulkhead between the load volume and the engine room is not insulated in accordance with Class A-60 standards, solvent-extracted seeds will be stacked "away" from the screen.

WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

LOADING

This cargo will be accepted to be loaded provided that there is almost no solvent left in the cargo and there is a certificate issued by a person accredited by the competent authority of the country of loading and stating the percentages of oil and moisture in the cargo. Load leveling according to the conditions specified in sections 4 and 5 of the Code will be done.

MEASURES

Prior to shipment, this load will be duly aged ; The aging time requirement varies according to the oil content. During the voyage, the temperature of this cargo varies from various depths in the cargo volumes. organised aspect to be measured and will be saved. Load of the temperature to 55°C reach and If the increase continues, the ventilation will be stopped. If self-heating continues, carbon dioxide or inert gas will be pumped into the cargo volume. When transporting solvent-extracted seed cakes, carbon dioxide or inert gas will not be used until it is confirmed that the fire does not occur in the cargo volume, in order to eliminate the possibility of solvent vapors igniting in fires. Personnel will not be allowed to enter the cargo volumes containing this cargo until the atmosphere is tested and the oxygen level is confirmed to be at a normal value. If the time between the beginning of the loading of this cargo and the completion of its

discharge exceeds 5 days according to the plan, the cargo will not be loaded if there is no possibility of pumping carbon dioxide or inert gas into the volume where the cargo will be transported.

While loading and unloading and entering the cargo volumes, smoking and open fire will not be allowed near the cargo volumes containing this cargo under any circumstances. The electrical connection of the electrical equipment located in the load volumes but not suitable for use in explosive atmospheres with the system will be cut off by a suitable means other than the fuse. There will be spark arresting screens in ventilators operating in load volumes with this load.

VENTILATION

In order to remove solvent vapor residues, natural or mechanical ventilation will be made from the surface as necessary. If mechanical ventilation is used, care must be taken to prevent the load from self-heating. will be displayed.

TRANSPORT

In order to prevent water ingress to the cargo volumes where this load is stored, the service / hatch covers of these sections will be waterproof.

EVACUATION

There are no special conditions.

CLEANING

There are no special conditions.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE

Not

EMERGENCY PROCEDURES

no

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

None (not flammable). Do not use water to fight a fire involving this material.

MEDICAL FIRST AID

See the current Medical First Aid Guide (MFAG) as amended.

Notes

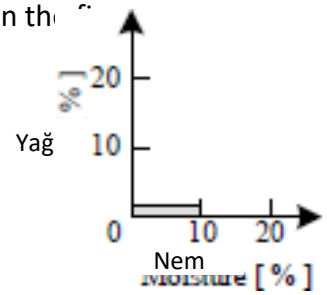
2 should not be resorted to until the fire is visible .

CO_2 will only be for the purpose of controlling the fire, it may be necessary to press a little from time to time to reduce the oxygen content in the hold while cruising. Excavation of the cargo to reveal the true center of the fire upon arrival at the port will be required.

SEED MEAL, UN 2217

Oil rate is maximum 1.5% Moisture rate is maximum 11%.

The oil and moisture percentage range is shown in th



EXPLANATION

oil they contain from oilseeds is extracted by solvent processes. Plants and herbal products included in this section are:

Bread materials Mill material pallets

Malt barley pellets Niger seed pulp

Sugar beet Oily mash
Bran, pellets Palm kernel
Malting industry grains pellets Peanut
Citrus pulp, pellets Pellets, crush
Coconut Pollard pellets
Copra Rapeseed seed
Corn gluten Rice bran
Cottonseed Pulp Rice flakes
Gluten Pellets Safflower seed
Ground nuts Seed pulp, oiled
Corn porridge Soybeans
Flaxseed Strussa pellets
Corn Sunflower seed
Porridge, oiled Roasted, coarsely ground

The above materials can be transported in the form of porridge, coarsely ground flour , bagasse, pellets and pulp. The above materials can be transported in the form of porridge, coarsely ground flour, bagasse, pellets and pulp. The conditions specified in this section should not be sought for rapeseed meal, pellets, soybean meal, cotton meal and sunflower seed meal with solvent extraction, which have a maximum oil content of 1.5%, a maximum moisture content of 11% and almost no flammable solvent residues. Before loading, a certificate prepared by a person accredited by the competent authority of the country of loading , stating that the requested exemption conditions exist, will be given by the loader.

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
It is invalid	478 - 719	1.39 - 2.09

MATERIAL DIMENSIONS	CLASS	GROUP
0.1mm - 5mm	4.2	B

DANGER

Spontaneously ignite if wet or contains large amounts of unoxidised oil . It can lead to oxidation and, accordingly, to a decrease in the oxygen in the cargo volume. Carbon dioxide may also be released.

STACKING AND SEPARATION CONDITIONS

Are no special terms in this Code other than those described in Section 9.3 .
If the bulkhead between the load volume and the engine room is not insulated in accordance with Class A-60 standards, this load will be stacked "away" from the bulkhead.

WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

LOADING

This cargo will be accepted to be loaded provided that there is almost no solvent left in the cargo and there is a certificate issued by a person accredited by the competent authority of the country of loading and stating the percentages of oil and moisture in the cargo. Load leveling according to the conditions specified in sections 4 and 5 of the Code will be done.

MEASURES

During the voyage, the temperature of this cargo will be regularly measured and recorded from various depths in the cargo volumes. If the load temperature reaches 55°C and the increase continues, the ventilation will be stopped. If self -heating continues, carbon dioxide or inert gas will be released into the cargo volume. When transporting solvent-extracted seed cakes, carbon dioxide or inert gas will not be used until it is confirmed that the fire does not occur in the cargo volume, in order to eliminate the possibility of solvent vapors igniting in fires. Personnel will not be allowed to enter the cargo volumes containing this cargo until the atmosphere is tested and the oxygen level is confirmed to be at a normal value. If the time between the beginning of the loading of this cargo and the completion of its discharge exceeds 5 days according to the plan, the cargo will not be loaded if there is no possibility of pumping carbon dioxide or inert gas into the volume where the cargo will be transported. While loading and unloading and entering the cargo volumes, smoking and open fire will not be allowed near the cargo volumes containing this cargo under any circumstances. Electrical equipment that is located in load volumes but is not suitable for use in explosive atmospheres will be disconnected from the system by a suitable means other than fuses . There will be spark arresting screens in ventilators operating in load volumes with this load.

VENTILATION

In order to remove solvent vapor residues, natural or mechanical ventilation will be made from the surface as necessary. If mechanical ventilation is used, care must be taken to prevent the load from self-heating. will be displayed.

TRANSPORT

In order to prevent water ingress to the cargo volumes where this load is stored, the service / hatch covers of these sections will be waterproof.

EVACUATION

There are no special conditions.

CLEANING

There are no special conditions.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE

Not

EMERGENCY PROCEDURES

no

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

None (not flammable). Do not use water to fight a fire involving this material.

MEDICAL FIRST AID

See the current Medical First Aid Guide (MFAG) as amended.

Notes

2 should not be resorted to until the fire is visible . The use of CO 2 will only be for the purpose of controlling the fire, it may be necessary to press a little from time to time to reduce the oxygen content in the hold while cruising . Upon arrival at the port, the cargo must be excavated to reveal the true center of the fire.

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

o 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 /.

o The necessary equipment and equipment will be provided to prevent the potential harmful effects of such dangerous goods.

o 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.

o 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 1 item9 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.

Hot Work Permit Form:

TOSYALI Demir Çelik	HOT WORK PERMIT FORM	Page /Page No.

JOB DESCRIPTION			
Work to do:			**Work Permit No:**
Region of Work :			
Time of work: ***(Maximum 30 days)***	**Start Date and Time**	**End Date and Time**	

TYPE OF HOT WORK			
◯ Oxygen Cutting	◯ Gas Welding	◯ Torch Heating, Annealing	◯ Rubber Coating, Drying
◯ Electricity supply	◯ Argon Welding	◯ Heat Treatment	◯ Drilling
◯ Grinding, Stone Cut	◯ Soldering	◯ Polyethylene Pipe Welding	◯Other .....

EQUIPMENT AND TOOLS TO BE USED:	

FLAMMABLE MATERIALS IN THE ENVIRONMENT		IGNITE SOURCES IN THE ENVIRONMENT	
◯ Coal pile	◯ Coal dust	◯ Mechanical friction	◯ Electric current
◯ Wood, paper , fabric, etc.	◯ Flammable, flammable liquids	◯ Static electricity charge	◯ Hot slag, spark
◯ Combustible gases (LPG,)	◯ Plastic, PVC etc.	◯ Hot surfaces	◯ open flame
◯ Waste	◯ Other	◯ Equipment that gets hot during operation	◯Other .....

FIRE EXTINGUISHING METHOD TO BE APPLIED		FIRE EXTINGUISHING TOOLS REQUIRED	
◯ Choking (O_2 'free')	◯ Cooling	◯ Portable CO_2 yang _ End. device	◯ Portable Yang . End. device
		◯ Fire hose (water / foam)	◯ Portable and fixed monitors
◯ Fuel Cutoff	◯ Chemical	◯ Fire blanket	◯ Fire truck
		◯ Mobile foam truck	◯ .....

PRECAUTIONS TO TAKE	Y	N	N/A	DESCRIPTIONS
Additional work permit- PtW is required. (Explain excavation, confined space entry, testing, etc.)				
Flammable, flammable, combustible and explosive materials should be removed from the area that may be affected by hot work. Simultaneous hot work should not be done in the same environment with these materials.				
The area to be worked and the areas where sparks/burr/molten metal may splash or fall should be wetted with water.				
Entrances to the work area should be blocked with a warning sign, safety chain or barrier.				
Certain places need to be covered with a fire blanket. (Explain.)				
Welder clothing (pants , jacket, knee pads, gloves, apron, etc.) is required.				
General ventilation will be provided. (Explain natural or coercive.)				
The polluted air produced by work in the closed area will be removed. (Explain the method.)				
Respirator will be used. (Dust mask, filter gas mask, etc.)				
Positioning and work planning will be done in accordance with the wind direction and strength.				
Additional lighting will be provided.				
CO_2 or air scavenging. (Explain.)				
Inert gas will be released into the environment . (Explain.)				
Gas measurement should be done in the environment. (Explain.)				

Ex-proof device will be used against the possibility of explosive atmosphere .				
Written approval of the Electrical Maintenance Department must be obtained before work.				
Seat belts must be worn. Lifeline system must be installed.				
Scaffolding / work platform must be installed .				
The piece should be fixed against falling of the cut piece, and the net/tarpaulin should be stretched under it.				
A fire watch will be determined and assigned throughout the study. (Please specify the name.)				
After the work is finished, the field will be checked and the hot objects will be waited for cooling.				
Fire detectors will be disabled . (Smoke, flame, heat, etc.) detectors)				
ignition of combustible building materials shall be provided.				
Pipes, pipe passages, valves, joints, gaps will be sealed in order to prevent the flame, spark from spreading to neighboring areas.				
At least one fire extinguisher and other extinguishing equipment will be readily accessible in the work area, ready for use.				

Additional security measures and use of PPE:

It is appropriate to do hot work, provided that the above-mentioned precautions are fulfilled and there is no change in the conditions.
Occupational Safety Specialist Name and Surname : .... Date/Time :..... Signature:

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

Necessary controls and isolations have been made and Hot Work permit has been granted.
Name and Surname of Granting Permit : .... Date/Time : ..... Signature :

DAILY PERMISSION REFRESHMENT

IMPORTANT NOTE:

- ***The person accepting the job (receiving a hot work permit) must apply to have the permit renewed daily as long as the hot work continues.***
- ***For the renewal of leave, an application is made to the occupational safety officer during working hours and to the shift supervisor outside working hours.***
- ***Hot work cannot be continued until the permit is renewed and the additional measures determined during the renewal are taken.***

Job Taker Name Surname / Signature:	***Additional Precautions***	***Refresh Date and Time***	***Renewing Permission Name Surname / Signature:***

12- DEFINITIONS, ABBREVIATIONS and INTRODUCTION

Handling : Dangerous your load ; estimate and evacuation , stowage , separation , location replacement , load transport to the unit loading and load transport from the unit discharge from gas purification , ventilation , load transport of units and of their packaging replacing or repair with transportation oriented similar transactions ,

Pouring Load : your ship structural department the one which... or of the ship inside or on permanent aspect fixed a tank or warehouse in found directly _ unguarded transport planned solid,liquid and gas in the state substances ,

Temporary storage : Transportation subject the one which... dangerous your loads coast at the facility temporary a for the duration storage ,

Accident : Dangerous substances sea by transport or coast in the premises handling and / or storage during ; death , injury , material damage and environment pollution as damaging results the dangerous _ substances welding either in dangerous substances involved event or events your chain ,

Coast edge line : sea , of course and artificial goal and in streams coast from the line next black towards this your movements created by sandy , gravelly , rocky , stony , reedy , swampy and like of fields natural border ,

Coast plant your ships or sea tools safe a way load take it they can give or where they can shelter , numbered 3621 Coast in the law defined coast edge of the line sea on the side found temporary storage fields including dangerous load handling made port , quay , pier , berthing place , fuel oil , liquefied gas or chemical pipe line and buoy system or dolfen / platform

Available coast facility : No. 26438 and dated 18/2/2007 Formal in the newspaper published Coast to their facilities Business Permission to be given Related Method and the fundamentals About regulation in the scope of coast plant business permission certificate / shore plant temporary business permission certificate given the one which... coast facility ,

Event: A coast facility , operation and activities with connected aspect happening and at the facility found peoples or other of persons your safety or the environment danger under stinger or not corrected in case of endanger able to insert the one which... and accident outside remainder event or events sequence ,

Hot study : Relating to authority by certified by persons made ; open fires and flames , electric your tools or hot your rivets using , grinding , brazing , burning , cutting , welding or heat including either in spark issuer all works ,

Dangerous Load (dangerous item): Dangerous load ;

1) of the seas Ships By of contamination to the prevention belonging International Annex to the Convention (MARPOL) 73/78 I , Appendix 1 field oil and oil products ,
2) IMDG Code given in Chapter 3 packed moved matter and objects ,
3) IMSBC Code appendix given in 1 from loads characteristic in the table group in the box "B" to "A and B" phrase the one which... pouring loads ,
4) IBC Code given in Chapter 17 of the table titled "hazards (pests)" in column "d" "S" or

"S/P" phrase found liquid substances ,

5) IGC Code Section given in 19 gas in the state substances

Coast plant Dangerous Load Suitability Certificate (TUB): Administration by held and packed or pouring in the state dangerous load handling making coast facilities by receiving required document ,

Port presidency : In our country legislation with each established _ port presidency

SOLAS: dated 1974 Life safety at sea Nations between contract

IMSBC Code : International Marine Thick Pouring loads your code ,

IMDG Code : International Marine Dangerous loads your code ,

IBC Code : Pouring dangerous chemical load bearing your ships construction and equipment about international code ,

IGC Code : Pouring in the state liquefied gas bearing your ships construction and equipment for international code ,

ISPS Code : International boat and port plant security code ,

Grain Code : Pouring of grains safe transport for international code

TENMAK: Turkey Energy Nuclear Coal Research institution

NDK : Nuclear Arrangement institution

VHF : Very high frequency over made radio communication ,

CTU: Load Transport Unit of

IMO: International Marine organization

UN: United Nations

SDS: Material Security Information form

ADR: Dangerous your goods Highway with International to your transportation Related Europe its agreement ,

TURKAK: Turkish accreditation your institution ,

DCHG: Dangerous Load Handling Directory

PRESENTATION

This guide transportation and Infrastructure Ministry by published ; “Date of 14 November 2022 and 31659 _ Dangerous your loads sea By transporting and Loading safety About Regulation ” and “ No. 281879 dated April 20, 2022 Dangerous Load Handling Directory Application In the framework of the " Instruction " has been prepared .

This Guide , both on board and on the beach be about to port in the fields dangerous your loads input and availability for valid . To their flags regardless of a port visit the one who all ships for validation _ _ is intended .

Your ships stores and equipment either troop transport _ ships and war ships for should not be applied . Legal requirements prepared person and institutions , word subject your requirements load in the fields found dangerous your loads all possible their status by stating however exceptional situations for validity without creating possible as much as to activate _ to provide helper is to be .

This guide and content no time National and international of the legislation to the requirements contradiction constitute can't and National and international legislation in the framework of parties their responsibilities does not remove . this guide with relating to National and international legislation between a contradiction when relating to National and international legislation provisions valid .

Business this Dangerous Load Handling In the Directory stated your matters boat captains and load those involved by changing National and international to the provisions by of the follow-up to be done mandatory . this guide Only path demonstrator aspect prepared whether relating to parties work in this DCHG not specified genius necessary inhibitor measure / precautions to receive legal are their responsibilities .