HABAŞ SINAİ VE TIBBİ GAZLAR İSTİHSAL ENDÜSTRİSİ A.Ş.

HABAŞ NEMRUT PORT DANGEROUS CARGO HANDLINGGUIDE

PREPARING DATE: 22.6.2022
(See Revision Page for Revisions)

Deniz SARIOĞLU

Port Manager

SIGN

SEAL

REVISION PAGE

No	Revision No	Revision Content	Revision Date	Revisioned By	
				Name Surname	Sign
1	01	Dangerous goodsconformity auditdated 10.08.2022	05.10.2022	Cenk AKSOY	
2	02	Unscheduled Audit dated 18.05.2023	22.05.2023	Ahmet TUNCER	
3	03	All sections of the Dangerous Cargo Handling Guide have been revised. Chapter 4- A revision has been made to the section "Classes, transportation, loading/unloading, handling, separation, stacking and storage of hazardous substances".	01.04.2024	Ahmet TUNCER	
4	04	A revision has been made regarding Deniz SARIOĞLU, who was appointed as Port Manager.	13.06.2024	Ahmet TUNCER	

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ANNEXES

1. INTRODUCTION:

1.1 General information about the facility:

FACILITY INFORMATION FORM

1	Name/title of facility operator	HABAŞ SINAİ VE TIBBİ GAZLAR İSTİHSAL END. A. Ş.		
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	Fuat Paşa Sokak, No:1, 34880 Soğanlık / Kartal – İstanbul Phone: 0 216 453 64 00 Fax: 0 216 452 25 70 www.habas.com.tr		
3	Name of facility	HABAŞ LİMAN TESİSİ		
4	Province of the facility	İzmir		
5	Contact Information of facility (address, phone, fax, e-mail and web page)	Nemrut Cad. No:19 Çakmaklı Köyü, Aliağa/İZMİR Phone : 0 232 625 54 21 0532 4347297 Fax: 0 232 625 54 26 Email: deniz.sarioglu@habas.com.tr www.habas.com.tr		
6	Geographical region of facility	Aegean Region		
7	Port Authority of facility and contact details	Aliağa Regional Port Authority Phone : 0232 616 19 93 Fax : 0232 616 41 06		
8	Municipality of facility and contact details	Aliağa Municipality Phone.: 0 232 399 00 00 Fax:0 232 616 37 19		
9	Free Zone or Organized Industrial Zone of facility	--		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	22.08.2022		
11	Facility operating status (X)	Own load and additional third party (X)	Own load (…)	Third party (….)
12	Name and surname and contact details (phone, fax, e-mail) of the facility manager	Deniz SARIOĞLU Phone: 0 232 625 54 20 Phone: 0532 4347297 Fax: 0 232 625 54 26 deniz.sarioglu@habas.com.tr		
13	Name and surname and contact detail (phone, fax, e-mail) of responsible person for dangerous goods operation of facility	Osman TURAN osman.turan@habas.com.tr Phone: 0 507 489 35 98		

14	Name and surname and contact information (phone, fax, e-mail) of Dangerous Goods Safety Advisor of Facility	ENTEGRE Tehlikeli Madde Güvenlik Danışmanlığı Ahmet TUNCER Tel: 532 604 30 04 E-mail : ahmet.tuncer@entegretmgd.com
15	Marine coordinates of facility	38°46.04'' N - 26° 54.84'' E
16	Type of dangerous goods handled in facility (goods under MARPOL Annex1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	Dangerous cargoes and scrap cargoes are handled in our facility within the scope of IMSBC Code.
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	UN 1408 Ferrosilicon (with 30% or more than 30% but less than 90% silicone) MHB Direct Reduced Iron (A) MHB Direct Reduced (B) MHB Ferrophosphorus / Ferromanganese MHB Silicomanganese / Manganese MHB Coal (Coal Types) Our facility also handles scrap loads within the scope of dangerous cargoes.
18	Classes for cargo handled, subject to IMDG Code	-
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Cargo groups handled under IMSBC; UN 1408 FERROCYANESIUM (GROUP B) SILICOMANGANESE (GROUP C) COAL (COAL GROUP B AND A)
20	Types of Ship berthing to facility	General Cargo Bulk Cargo
21	Facility's distance to main road (kilometer)	Approximately 7 km to the Izmir-Çanakkale highway junction.
22	Facility's distance to railway (km) or railway connection (Yes/No)	There is no railway connection. Distance to Biçerova Train Station: 10 km.
23	Facility's distance to closest airport (km) and its name	İzmir Adnan Menderes Airport / 90 km.
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	9.000.000 (TON/YEAR)
25	Scrap handling made/not made in facility	Yes
26	Is there border crossing (Yes/No)	No
27	Is there a bonded area?(Yes/No)	Yes

28	Goods Handling equipment and capacity	1 Pieces CONE Gantry Crane: 30,0 tons	
		2 Pieces SENNEBOGEN 880 Mobile Crane: 30,0 tons	
		2 Pieces SENNEBOGEEN 895 Mobile Crane 35,0 tons	
		2 Pieces SENNEBOGEN 6180 Mobile Crane: 35,0 tons	
		1 Piece SENNEBOGEN 6130 Mobile Crane: 35,0 tons	
		1 Piece LIEBHERR A 954 B Excavator: 7.0 tons	
		2 Pieces SENNEBOGEN S 835 M Excavator: 3.6 tons	
		1 Piece SENNEBOGEN S 835 R Excavator: 3.6 tons	
		4 Pieces HYUNDAI 210 LC-7A Excavator: 1.5 tons	
		2 Pieces SIMUTOMO SH 21-LC-5 Excavator: 1.5 tons	
		1 Piece SIMUTOMO F.2800 Excavator: 1.5 tons	
		1 Piece CATERPILLER 215 Excavator: 1.5 tons	
		1 Piece KOMATSU LODER WA 320 Loader: 7.0 tons	
		1 CASE 721F Loader: 7.0 tons	
		1 Piece CASE 721E Loader: 7.0 tons	
		1 Piece MASSEY FERGISON Tractor: 5.0 tons	
		6 TCM FD 70Z8 Forklift: 7.0 tons	
		2 Pieces HYSTER H7.00XL Forklift: 7.0 tons	
		4 Pieces BMC FATİH F.220.26 (6x2) Truck: 16,0 tons	
29	Storage tank capacity (m3)	-	
30	Open storage area (m2)	30.000 m^2	
31	Semi-closed storage area (m2)	-	
32	Closed storage area (m2)	-	
33	Determined fumigation and/or decontamination from fumigation area (m2)	-	
34	Name/title and contact information of pilotage and towage service provider,	Pilotage service company: Uzmar Uzmanlar Denizcilik Tic.ve San.Ltd.Şti. Phone : 0 232 445 76 00 info@uzmar.com Towageservice company: MARİNTUG hizmetleri ve Sanmar Römorkör Hizmetleri	
35	Is a Security Plan in place? (Yes/No)	Yes	
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Waste Type	Capacity (m^3)
		Sludge	50
		Bilge Oil	150
		Bilge Water	75
		Garbage	9
		Waste Oil	25

Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Minimum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
Jetty No: 1	124	---	7,50	6,50	7.500 DWT
Jetty No: 2	110	30	16,00	6,50	80.000 DWT
Jetty No: 3	190	30	30,00	16,00	80.000 DWT
Jetty No: 4	190	30	38,00	30,00	80.000 DWT
Jetty No: 5	190	30	33,00	20,00	80.000 DWT
Jetty No: 6	190	30	20,00	14,00	80.000 DWT
Jetty No: 7	110	30	14,00	11,00	80.000 DWT
Jetty No: 8	114	---	8,50	8,50	7.500 DWT
Jetty No: 9	100	---	8,50	8,50	50.000 DWT
Jetty No: 10	120	---	8,80	8,60	50.000 DWT
Jetty No: 11	200	---	12,50	8,80	50.000 DWT
Jetty No: 12	270	30	48	14,5	80.000 DWT
Jetty No: 13	270	30	48	10,00	80.000 DWT

Name of the pipeline (if available on site)	Number of(piece)	Length (meter)	Diameter(inch)
Not Available			

1.2 Procedures for the loading/unloading, handling and storage of dangerouscargoes handled and temporarily stored at the port facility

The Dangerous Goods handling Guidebook will be published on the website (https://www.habas.com.tr/Category/Alias/seaport-services) for the access and information of all relevant port personnel, public authorities and facility users.

20.04.2022 Dangerous Goods Handling Guide In case of a change in the information contained in the content of TYER within the scope of the Implementation Instruction, it will be revised by the coastal facility within 1 (one) month at the latest and published on the website. The Port Authority will be informed about the revision in question.

The Procedure for Handling of Dangerous Solid Bulk Cargoes handled in our facility is as in Annex-19.

Scrap cargoes are handled in our facility and the Scrap Cargo Handling Operation Procedure is as in Annex-20.

1.2.1 Dangerous Cargoes Handled in Our Shore Facility in accordance with IMSBC Code:
As shown below.

UN	NAME AND DESCRIPTION	CLASS	P.G.
UN 1408	FERROSILICONE	4.3	III
MHB	DIRECT REDUCED IRON (A)		
MHB	DIRECT REDUCED (B)		
MHB	FERROPHOSPHORUS		
MHB	SILICOMANGANESE		
MHB	COAL		
	SCRAP CARGO		

1.2.2 Loading/Unloading Procedure for Handled and Temporarily Stored Cargoes

The hazards of Dangerous Solid Bulk Cargoes to be handled in the Port Facility are specified in the relevant SDSs and IMSBC Code book. However, regardless of the nature of the dangerous cargoes, the following general considerations will be observed.

In the safe handling of scrap cargoes, the requirements specified in the Instructions for the Use of the Imported Scrap Radiation Detection System and Annex-5 of the "Directive on the Issuance of Dangerous Cargo Conformity Certificate" are complied with.

There are no bonded storage areas in our port facility and storage services are not provided.

All cargo handling in our port facility is generally in the sousplan style, and since storage services are not provided, loading and unloading are carried out directly from or to the ship.

Some of the unloaded scrap cargo can be taken to the port temporary scrap stock areaoutside the port customs area to be shipped according to the needs of our factory.

Within the scope of the general rules of Habaş Port, any dangerous cargo or harmfulcargo that is not notified in advance of the Safety Data Sheet is not taken into the port facility.

The safe entry-exit arrangements between the ship and the shore facility are as follows;

- The following rules shall apply to the change of personnel to be made by the ships that have

visited the port facility, the sailors' coming and going out of the port for the purpose of meeting the needs and sightseeing, the arrangement of persons or vehicles that will bring materials, food, etc. to the ship, the safe transportation of persons, visitors, official institutions or organization employees who will come to the port area for any business.

- One of the biggest causes of accidents that may occur within the port facility, damage to equipment and immovable property is the uncontrolled interaction between directly moving port machinery, vehicles and pedestrians. For this reason, it is essential to comply with the following rules in order to maintain all kinds of safe entry and exit arrangements;

- Only authorized persons or vehicles are allowed to enter the operation areas. They are expected to act in strict compliance with the port's procedures and rules.

- Persons are required to wear reflective vests or any other high visibility clothing while in the port facility, regardless of whether they are on foot or in a vehicle.

- The number of people walking into the port facility on foot will be as minimal as possible. People who are allowed to enter on foot are required to use the special walkways allocated for them.

- Pedestrians in the port facility should always pay attention to moving port machinery and hanging loads, even if they walk on the sidewalks. In the same way, operators and vehicle drivers using these machines will pay attention to the pedestrians around them.

- Under no circumstances are pedestrians allowed to walk, walk, sit or lie down under suspended loads. Likewise, vehicle drivers must not pass, stop or park under such loads.

- Under no circumstances are lifting machines allowed to drive into pedestrians or vehicles, regardless of whether they are loaded or unloaded.

- Persons inside the port facility are not allowed to sit, crouch, lie down or sleep anywhere where the operation is in progress, including on the berth and on the ship's broadside.

- All moving vehicles or work machines that will enter the port area and be in the areas where the operation continues must have a yellow warning lamp that can be clearly seen by everyone. Vehicles or machines that do not have these warning lights must turn on their hazard warning flasher or activate warning signals that can be heard by everyone nearby.

- Operators or vehicle drivers may not travel on roads designated for pedestrians while traveling within the port facility.

- It is forbidden to enter the operation areas, the working areas of cranes and equipment in operation on foot or to pass by vehicle to get from one place to another.

- Unauthorized persons are prohibited from entering these areas within the framework of warning signs and markings at and around the entrances to the operation areas.

- It is dangerous and forbidden to enter around, near or in the impact areas of construction

machinery working in areas where loading and unloading operations are carried out.

- During maintenance and repair works in these areas, including periodic checks of the facility, equipment or infrastructure, no operations will be carried out until the works are completed.

- It is not permitted to repair inoperative equipment at sites where the operation is actively in progress, but if it is dangerous or impossible to move or transport such equipment, it is permitted to carry out repairs by stopping other operations in the vicinity and taking necessary safety precautions.

- Since the port facility is a bonded area, the entry and exit of all cargo is subject to the permission of the customs authority. No cargo can enter or leave the port area without the knowledge and approval of the customs authority.

- Speed Limit in Port Area:

  The maximum permitted speed limits for all kinds of vehicles in the port area are as follows:
  Inside the port : 10 km/hour
  Port Road: 20 km/hour

1.2.3 Issues to be Considered in Loading /Unloading, Handling and Storage ofDangerous Goods

1.2.3.1 Dangerous Solid Bulk Cargoes (General):

1.2.3.1.1 Emission of Hazardous Dust:

Where the transportation, handling or stowing of hazardous bulk solid cargoes may cause dust emissions, all necessary measures shall be taken to prevent or minimize the generation of such dust emissions and to protect people and the environment from such emissions.

Personal washing and hygiene and the need to wash the clothes used after the handling of dangerous cargo will be warned to all employees. During handling, appropriate protective clothing, respiratory protection and protective creams will be provided and given to employees according to the type of hazard.

1.2.3.1.2 Hazardous Vapor Emission/Oxygen Deficiency:

Where the transportation, handling or stowage of hazardous solid bulk cargoes may cause toxic or flammable vapor emissions, all necessary measures shall be taken to prevent or minimize the formation of such vapor emissions and to protect people and the environment from such emissions.

When **hazardous solid bulk cargoes** that may emit a toxic or flammable vapor are handled, transported or stowed, suitable instruments for measuring the concentration of toxic or flammable vapor shall be made available.

Except in an emergency, no person shall enter a confined space where hazardous bulk solid cargo emitting such a toxic or flammable vapor is stowed or where oxygen is inadequate, unless it is determined that the atmosphere in the space is not hazardous to human health or safety. If it is necessary to enter this area during an emergency, the person entering this area shall use self-contained breathing apparatus in accordance with confined space entry procedures.

1.2.3.1.3 Explosive Dust Emissions:

When ***hazardous solid bulk cargoes*** are transported or handled which may cause dust emissions responsible for explosion due to ignition, all necessary applicable measures shall be taken to prevent such an explosion and to minimize the effects of the explosion if it occurs.

Measures to be taken include ventilating the confined space to limit the concentration of dust in the atmosphere, blocking ignition sources, minimizing material wall lengths and hosing rather than sweeping.

1.2.3.1.4 Simultaneously Flammable Substances and Substances Reacting with Water:

Hazardous solid bulk cargoes which, on contact with water, may give off flammable or toxic vapors or cause simultaneous explosion, shall be kept as dry as possible. Such cargoes shall be transported only under dry weather conditions.

1.2.3.1.5 Oxidizing Substances:

Hazardous solid bulk cargoes which are an oxidizing agent shall be transported, handled and stowed in such a way as to avoid contamination with flammable or carbon-containing materials. Oxidizing substances shall be kept away from any source of heat or ignition.

1.2.3.1.6 Inappropriate Materials:

Hazardous solid bulk cargoes shall not be transported, handled or stowed in such a way as to prevent a dangerous interaction with inappropriate materials

1.2.3.2 **Coal:**

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

- Coal can emit methane, a flammable gas. Methane/air mixtures containing between 5% and 16% methane are explosive, and sparks or open flames, such as electrical or frictional sparks, striking a match or lighting a cigarette, can 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 enclosed spaces adjacent to the cargo volume.

- Coals can oxidize, causing oxygen depletion in the cargo volume and an increase in carbon dioxide or carbon monoxide concentrations. Carbon monoxide is an odorless gas slightly lighter than air, flammable in mixtures of 12% to 75% by volume with air. It is toxic by inhalation, binding to hemoglobin in the blood 200 times more than oxygen.

- Some coals can self-heat in the load volume and self-heating can lead to spontaneous combustion. Various flammable and toxic gases, including carbon monoxide, can be released.

- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases can be produced, including hydrogen. Hydrogen is an odorless gas, lighter than air and is flammable in mixtures of 4% to 75% by volume with air.

- The Transportable Moisture Limit (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo issued by the institutions authorized by the competent authority of the port of loading shall be delivered to the ship's master by the cargo officer. The TML certificate includes the TML test result or the test report containing this result. A copy of these

documents are taken and kept by the relevant port authority and shore facility operator and submitted upon request during the inspections carried out by the Administration.

SLIP ANGLE	BULK DENSITY (kg/m³)	STOWAGE FACTOR (m³/t)
Not available	654-1256	0.79-1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
Up to 50 mm.	HMB	B (and A)

1.2.3.2.1 Hazards:

Coal can create flammable atmospheres, self-heat, lead to oxygen depletion, and cause corrosion of metal structures. Coal loads may liquefy if 75% or more particles smaller than 5 mm are present.

1.2.3.2.2 Stowing and Separation Conditions:

Our port facility does not store more than one hazardous solid bulk cargo that will create stowing and seperation conditions at the same time.

1.2.3.2.3 Measures against Ventilation Conditions:

Hazardous Solid Bulk Cargoes that require ventilation conditions are not handled and stored in our port facility.

1.2.3.2.4 Measures:

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

1.2.3.3 **Scrap Loads:**

Below is the procedure for dangerous cargoes within the scope of IMSBC Code handled in our Port Facility. In addition, in the handling of scrap cargoes, the requirements specified in the Instructions for the Use of Imported Scrap Radiation Detection System and Annex-5 of the "Directive on the Issuance of Shore Facility Dangerous Goods Conformity Certificate" are complied with.

Regarding dangerous cargoes coming to the port;

- Handling time of dangerous cargo at the shore facility,
- The obligation to wear protective clothing during handling and the characteristics of the clothing
- Intervention possibilities in case of Emergency Response (Fire and Spillage)and the risk that may occur
- Issues such as whether any special precautions need to be taken for the cargo are decided and emergency response procedures are taken into account so that emergency response is carried out within the terminal facilities using the specified equipment and clothing during handling.

In the event that radioactive material within the scope of IMSBC CODE is detected inthe scrap material coming to the port;

- During the handling of scrap cargo at the shore facility, a special area where thenecessary safety and security measures are taken has been established for the temporary storage of radioactive material among the scrap materials.

- The area where radioactive materials are temporarily stored is surrounded by wire fences to prevent unauthorized entry and entrances are controlled.

- The area where the radioactive waste remains is located on the vacant area between the port facility entrance and the factory, and the administrative buildings are located at a safe distance from other facilities adjacent to the facility and provide road facilitiesto provide any first aid and emergency response if necessary.

1.2.3.4 Points to be considered when handling UN 1408 FERROSILICONE

- Make sure that dust does not form.
- Store in a cool and dry place.
- Use protective equipment.
- Make sure eye baths and showers are nearby.
- Wash thoroughly after handling.

1.2.3.5 Considerations when handling MHB Direct Reduced Iron (A)

- Spray fresh water to prevent dust formation during evacuation.
- Handling personnel must wear protective equipment, goggles and dust masks.
- Radio devices must be protected from dust of this load.
- Smoking is prohibited during handling.
- Do not approach the load with open fire.

1.2.3.6 Points to be considered when handling MHB Silicomanganese

- Forms highly toxic gas in contact with water.
- Must be kept clean and dry.
- It should be handled in absolutely dry weather, and should not behandled in rainy weather.
- Avoid smoking and keep away from open-ended electrical cables.

1.2.4 Storage Procedures for Dangerous Goods Handled at our facility:

Of the hazardous cargoes arriving and handled by sea to our facility, except for scrap cargoes, the others are handled as sousplan and are not stored.

Scrap loads are stored in the open storage area.

2. RESPONSIBILITIES

2.1 GENERAL RESPONSİBİLİTİES:

The general responsibilities of all parties involved in dangerous cargo transportation activities are set out below:

- They are obliged to carry out transportation in a safe, secure and environmentally harmless manner, to take all necessary measures to prevent accidents and to minimize the damage as much as possible when an accident occurs.

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

- They benefit from the Medical First Aid Guide (MFAG) annexed to the IMDG Code in order to provide the necessary medical first aid to persons affected by the damages of dangerous cargoes and health problems arising from accidents involving these cargoes.

2.2 RESPONSİBİLİTİES OF THE CARGO HANDLER:

The responsibilities of the cargo handler are stated below:

- Prepares or has prepared the mandatory documents, information and documentsrelated to dangerous cargoes and ensures that these documents are available with the cargo during the transportation activity.

- Ensures that dangerous cargoes are classified, packaged, marked, labeled and placarded in accordance with their type.

- Ensures that dangerous cargoes are loaded, stowed and securely fastened in approved packaging and cargo transport units in accordance with the rules and in a safe manner.

2.3 RESPONSİBİLİTİES OF THE SHORE FACİLİTY OPERATOR:

The responsibilities of the shore facility operator are stated below:

- Ships carrying dangerous cargoes shall not dock at the facility without the permission ofthe port authority.

- Provides written information to the ship that will dock at the facility within the scope offacility rules, cargo handling rules and relevant legislation.

- Does not handle dangerous cargoes for which it has not received permission from the Administration, and does not victimize the ships that will dock by planning in this context.

- Requests the mandatory documents, information and documents related to dangerous cargoes from the cargo authority and ensures that they are available with the cargo. If the relevant documents, information and documents cannot be provided by the cargo operator,he/she is not obliged to accept or handle the dangerous cargo in facility.

- Shares all the data that may be required according to the characteristics of the cargo with the ship operator and performs the loading or unloading operation according to the agreement to be reached. Does not make any changes in the operation without the knowledge of the ship master.

- Determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, takes the necessary measures to ensure that the ship remains safely moored at the berth and handled.

- Checks the transport documents containing information that the dangerous cargoes arriving at the facility are properly classified, packaged, marked, labeled, placarded and safely loaded into the cargo transport unit.

- Ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are documented by receiving the necessary training and does not assign

personnel without documents in these operations.

- Ensures that the dangerous cargo handling equipment in the facility is in working condition andthat the relevant personnel are trained and certified for the use of these equipment.

- Ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the shore facility.

- Carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.

- Equips the berths and jetties reserved for ships that will load or unload dangerous liquid bulk cargoes with installations and equipment suitable for this work.

- Keeps an up-to-date list of all dangerous cargoes in ships docked at its facility and in closed andopen areas in its facility and provides this information to the relevant persons upon request.

- Notifies the port authority of the instant risk posed by the dangerous cargoes handled or temporarily stored in the facility and the measures taken against it.

- Notifies the port authority of accidents related to dangerous cargoes, including accidents at theentrance to closed areas.

- Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

- Ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be temporarily stored, are transferred 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 keep them waiting.

- Temporarily stores the cargo transport units in which dangerous cargoes are transported in accordance with the separation and stowage rules and takes fire, environmental and other safety measures appropriate to the class of dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at all times in the areas where dangerous cargoes are handled and periodically makes the necessary checks.

- Obtains permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.

- Prepares an emergency evacuation plan for the evacuation of ships from shore facilities in emergencies and submits it to the port authority and informs the relevant persons about the plan approvedby the port authority.

- Ensures that the internal loading of cargo transportation units is carried out in accordance with the loading safety rules in the facility.

2.4 RESPONSİBİLİTİES OF THE CARRİER:

The responsibilities of the carrier are stated below:

- Requests mandatory documents, information and documents related to dangerouscargoes from the cargo authority and ensures that they are available with the cargo during the transportation activity.

- Controls the compliance of dangerous cargoes classified, packaged, marked, labeled and placarded by the cargo operator with the legislation.

- Checks that dangerous cargoes are packaged in accordance with the rules using approved packaging and cargo transport units, safely loaded and securely connected to the cargo transport unit.

2.5 RESPONSIBILITIES OF THE SHIP MASTER:

The responsibilities of the ship masters are stated below:

- Ensures that the cargo to be carried by the ship is certified to be suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

- Requests all mandatory documents, information and documents related to dangerous cargoes from the cargo and ensures that they are available with the cargo during the transportation activity.

- Ensures that the documents, information and papers required to be available on the ship related to dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.

- Checks the transportation documents containing information that the cargo transport units loaded on board are properly marked, placarded and loaded safely.

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

- Keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant persons upon request.

- Ensures that the loading program, if any, on board is approved and documented and kept operational.

- Notifies the port authority and the shore facility of the instant risk posed by the dangerous cargoes on board the ship docking at the shore facility and the measures taken against it.

- In case of leakage of dangerous cargo or in case of such a possibility, it does not accept the dangerous cargo for transportation.

- It notifies the port authority of dangerous cargo accidents that occur on its ship during navigation or while at the shore facility.

- Provides the necessary support and cooperation in the controls and inspections carried out

by the administration and port authority.

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

- Ensures that the ship people in charge of dangerous cargo handling use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.

- Provides the requirements for the loading safety of the cargo loaded on their ships.

2.6 DANGEROUS GOODS SAFETY ADVİSOR RESPONSİBİLİTİES

- To monitor compliance with the requirements for the transportation of dangerousgoods.

- To provide recommendations to the shore facility on the transportation of dangerous cargoes.

- To prepare an annual report to the shore facility on the activities of the shore facilityoperator in the transportation of dangerous cargoes (Annual reports are kept for 5 years and submitted to the administration upon request).

- To control the following practices and methods;

  - Procedures for checking that the dangerous cargoes arriving at the facility are properly identified, that the correct shipping names of the dangerous cargoes are used, certified, packaged/packed, labeled and declared, that they are safely loaded and transported in approved and compliant packaging, container or cargo transport unit and reporting of the control results.

  - Loading/unloading procedure for dangerous goods handled and temporarily stored,

  - Whether the shore facility takes into account the special requirements of the dangerous cargoes transported when purchasing the means of transport for the dangerous cargoes handled,

  - Control methods of equipment used in the transportation, loading and unloading of dangerous goods,

  - Whether shore facility employees have received appropriate training, including changes in legislation, and whether records of this training are kept,

  - Appropriateness of emergency methods to be applied in the event of an accident or an incident that will affect safety during the transportation, loading or unloading of dangerous cargoes,

  - The appropriateness of reports on serious accidents, incidents, or serious violations occurring during the transportation, loading or unloading of dangerous cargoes,

  - Determining what measures are necessary to prevent the recurrence of accidents, incidents or serious violations and evaluating the implementation,

- The selection of subcontractors or 3rd parties and the extent to which the rules on the transport of dangerous goods are taken into account,

- Determining whether employees working in the transportation, handling, storage and loading/unloading of dangerous goods have detailed knowledge of operational procedures and instructions

- Appropriateness of the measures taken to be prepared for the risks during the transportation, handling, storage and loading/unloading of dangerous goods

- Procedures for all mandatory documents, information and papers related to dangerous cargoes.

- Procedures for the safe berthing, mooring, loading/unloading, sheltering or mooring of ships carrying dangerous cargoes at day and night.

- Procedures for additional measures to be taken according to seasonal conditions for the loading and unloading of dangerous cargoes.

- Accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,

- Appropriateness of the arrangements for the first interventions to be made for accidents involving dangerous cargoes,

- Procedures for handling and disposal of damaged dangerous cargoesand wastes contaminated with dangerous cargoes,

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

2.7 RESPONSİBİLİTİES OF THİRD PARTİES, CARGO/SHİP AGENCY, ETC. OPERATİNG İN THE SHOREFACİLİTY;

- To ensure that the personnel who will work in the shore facility receive the trainings specified in the Regulations of the Ministry of Transport and Infrastructure of the Republic of Turkey,

- To act in accordance with the rules specified in the IMSBC Code at the shore facility,

- To act in accordance with the rules determined by the shore facility operator and to comply with the instructions,

- To act in accordance with the Dangerous Cargo Handling Guide and procedures for dangerous cargoes established by the coastal facility,

- To report the situation to the facility authorities when any nonconformity is detected in the handling, transportation and storage of dangerous cargoes in the shore facility,

- To send the (SDS) Form, which constitutes an important part of the work to eliminate the Occupational Health and Safety risks that may occur during the use and storage of dangerous cargoes and which is prepared in order to inform the user correctly and sufficiently, containing the hazards and risks of the relevant dangerous cargoes and other information, to the shore facility

and theAdministration

3. RULES TO BE FOLLOWED AND MEASURES TO BE TAKEN BYTHE SHORE FACILITY:

3.1 RULES TO BE FOLLOWED BY SHORE FACİLİTY OPERATORS:

Shore facility operators with Dangerous Goods Compliance Certificate shallcomply with the following rules.

- Ships cannot be docked without the permission of the Port Authority.
- Shore facility operators, if it is not possible to store hazardous materials in the area where they are unloaded at the pier or dock, ensure that these materials are transported out of the shore facility as soon as possible without waiting in the port area.
- Unrelated and unauthorized persons are not allowed to enter the port areaand loading and unloading area.
- Coastal facility personnel, seafarers and other authorized persons involved in the handling of dangerous cargo wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.
- Persons who will fight fire in the dangerous cargo handling area are equipped with firefighting equipment and fire extinguishers and first aid units and equipment are always ready for use.
- Shore facility operators prepare an emergency evacuation plan for theevacuation of ships and marine vessels from shore facilities in emergencies and submit it to the approval of the port authority.
- Shore facility operators are obliged to take fire, safety and security measures.
- Shore facility operators shall have the matters specified in this article approved by the port authority and announce them to the relevant persons.
- They do not allow personnel who do not have the necessary training and certificates according to the Regulation on Training and Authorization within the Scope of the International Code on Dangerous Goods Carried by Sea to work and work in dangerous cargo handling operations and to enter the areas where these operations are carried out.

3.2 MEASURES TO BE TAKEN BY SHORE FACİLİTY OPERATORS:

The measures taken in our facility regarding the rules specified in Article 11 of the "Regulation on the Transportation of Dangerous Goods by Sea and Loading Safety" and Article 19 of the "Ports Regulation" specified by the Administration are as follows.

3.2.1 Berths, jetties, warehouses and entrepots reserved for explosive, flammable, combustible and other dangerous cargoes Berths and jetties reserved for loading and unloading of ships carrying dangerous cargoes:

3.2.1.1 Berths and jetties reserved for loading and unloading of ships carrying dangerous cargoes:

Our shore facility has 10 docking berths on the jetty. Their features are as follows.

Berth/Jetty No.	Length (meter)	Width (meter)	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnageto dock (DWT)
Jetty No: 1	124	---	7,50	6,50	7.500 DWT
Jetty No: 2	110	30	16,00	6,50	80.000 DWT
Jetty No: 3	190	30	30,00	16,00	80.000 DWT
Jetty No: 4	190	30	38,00	30,00	80.000 DWT
Jetty No: 5	190	30	33,00	20,00	80.000 DWT
Jetty No: 6	190	30	20,00	14,00	80.000 DWT
Jetty No: 7	110	30	14,00	11,0	80.000 DWT
Jetty No: 8	114	---	8,50	8,50	7.500 DWT
Jetty No: 9	100	---	8,50	8,50	50.000 DWT
Jetty No: 10	120	---	8,80	8,60	50.000 DWT
Jetty No: 11	200	---	12,50	8,80	50.000 DWT
Jetty No: 12	270	30	48,00	14,50	80.000 DWT
Jetty No: 13	270	30	48,00	10,00	80.000 DWT

Scrap cargo among the dangerous cargo handled in our Port Facility is carried out atother berths except berths 10-11 adjacent to the temporary scrap storage area.

Dangerous cargoes handled in our Port Facility, except scrap, are handled at all berths.Ship acceptance in our facility is done day and night.

3.2.1.2 Warehouses and Entrepots reserved for dangerous goods:

Dangerous cargoes with UN Numbers are not stored in our shore facility. However, dangerous scrap cargoes are stored in the open storage area specified in the site plan. The capacity of the storage area is **30.000 m².**

3.2.2 Dangerous Goods Handling Equipment and Installations:

Loading/unloading of hazardous materials coming to our shore facility is provided by rail cranes. Handling equipment is as follows.

1 Pieces	CONE Gantry Crane:	30,0 Tons
3 Pieces	SENNEBOGEN 880 Mobile Crane	30,0 Tons
2 Pieces	SENNEBOGEEN 895 Mobile Crane	35,0 Tons
1 Pieces	SENNEBOGEN 6180 Mobile Crane	35,0 Tons
1 Pieces	SENNEBOGEN 6130 Mobile Crane	35,0 Tons
3 Pieces	LIEBHERR A 954 B Excavator	7,0 Tons
3 Pieces	SENNEBOGEN S 835 M Excavator	3,6 Tons
1 Pieces	SENNEBOGEN S 835 R Excavator	3,6 Tons
4 Pieces	HYUNDAI 210 LC-7A Excavator	1,5 Tons
2 Pieces	SIMUTOMO SH 21-LC-5 Excavator	1,5 Tons
1 Pieces	SIMUTOMO F.2800 Excavator	1,5 Tons
1 Pieces	CATERPILLER 215 Excavator	1,5 Tons
1 Pieces	KOMATSU LODER WA 320 Loader	7,0 Tons
1 Pieces	CASE 721F Loader	7,0 Tons
1 Pieces	CASE 721E Loader	7,0 Tons
1 Pieces	MASSEY FERGISON Tractor	5,0 Tons
6 Pieces	TCM FD 70Z8 Forklift	7,0 Tons
2 Pieces	HYSTER H7.00XL Forklift	7,0 Tons
4 Pieces	BMC FATİH F.220.26 (6x2) Truck	16,0 Tons

Actions to be taken if dangerous cargoes cannot be stored in the areawhere they are unloaded at the berth or jetty.

Dangerous cargoes handled as sousplan in our shore facility are loaded on land vehicles to be transported directly from the ship and taken out of the shore facility as soon as possible without waiting. For this reason, since dangerous cargoes that burn ontheir own but are not affected by water are not stored in our facility, our facility is not equipped with water cannons and irrigation is not carried out to prevent burning.

Packages and packaging of dangerous goods and information on risk and safety measures:

Since packaged dangerous cargoes are not handled in our shore facility withinthe scope of IMDG Code, packing and packaging are not carried out.

Protective clothing used during loading, unloading and storage byshore facility personnel, seafarers and other authorized persons involved in the handling of dangerous cargo:

- Safety helmet,
- Pants,
- Dust mask,

- T-shirt,
- Reflective vest,
- Work shoes,
- Gloves,
- Protective clothing.
- Work goggles

In addition, personal protective equipment specified in the SDS will be used according tothe season, weather conditions, physical conditions and the type of dangerous cargo handled.

Teams to respond to fire in the dangerous cargo handling area, theirequipment, fire extinguishing systems and first aid units:

The list and duties of the people to fight fire in our shore facility, fire extinguishing systems and first aid teams and the duties of these teams are as in the "Emergency Action Plan".

The fire fighting team in our facility is equipped with fire brigade equipment and fire extinguishers and first aid units and equipment are always ready for use.

Information on fire protection systems in our shore facility is as in the Dangerous Goods Handling Guide Articles 8.10, 8.11, 8.12.

Preparation of an emergency evacuation plan by shore facility operators for the evacuation of ships and marine vessels from shore facilities inemergencies:

The emergency evacuation procedure for the departure of ships and marine vessels from the shore facility in case of emergency is as in the Jetty UseInstruction/Emergency Plan.

Issues related to fire, safety and security measures to be taken byshore facility operators:

The measures to be taken against fire in our facility are as in the "Emergency Action Plan", and the measures to be taken against fires caused by dangerous cargoes are as in the "Dangerous Cargo Emergency Plan".

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

The issues regarding the safety measures taken in our facility are as in Article-9 of the "Dangerous Cargo Handling Guide".

Training and certificates required according to the Regulation on Training and Authorization under the International Code for Dangerous CargoesCarried by Sea:

"General Awareness Training, Task Oriented Training, Safety Training" has been planned and trainings have been given to facility personnel and subcontractor personnel involved in dangerous cargo handling operations according to the said regulation. Personnel who have not received any dangerous cargo training will not take part in the handling of dangerous cargoes.

4. CLASSES, TRASPORTATION, LOADING/UNLOADING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS

4.1 Classes of Dangerous Goods :

The necessary information about the dangerous goods handled in our port is asfollows.

UN / IMSBC GROUP	NAME AND DESCRIPTION	CLASS / GROUP	PACKAGING GROUP	PACKAGING INSTRUCTION	TRANSPORT CATEGORY	HAZARD IDENTIFICATION (HIN)
UN 1408	FERROSILICON with 30% or more but less than 90% silicon FERROSILICIUM	4.3 (6.1)/B	III	P003 IBC08 ROO1	3	462
MHB	DIRECT REDUCED IRON (A) IRON (A) Briquettes, hot molded	B				
MHB	FERROMANGANESE Ferromanganese	C				
MHB	SILICOMANGANESE Silicomanganese	B				
MHB	COAL	B (and A)				
	SCRAP METAL	C				

FERRO SILICONE HANDLING PROCEDURE

FERROSILICON (UN 1408) Pay attention when handling the cargomatters;

General properties of ferrosilicon charge,

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m3)	STACKING FACTOR (m3/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 Discomfort, difficulty in breathing, severe headache, dizziness, fainting seizures, nausea, vomiting, and deterioration of the digestive system. 2 In severe poisonings, vomiting is very obvious, mucous membranes get a bluish appearance, urine is dark and bloody. Severe anemia and jaundice occur after about a day or so.

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

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

Toxicity Phosphorus acts on the central nervous system and blood.

Symptoms Symptoms of phosgene poisoning include chest tightness, headache, dizziness, fatigue, loss of appetite and severe thirst. Exposure to concentrations of about 2000 ppm for a few minutes, to concentrations of about 400 to 600 ppm is a life threatening hazard. 0.3 ppm The maximum

concentration that can be exposed for several hours without symptoms. This container will not be allowed to undergo any long-term exposure

b. Procedure for safe handling of ferrosiliconload:

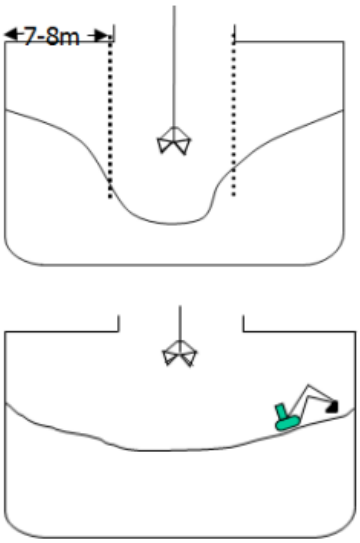
(1) PURPOSE Knowing the hazards that may occur in the ferrosilicon evacuation and making the operation healthy.

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

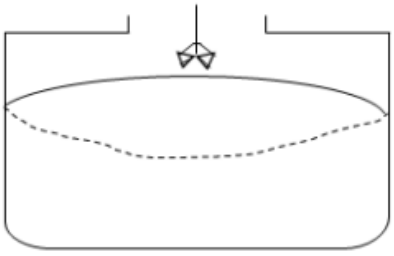
(3) RESPONSIBILITY: All employees and sub-contractors involved in our Port Facility are responsible.

(4) APPLICATION:

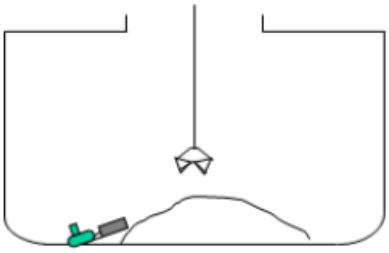
As seen in the first drawing on the side, the crane scoop works in the range shown by the dotted lines between the hatch covers. If the load is not fluid, the middle of the warehouse is pitted over time and the material remains on the edges. For the material left on the edges, as shown in the second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



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



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



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

a) Properties of Ferrosilicon:

- Hazard Class 4.3: Substances that Release Gas when Contact with Water
- Hydrogen, which is a flammable gas, is released into theatmosp here or when it is humidified..

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

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

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

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

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

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

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

(vi) It does not absolutely stop under the liftingload.

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

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

(ix) dock, ship mooring and ship warehouse etc. The staff must be careful in order to avoid accidents that may occur as a result of printing on rubbish materials (pellets, pieces of cement, coal etc.) that may be found in the areas. Particularly because the

structure of the pellet charge is rounded, the risk of slippage is high as a result of being printed on it.

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

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

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

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

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

(xv) Potentially ventilated enclosed spaces are ventilated.

1. The ship's staircase and scaffolding must be safe; should not be on the walkways of the harbor cranes.

2. The Personnel shall comply with all technical and safety rules, both written and visual, on board and on the dock.

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

A. NECESSITY TO BE CAREFUL:

1. During docking and dismounting of vessels, harbor cranes are positioned so that they can not hit the ships and necessary safety precautions are taken.

2. The evacuation / loading process is done in accordance with the plan. Any modifications required to be made must be accepted by both the ship and the port representative.

3. Selection of buckets and bunkers according to the physical characteristics and density of the bulk cargo to be handled.

4. The balance of the gates (without tipping over the pier or crane etc.) is evacuated without deterioration.

5. An excavator is used to shorten the discharge time of the bulk cargo and to collect the load at places where the crane bucket can not reach. Machine should be given on time.

6. Cleaning of decks and decks of warehouses that have been discharged / unloaded is done quickly and safely without losing time.

7. The rash materials that have been collected during the operation are recovered without delay; is sent to the relevant stockarea.

8. During the operation, check that there is no obstruction or damage to the crane tracks.

9. Immediate notification of ship damage; necessary measures are taken on time.

10. The staff, the work machine and the crane should always work and be in a position to communicate and see each other during the cleaning operation.

11. All units concerned with the cargo will be notified if the evacuation is to be carried out using the area on the berth. In addition, the Job Security Directorate is also informed. Pay attention to the followingpoints:

12. Safety vehicle passage is ensured by adapting the road entrance and exit roads to traffic.

13. During the operation truck and crane work is observed. Adverse events are reported to the watch keeper and necessary precautions are taken.

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

4.2 Packs and Packaging of Dangerous Goods

Dangerous cargo packing and packaging subject to the provisions of the IMSBCCode is not carried out in our port.

There is cargo handling operation within scope of IMSBC code and Grain code with the below mentioned conditions.

4.3 Labels and Placards for Dangerous Goods

The signs of dangerous goods handled in our port are as follows.

Dangerous Goods (Dangerous Goods) subject to TYER; They are bulk materials with UN Number.

Hazard Identification;

They are not flammable, they are not reactive, their contact with water is not suitable due to their physical changes, they cause dust formation during handling, they may contain different particles,

Effects;

Respiratory: sore throat, cough, sneezing,
Eyes: redness, eye pain, burning, infection, irritation
Skin: redness, itching, superficial burning due to sweating,
Eating: sore throat, stomach apain, diarrhea, vomiting, chills, fever

Advices;

Breathing: deep breathing in fresh air,
Eyes: keeping eye open, flushing with running water for 15 minutes, cleaning in eye fountain, seeking medical attention,
Skin: remove clothes and wash
Ingestion: drink plenty of water or milk, seek medical advice

Handling Rules;

Use of respiratory mask, goggles to protect eyes
It does not require the use of special clothes, the use of work clothes and gloves that cover the body
Cargoes covered by the IMSBC code are never eaten and tasted
The handling area is isolated, unattended personnel are kept away.

4.4 Separation Tables of Dangerous Goods Aboard Ships and Ports According toClasses

Dangerous cargoes handled in our port are handled as sousplan and separation provisions are not applied within the facility.

4.5 Dangerous Goods Documents:

Documentation, control, registration works and procedures related to solid dangerous cargoes handled in our port are specified in detail in the 7th section of this Guide.

5. MANUAL FOR DANGEROUS CARGOES HANDLED IN SHORE FACILITY

The port facility engaged in dangerous cargo handling activities in order to contribute to thesafe fulfillment of these activities; Manual for Dangerous Cargoes, which includes the followingissues, is as in Annex-10.

- Classes of hazardous substances,
- Packages of hazardous substances,
- Packaging,
- Labels,
- Markings and packaging groups,
- Separation Tables of Dangerous Goods Aboard Ships and Ports According to Classes,
- Separation distances of dangerouscargoes inwarehous e storage,
- Separationterms,
- Dangerous cargo documents,
- Dangerousgoods emergency response action flow diagram,

Dangerous Goods Handbook is as in Annex-10.

6. OPERATIONAL ISSUES

6.1 Procedures for Safely Berthing, Mooring, Loading/Unloading, Harbouring orMooring of Ships Transporting Dangerous Goods at Night and Day:

- In the event that the practice of the Ship Captain regarding the mooring of the ships is not deemed safe for the port, the Ship Captain will be requested to moor the ship with additional ropes.

- In cases where it is assessed that conditions such as unfavorable weather conditions, currents and winds will make loading / unloading unsafe, the activity will be stopped, the ship captain will be informed and the ship captain will take measures such as mooring the ship by making a request if the captain deems it necessary.

- Mooring areas are different for ships carrying Dangerous Goods and ships will wait at these mooring areas allocated to them.

6.2 Procedures for Additional Measures Taken for Loading, Unloading and Transshipment According to Seasonal Conditions:

- Loading and unloading of dangerous cargoes on ships and marine vessels, those involved in the ship, as well as those who load and unloading, will take the necessary safety measures against dangers.

- Seasonal conditions should be taken into account in the loading / unloading of dangerous cargoes, it should be postponed or stopped for a while in extremely rainy weather and unfavorable visibility conditions, lightning and electrically charged weather.

- In unfavorable conditions, it should be ensured that the loading / unloading is maintained or, in cases of necessity, that the tugboats and emergency response teams are in conditions to intervene in a short time in a possible undesirable situation,

- In the event that similar conditions persist, it should be ensured that the personnel working are selected from experienced personnel, rest periods should be planned frequently in extremely intensive work, lighting should be increased, etc. measures should be taken.

6.3 Procedures for Keeping Away Flammable, Combustible and Explosive Materials from Spark-Producing Operations and Not Operating Vehicles, Equipment and Tools Capable of Sparking in Fields of Dangerous Goods Handling, Stowing and Storage:

- It is forbidden to smoke, light a fire, do hot work on the cargo deck and points of the ships carrying dangerous cargoes and in the shore storage places of dangerous cargoes. Flammable materials are kept away from spark-forming processes and no spark-forming tools or instruments are operated in the dangerous cargo handling area.

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

  - Avoiding work with fire (welding, cutting, etc.), taking technical safety precautions in mandatory situations and working in a controlled manner,
  - Use of exproof (non-sparking) hand tools,
  - Working with experienced personnel,
  - Informing the relevant units before the study,
  - Briefing the personnel who will work in the field,
  - Protective measures and equipment such as protective separation, mechanical ventilation, etc. are available for use,

- Ensuring that the personnel who will carry out such hot work must work inprotective clothing and equipment and, where necessary, with a closed-circuit inhaler.

- In such works, it should be ensured that emergency teams should be assigned tointervene in a short time in a possible undesirable situation.

- In addition, it should be ensured that the requirements specified in Annex-9 ofthe "Directive on the Issuance of Coastal Facility Dangerous Goods Conformity Certificate" arefulfilled. The Hot Process Procedure of our facility is as in Annex-20.

7. DOCUMENTATION, CONTROL AND RECORD:

7.1 PROCEDURES FOR ALL MANDATORY DOCUMENTS, INFORMATİON AND DOCUMENTATİON RELATED TO DANGEROUS SUBSTANCES, AND PROCEDURES FOR THEİR SUPPLY AND CONTROL BY THE RELEVANT PERSONS:

The following documents related to dangerous cargoes are kept up to date by the Shore Facility.

- SOLAS 1974
- IMDG Code Volume 1,2 and Additional Book,
- IMSBC CODE, International Maritime Solid Bulk Cargoes Code
- Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU CODE)
- "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31/12/2005 and numbered 62040
- Handbook for Terminal Representatives on Loading and Unloading of Solid Bulk Cargoes (IMO-MSC/Circ.1160; IMO-MSC/Circ.1230; IMO- MSC.1/Circ.1356)

Instant tracking of all loads arriving at our Port Facility is carried out with "HABAŞ Shipment Program Special Software".

In order for the Shore Facility to be able to safely handle dangerous cargoes arriving at the facility and to take appropriate measures, documents sent in advance are absolutely necessary. These documents are as follows;

i. Dangerous Cargo Notification Document
ii. Documents Required on Board
iii. Safety Data Sheet (SDS)
iv. IMSBC Code BLU Code Annex 5 load information form

With the operation recording 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.

7.2 PROCEDURE FOR MAİNTAİNİNG AN UP-TO-DATE LİST OF ALL DANGEROUS SUBSTANCES ON THESHORE FACİLİTY SİTE AN OTHER RELEVANT INFORMATİON ON A REGULAR AND COMPLETE BASİS:

- The port facility is obliged to provide the relevant persons with information indicatingthe class, quantity, emergency response methods and locations of all dangerous cargoes available at the port facility when requested at any time.

- The records of dangerous cargoes handled in our port will be kept by the operation department to include the following information.

Dangerous Cargo Notification Document:

- The shipping documents prepared by the shipper shall include a "Signed Certificate or Dangerous Cargo Notification Document" stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.

- The ship and marine vessel carrying dangerous cargo, at least twenty-four hours before entering the port administrative area; ships and marine vessels with a cruising time of less than twenty-four hours until entering the port area, immediately after departure from the shore facility, submit the notification document containing detailed information about their cargo to the port authority in writing through the relevant persons.

- The cargo person is obliged to notify the shore facility at least 3 hours before entering the shore facility regarding dangerous cargoes arriving by road and rail.

- In the event that the notification obligation is not complied with or the notifications made do not contain correct information, administrative action may be taken against the notifier and the berthing, departure and passage order, if any, may be lost.

- As of January 1, 2014, it is obligatory to have a Safety Data Sheet (SDS) containing the following information together with the dangerous cargoes to be transported in all modes of transport (by Road, Rail, Air and Sea) under the laws of our country.

- For all dangerous cargoes to be accepted to the port, it is checked that this document is present with the dangerous cargo and the forms are filed by the Port Chiefs.

UN Number,
IMSBC Code Danger Group
PSN name (Proper Shipping Name),
Class (with sub-dangers),
Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
Whether it is a Marine Pollutant,
Recipient,
Sender

Seal number,
Additional Information (Information on degree of ignition, viscosity, etc.),
Where it is stored in the Port Area,
Duration of stay in port,

This information shall be kept in a computerized or file format accessible only by authorized personnel and shall be made available upon request.

The port facility keeps the class and quantity information of the dangerous goods handled throughout the year up to date and notifies the port authority in quarterly periods.

7.3 PROCEDURE FOR KEEPING RECORDS AND STATISTICS OF DANGEROUS CARGOES:

A report containing information on dangerous cargoes handled in our port facility was requested by the Administration to be reported to the Port Authority on a quarterly basis.

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

Monthly counting and control reports of dangerous cargo stored in our port area are prepared by the operation department and submitted to the management.

Records and reports are archived by the departments for a period of 5 years.

7.4 PROCEDURES RELATED TO PROCUREMENT OF THE HAZARDOUS MATERIALS SAFETY INFORMATION SHEETS (SDS)

7.4.1 According to the Laws of our country as of January 1st, 2014, Safety Data Sheet (SDS) with the following information must be present with the dangerous goods to be transported through all transport modes (by road, rail, air and marine).

➢ Number,

➢ PSN name (Proper Shipping Name,) (required for marine transport)

➢ Class (with lower hazards)

➢ Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)

➢ Marine Pollutants or otherwise,

➢ Tunnel Restriction Code (required for road transport.

7.4.2 It is checked that if this document is available with the Dangerous substance for the all Dangerous goods to be accepted in the port.

7.5 PROCEDURES FOR RECORDS AND STATISTICS OF DANGEROUS GOODS

Details of the ships arriving at the port, which piers they dock at, loading/unloading quantities are subject to loading/unloading conditions. These data are recorded and stored electronically on a monthly and annual basis.

Records and statistics are kept both on the main servers and in the backup storage of the backup unit.

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE:

8.1 Response Procedures for Hazardous Substances that Endangers/Able to Endanger Life, Propert and/or Environment and Dangerous Incidents Involving Hazardous Substances:

Dangerous cargoes arriving, handled, stored and unloaded at the shore facility pose unique hazards such as fire and radiation. For this reason, the types of emergencies that the shore facility will face are not too many. In order to cope with these hazards, it is extremely important to develop, publish and implement a Dangerous Cargo Emergency Plan in cooperation with local emergency teams.

For this purpose, the Accident Prevention Policy (APP) prepared by our port facility to prevent accidents that may be caused by dangerous cargoes is given in Annex-21.

The following issues will be taken into consideration in the establishment of the emergency strategy at the shore facility;

- Accident Prevention
- Preparation of Emergency Plan
- Implementation and Praxis of Emergency Procedures
- Regular Inspection of Emergency Equipment
- Implementation of the Plan when an Emergency Occurs
- Analyze and report the incident thoroughly to prevent recurrence

In order to prevent fire and pollution caused by dangerous cargo operations, in the **Emergency Schedules Guide (EmS Guide); Emergency Measures for Fire (Ems For Fire)** against Fire that may be caused by dangerous cargoes listed in the code are intervened according to the procedures specified. The incident is reported to the Port Authority.

8.2 Possibility, Capacity and Capability of Shore Facility to Response Emergencies:

8.2.1 Possibility, capability and capacity to respond to fire:

NO	MATERIAL TYPE	PIECES
1.	Dry chemical powder fire extinguishers	**75**
2.	Carbon dioxide fire extinguishers	**4**
3.	Fire hose	**40**
4.	Fire cabinet	**36**
5.	Fire hose wrench	**20**
6.	Fire hose nozzle	**20**
7.	Emergency alarm button	**11**

8.2.2 Capability and capacity against leakage and spillage:

As in Annex-14.

8.3 Regulations of First Response for Accidents Involving Hazardous Substances:

Accidents that may be caused by dangerous cargoes in our port facility are in the form of Fire and Flow/Leakage/Spillage.

8.3.1 Precautions to be taken against fire that may be caused by Dangerous Goods:

UN/GROUP	NAME AND DESCRIPTION	EMS (FIRE)
UN 1408	FERROSILICON	F-G
MHB GROUP B	DIRECT RESUCED IRON (A)	Intervene to fire according to IMSBC CodeAnnex-1
MHB GROUP C	FERROMANGANESE Ferromanganese	Intervene to fire according to IMSBC CodeAnnex-1
MHB GROUP B	SILICOMANGANESE Silicomanganese	Intervene to fire according to IMSBC CodeAnnex-1
MHB	COAL	Intervene to fire according to IMSBC CodeAnnex-1
	SCRAP METAL	Intervene to fire according to IMSBC CodeAnnex-1

8.3.2 In case of fire as a result of an accident involving dangerous cargoes handled in port facilities, the Emergency Plan (EMS) will be taken into account.

- The measures to be applied in the Dangerous Cargo Emergency Plan for fire are generally as follows.

- In the event that the cargo handled in our port facility is involved in an accident and a fire occurs, the IMSBC Code Annex-1 tables to be taken into account are as follows.

- **F-G (Substances Reacting with Water)**

UN 1408 FERROSILICON; Water and foam are not used for cargo fires on the open deck. Fire extinguisher with DCP is used as much as possible. In case of a fire in the ship's hold, use CO2 extinguisher as much as possible in the hold and close the vents and hatch covers. If the ship has a fixed gas extinguishing system, it is used. No intervention is made with water, only cooling is done if the compartment perimeter or the ship's broadside is water. Personnel approaching the fire scene must use a self-contained breathing apparatus (SCBA).

DIRECT RESUCED IRON (A) GROUP B; There is no special emergency procedure for this cargo and the cargo in the hold cannot be intervened with water, steam or CO2. Instead, fire extinguisher with DCP should be used. In case of ignition and combustion in the hold area, immediately take that part to the open area and intervene. Hydrogen concentration rate should be measured before opening the hatch covers.

FERROMANGANESE GROUP C; Any fire risk for this cargo is very low.

SILICOMANGANESE GROUP B; Water and foam are not used for cargo fires on the open deck. Fire extinguisher with DCP is used as much as possible. In case of a fire in the ship's hold, use CO2 extinguisher as much as possible in the hold and close the vents and hatch covers. If the ship has a fixed gas extinguishing system, it is used. No intervention is made with water, only cooling is done if the compartment perimeter or the ship's broadside is water. Personnel approaching the fire scene must use a self-contained breathing apparatus (SCBA).

COAL GROUP B (and A); In case of fires in the warehouse, stop contact with air, close the warehouse doors and ventilation. Absolutely no water is used, intervene with expert advice when necessary.

SCRAP METAL GROUP C; Scrap cargoes will not be considered as dangerous cargo (UN 2793) unless they are oily and in the form of trimmings. The risk of fire is very low.

8.3.2 Precautions to be taken against flow/leakage/spillage that may be caused by Dangerous Cargoes:

- In case of flow/leakage/spillage as a result of an accident involving dangerous cargoes handled in port facilities, the Emergency Situation Plan (EMS) in the annex of the IMSBC Code will be taken into consideration.

- The measures to be applied in the emergency plan for flow/leakage/spillage are generally as follows.

UN 1408 FERRO SILICONE Ems guide

- **S-N (Substances Actively Reacting with Water)**

UN/GROUP	NAME AND DESCRIPTION	EMS (FLOW/LEAKAGE/SPILLAGE)
UN 1408	FERROSILICON	S-N
MHB GROUP B	DIRECT RESUCED IRON (A)	Intervene to leakage according to IMSBC CodeAnnex-1
MHB GROUP C	FERROMANGANESE	Intervene to leakage according to IMSBC CodeAnnex-1
MHB GROUP B	SILICOMANGANESE	Intervene to leakage according to IMSBC CodeAnnex-1
MHB -	COAL	Intervene to leakage according to IMSBC CodeAnnex-1
	SCRAP METAL	Intervene to leakage according to IMSBC CodeAnnex-1

UN 1408 FERROSILICON; Before starting the unloading process, measures will be taken against spills with tarpaulin between the ship and the berth. In case of spillage on the deck and berth, contact with water should be avoided. It should be kept as dry as possible and collected with a soft brush and plastic shovel. After cleaning and collection, the contaminated area should be cleaned with plenty of water.

DIRECT RESUCED IRON (A) GROUP B; It does not require any special precautions and should be sprayed with fresh water against dusting. Spillage dust should be cleaned as soon as possible.

FERROMANGANESE GROUP C; No special measures are required.

SILICOMANGANESE GROUP B; In case of a spill, it should be cleaned up quickly and does not require any special precautions.

SCRAP METAL GROUP C; Decks and machinery must be protected against the possibility of spillage. There should be no persons or materials in the work area that may be affected by the spillage.

8.4 MEDICAL FIRST AID GUIDE (MFAG) IN ACCIDENTS INVOLVING DANGEROUS GOODS:

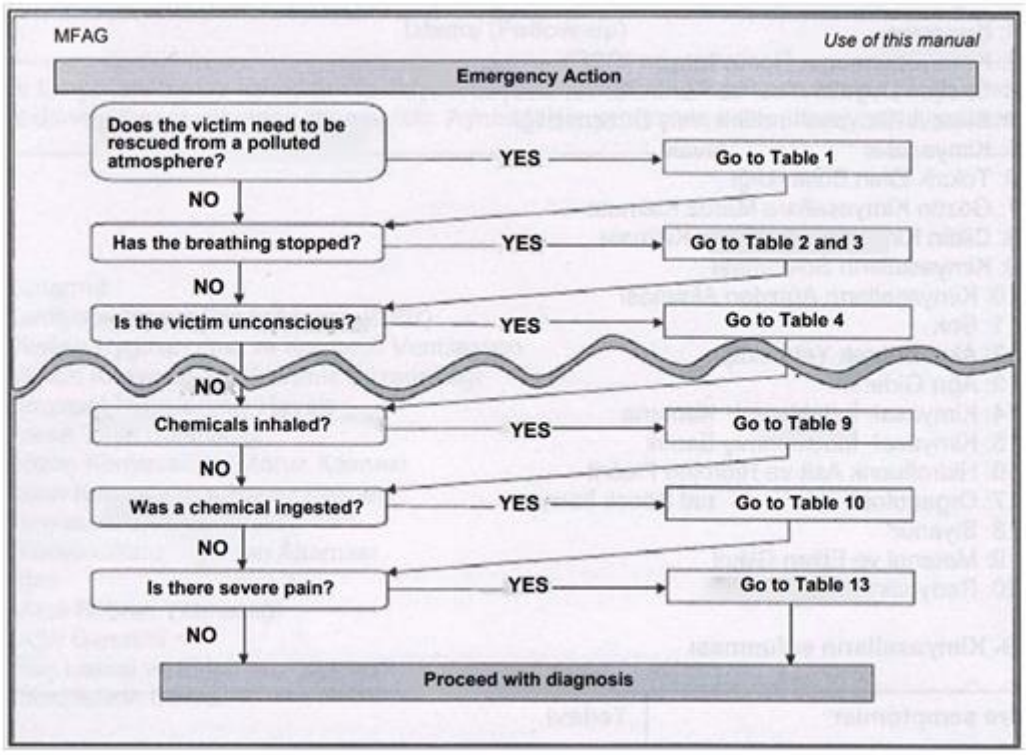
The points to be considered when using the manual are as follows.

- In case of exposure to hazardous substances, emergency intervention will be carried out first.

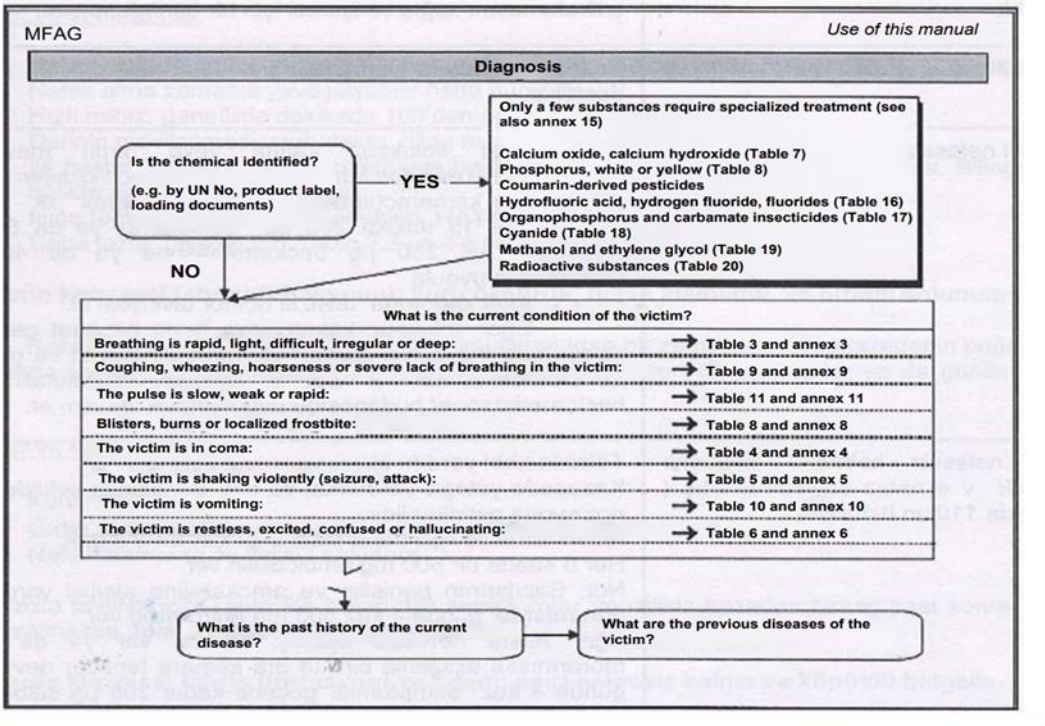
The medical first aid guide will be implemented in 3 steps.

Step 1: Emergency intervention and diagnosis	Start from here!
Step 2: Consider the tables.	The tables contain brief instructions for special cases.
Step 3: Consider annexes	Annexes contain detailed information on medicines and Chemicals to which may be exposed.

8.4.1 Use the table below when performing an Emergency Treatment.



8.4.2 Use the table below for diagnosis.



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

Table 1 : Recovery
Table 2 : Cardiopulmonary Resuscitation (CPR)
Table 3 : Oxygen Administration and Controlled Ventilation
Table 4 : Chemically-Induced Dysregulation of Consciousness
Table 5 : Chemically-Induced Convulsion
Table 6 : Toxic Mental Confusion
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: Chemically-Induced Bleeding
Table 15: Chemically-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluoride
Table 17: Organophosphate and Carbomate Insecticides
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol Table 20: Radioactive Substances

8.4.4 Annexes provide detailed information on medicines and chemicals to which exposure may occur. Information on annexes is as follows.

Annex 1 : Recovery
Annex 2 : Cardiopulmonary Resuscitation (CPR)
Annex 3 : Oxygen Administration and Controlled Ventilation
Annex 4 : Chemically-Induced Disorder of Consciousness
Annex 5 : Chemically-Induced Remittance
Annex 6 : Toxic Mental Confusion
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 items

8.4.5 Location and Contents of First Aid Materials in the Facility

In case of emergencies or accidents arising from dangerous cargoes in our Port Facility, first aid materials to be used for intervention are available in the infirmary located on the ground floor of the Administrative Building, in the first aid kit in the container located in the berth No. 11 of the Temporary Scrap Stock Area and in the first aid kit in the container located at jetty No. 5.

Contents of infirmary first aid supplies;

VERMİDON TB.	168	KAPTORİL 25 TB.	75	PROTAZ 40 MG	6	DEXTROSE %5 500CC	1
NOVALGİN TB.	81	KAPTORİL 50 TB.	131	SİLVERDİN KREM	7	İSOLAYTE- S 500CC	1
CETAFLU TB.	89	PANTO TB.	78	FİTO KREM	3	%20 MANNİTOL 100CC	1
APRANAX TB.	31	DİKLORON AMP.	56	VOLTAREN JEL	5		
RENNİE TB.	172	MAXTHİO AMP.	27	AVİL JEL	5		
TALCİD TB.	185	BUSCOPAN AMP.	13	FURACİN KREM	4		
CABRAL TB.	100	DEKORT AMP.	5	ANESTOL KREM	5		
BUSCOPAN TB.	54	NOVALGİN AMP.	2	GENTA DAMLA	3		
AERIUS TB.	33	METPAMİD AMP.	7	ONADRON DAMLA	3		
LOPERMİD TB.	50	PREDNOL 40MG AMP.	1	TERRAMYCİN KREM	6		
EMEDUR TB.	58	AVİL AMP.	7	VİSİNE DAMLA	6		
ASPİRİN 500 TB.	121	LASİX AMP.	10	PAROL FLAKON	5		
CORASPİRİN 100 TB.	74	JETAKOİN AMP.	15	İZOTONİK 500CC	2		

The contents of the first aid kits are as follows;

- Bandage 3 pieces
- Sterile Gauze Swabs 3 pieces
- Cotton 100 gr.
- Silk plaster 1 box

- Baticon solution 1 bottle (100 cc.)
- Band-aid 2 boxes (2x10 pieces)

8.5 Notifications to be made inside and outside the facility in case of emergencies:

8.5.1 The flow chart for notifications to be made in emergencies is as follows.

As in the Hazardous Substance Emergency Plan.

8.5.2 Matters to be done in case of emergency in our facility

As in the Hazardous Substance Emergency Plan.

8.6 ACCIDENT REPORTING PROCEDURES:

Accidents/incidents that occur in our facility, including accidents related to dangerous cargoes and accidents at the entrance to closed areas, will first be reported to the Port Authority within 3 hours at the latest from the event using the VHF radio system or other means of communication. Following this notification, a written report containing opinions on the accident / incident will be sent to the port authority within 24 hours at the latest.

8.7 COORDINATION, SUPPORT AND COOPERATION METHOD WITH PUBLIC AUTHORITIES:

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

8.8 EMERGENCY EVACUATION PROCEDURE FOR EVACUATION OF SHIPS AND MARINE VESSELS FROM SHORE FACILITY IN CASE OF EMERGENCY:

Regarding the evacuation of the ship from the port in case of emergencies arising from dangerous cargoes, a protocol has been signed with UZMAR Uzmanlar Denizcilik Tic.ve San. Ltd. Şti. that the intervention will be carried out by them.

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

8.9 PROCEDURE FOR HANDLING AND DISPOSAL OF DAMAGED DANGEROUS CARGOES AND WASTES CONTAMINATED BY DANGEROUS CARGOES:

According to the "Safety Data Sheet (SDS)" 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 wastes contaminated by dangerous cargoes. Disposal is carried out within the scope of the port emergency procedure and environmental emergency instructions.

Any cargo transportation unit found to be damaged or leaking will not be loaded on board until the necessary repairs are made.

All damaged cargo or cargo transport units containing dangerous cargo will be reported to the

Port Authority by the port operator.

8.10 EMERGENCY DRILLS AND RECORDS:

8.10.1 The trainings to be received by persons engaged in activities related to Dangerous Cargoes shall be implemented as follows.

• Every person involved in the transportation or handling of dangerous cargoes should receive training on the safe transportation or handling of dangerous cargoes commensurate with their responsibilities.

• Shore personnel should receive general awareness/recognition training, function-specific training and safety training. These persons may be as follows:

- Those who classify hazardous substances and define appropriate shipping names for them;
- Those who load/unload cargo transport units;
- Preparers of transport documents for hazardous substances;
- Receiving or accepting dangerous goods for transportation;
- Those who load and unload dangerous goods on/off ships;
- Those who ensure, inspect and review compliance with the applicable rules or
- As determined by the authorized authority, those who are otherwise involved in the transport of dangerous goods shall be trained in the following matters:
- Those who handle dangerous cargoes in transit;

8.10.2 The content of the trainings to be received by persons engaged in activities related to Dangerous Cargoes is as follows.

• **General Awareness/Familiarization Training**

Everyone should receive training on the safe transportation or handling of dangerous cargoes commensurate with their duties. The training should be designed to ensure familiarization with the general hazards of the dangerous cargoes concerned and the legal requirements. This training should include identification of the types and classes of dangerous cargoes, labeling, marking, packaging, separation and compliance with requirements; description of purpose and content of transport documents; and description of available

• **Function-Oriented Training**

Everyone should receive detailed training on the specific requirements for the safe transportation or handling of dangerous cargoes in accordance with the function they perform.

• **Safety Training**

Everyone must receive training on the risks associated with the release of dangerous cargoes and the functions they perform, including

- Accident prevention methods and procedures for the appropriate unloading methods of handling equipment and dangerous cargoes;
- Necessary emergency response information and how to use it;
- General hazards of the various types and classes of dangerous cargoes and how to prevent exposure to hazards, including the use of personal protective clothing and equipment, if appropriate; and Emergency procedures to be followed in the unintentional release of dangerous cargoes, including any emergency procedures for which the person is responsible and personal protection procedures to be followed.

8.10.3 Records of Training Received by Persons Engaged in Activities Related to Dangerous Cargoes:

Records of all safety trainings undertaken are kept by the Port Facility Management.

8.10.4 Drills and Records Related to Dangerous Cargoes

• Drill Practices; In order to be prepared for emergencies within the facility, the personnel involved in the emergency organization should be prepared for their duties with various trainings. Trainings should be carried out with the support of expert organizations when necessary. In order to test the adequacy of emergency plans and to be prepared for real situations, it will be planned to carry out and implement the drills according to the worst scenarios that may occur in the facility.

• Drill Scenarios; In drill planning, the worst case scenario is foreseen as a single event or a combination of events that the port may encounter. In line with the prepared scenarios, drills are implemented in the fastest and most effective way.

• Emergency drills to be held within the port facility;

- Should be specified in the annual training plans.
- Can be planned as local or general intervention,
- Safety, spillage, etc. can be combined in praxis scenarios.
- Drills can be announced or unannounced.
- Drills are based on various emergency scenarios.
- Drills can be conducted in person or in a tabletop, seminar style.
- Different time, day, season and event scenarios are prepared for each drill.

Our facility has storage tanks, hydrants, fire foam machine, portable fire extinguishers within the scope of fire protection systems. Information on fire protection systems is as in Article 8.2.1.

8.11 INFORMATION ON FIRE PROTECTION SYSTEMS.

Our facility has storage tanks, hydrants, portable fire extinguishers within the scope of fire protection systems. Information on fire protection systems is as in Article 8.2.1.

8.11.1 Procedures for Approval, Inspection, Testing, Maintenance and Availability of Fire Protection Systems

Approval has been obtained from Izmir Metropolitan Municipality for the approval and inspection of fire protection systems in our facility. Fire protection systems have been designed and approved by an authorized mechanical engineer.

The fire equipment in the facility shall be certified by the organizations 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 shall be kept valid.

Testing, maintenance and keeping fire protection systems ready for use are carried out weekly and monthly by our facility and recorded on control forms.

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

In the event that fire protection systems do not work in our port facility, first of all, the possibilities of utilizing the facilities of the neighboring facility are investigated, and then the local fire brigade in our region is notified. The incident is intervened by using all the facilities of the region.

8.12 Other risk control equipment is not available.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Purposes of Occupational Health and Safety Measures:

We can list the purposes of occupational health and safety activities in our facility as follows;

- **Protecting Employees**

It constitutes the main purpose of occupational health and safety studies. It is aimed to protect employees against occupational accidents and occupational diseases and to ensure their mental and physical integrity.

- **Ensuring Production Safety**

Ensuring production safety in a workplace is particularly important from an economic point of view as it will result in increased productivity.

- **Ensuring Business Security**

With the measures to be taken in the workplace, operational safety is ensured as situations that may endanger the business, such as machine malfunctions and disabling, explosion events, fire, which may arise due to work accidents or unsafe and unhealthy working environment, will be eliminated.

The goal of the port company in occupational health and safety practices is "0" accidents. In line with this goal, OHS studies are carried out, employees are provided with continuous training and awareness is raised by providing safe working instructions in the port area. Within the areas of responsibility of the port authority, all personal protective equipment to be used in handling dangerous cargoes is available at the port facility in sufficient number and quality, ready for use at any time. In this context;

Pursuant to the Law No. 6331 on Occupational Health and Safety and related Regulations, Occupational Health and Safety Management System (OHSMS) is implemented in our port in order to ensure the safety of life, property and environment within the framework of Occupational Health and Safety.

Port users entering and exiting our port are required to wear Personal Protective Equipment (safety helmet, high-visibility vest, steel-toed occupational health and safety shoes) in accordance with TSE standards.

Shore facility personnel in charge of dangerous cargo handling, other authorized persons related to the cargo have protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage, and port field personnel working on dangerous cargo are informed about the use of personal protective equipment in training and drills / praxises.

9.2 Occupational Health and Safety Trainings

- Personnel start their work by receiving basic occupational safety training for the work in port facilities before they start work.
- Apart from this training, Ergonomics training (by the Workplace Doctor) for the work done in our facility,
- First aid training, fire training, emergency response training to intervene in emergencies,
- Training of personnel working in the internal loading and unloading area in the field on working with chemicals,
- Awareness trainings are provided to our maintenance team on working at high heights, working with electricity, etc. for the work they do.
- Apart from these, instant trainings are carried out by occupational health and safety experts.
- Training records are kept jointly by the HR department and the OHS department.

9.3 Health Issues

Employees and new recruits are not allowed to start work until the following tests are performed and the results are received by us;

- Eye examination
- Chest radiography
- Blood test
- Audiometry test.

Apart from this, all personnel are vaccinated against tetanus every year.

When deemed necessary, the workplace doctor may request further examinations (astigmatism examination, angle of vision, etc.) and submit them to the approval of the HR department.

9.4 Field Security

It has one occupational safety expert in its staff for all situations that may occur in the field and also outsources the occupational safety expert service.

Occupational safety experts create field reports about the deficiencies they identify in the field and send them to the relevant departments via e-mail. They report the malfunctions they detect during the field tour to the maintenance team via the malfunction module and follow the process until they are eliminated.

9.5 Risk Analysis

Occupational health and safety experts identify all the risks that are present in the facility and waiting for employees with a team formed in the field and minimize these risks by trying to develop measures related to them. As a result of this work, it identifies situations such as missing training etc. and starts working to eliminate them. It discusses the deficiencies found within the scope of risk analysis and the deficiencies identified in the field reports with other board members in the OHS boards organized every month and decides on the corrections and publishes them.

9.6 Periodical Controls

All lifting vehicles, grounding installations, pressurized containers, fire extinguishers and lines in the field are checked within the periods specified in the legal framework and keep their records. Notifies the maintenance team of the deficiencies identified during periodical controls and ensures that they are eliminated as soon as possible.

9.7 Dangerous Work Permits

All works to be carried out in the facility such as working at high heights, working in closed containers, etc. are subject to work permits and work cannot start before the necessary controls are made and approval is given.

9.8 Legal Terms

All legal regulations on occupational health and safety issues concerning our facility are followed by the OHS department through the official gazette.

9.9 Near-miss Situations

All near-miss situations that are likely to occur at the facility are reported by the personnel and the OHS department tries to correct them by taking action quickly and by bringing them to the necessary OHS board.

9.10 Subcontractor Management

Occupational health and safety requirements within the scope of subcontracted activities (security, catering, lashing, coxswain, etc.) are controlled by the OHS department.

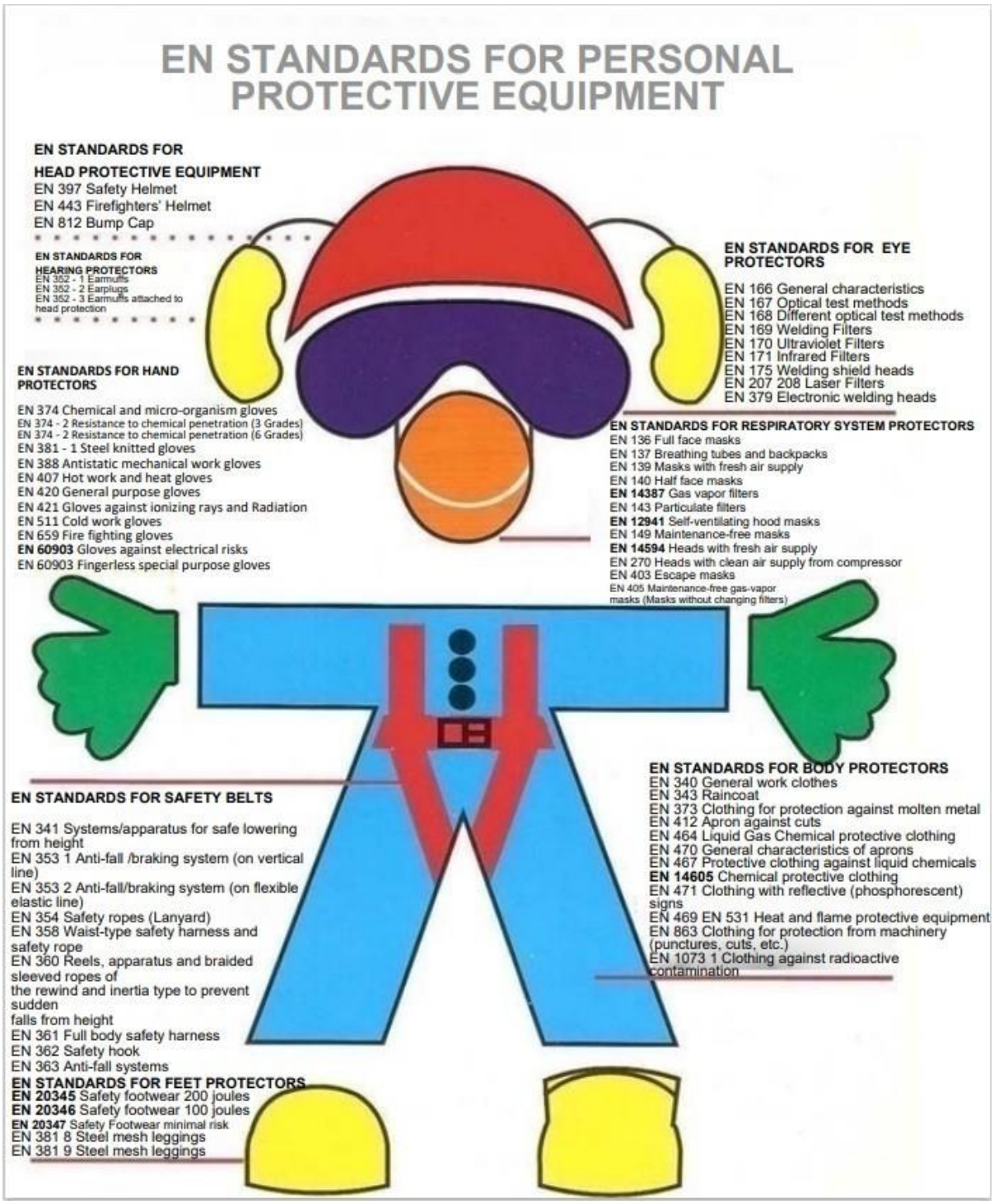
In this context;

- Occupational safety experts of relevant companies are being interviewed,
- Workplace doctors are provided to visit the facility,
- The relevant records of the companies are requested (Risk analyzes, emergency plans, etc.) are recorded,
- They are informed to eliminate the necessary deficiencies (training, PPE, etc.)
- Participation in OHS committees is ensured.

9.11 Information on Personal Protective Clothing and Procedures for Their Use

Personal protective clothing is in the standards specified in the figure and the table indicating which of these clothes will be worn by whom is as in Annex-15.

In our Port Facility, personal protective clothing is provided by the OHS unit, distributed to the relevant personnel and controls are carried out.



10. OTHER ISSUES

10.1 Validity of Dangerous Goods Compliance Certificate

For the Dangerous Goods Conformity Certificate, it was deemed appropriate as a result of the necessary examinations in our facility by the Administration and updated again for 3 years.

Issue Date: 17.08.2022
Effective Date: 17.08.2025

10.2 Dangerous Goods Safety Advisor Job Description

- Monitors compliance with the requirements for the transportation of dangerous goods Provides recommendations to the shore facility on the transportation of dangerous cargoes

- Prepares an annual report to the shore facility on the activities of the shore facility operator in the transportation of Dangerous Goods (Annual reports are kept for 5 years and submitted to the Administration upon request).

- Controls the following practices and methods
  - Procedures for checking that the dangerous cargoes arriving at the facility are properly identified, that the correct shipping names of the dangerous cargoes are used, certified, packed/packaged, labeled and declared, safely loaded and transported in approved and compliant packaging, container or cargo transport unit, and reporting of control results.

  - Loading/unloading procedure for dangerous goods handled and temporarily stored,

  - Whether the shore facility takes into account the special requirements of the dangerous cargoes transported when purchasing the means of transport for the dangerous cargoes handled,

  - Control methods of equipment used in the transportation, loading and unloading of dangerous goods,

  - Whether coastal facility employees have received appropriate training, including changes in legislation, and whether records of this training are kept,

  - The appropriateness of emergency methods to be applied in the event of an accident or an incident that will affect safety during the transportation, loading or unloading of dangerous cargoes,

  - Compliance of reports on serious accidents, incidents, or serious violations occurring during the transportation, loading or unloading of dangerous cargoes,

  - Determining what measures are necessary to prevent the recurrence of accidents, incidents or serious violations and evaluating the implementation,

  - The selection of subcontractors or third parties and the extent to which the rules for the transport of dangerous goods are taken into account,

  - Determining whether employees working in the transportation, handling, storage and

loading/unloading of dangerous goods have detailed knowledge of operational procedures and instructions

- Appropriateness of the measures taken to be prepared for the risks during the transportation, handling, storage and loading/unloading of dangerous goods
- Procedures for all mandatory documents, information and documents related to dangerous cargoes.
- Procedures for the safe docking, mooring, loading / unloading, harboring or mooring of ships carrying dangerous cargoes at day and night.
- Procedures for additional measures to be taken according to seasonal conditions for loading, unloading and limbo operations of dangerous cargoes.
- Procedures for fumigation, gas measurement and degassing works and operations. Procedures for keeping records and statistics of dangerous cargoes,
- Accuracy of the issues regarding the possibility, capability and capacity of the shore facility to respond to emergencies,
- Appropriateness of arrangements for first interventions for accidents involving dangerous cargoes,
- Procedures for handling and disposal of damaged dangerous cargoes and wastes contaminated with dangerous cargoes,
- Information on personal protective clothing and procedures for its use.

10.3 Issues for Carriers of Dangerous Cargoes to the Shore Facility/from the Shore Facility by Land (Documents Required to be Kept by Road Vehicles Carrying Dangerous Goods to/from the Port or Shore Facility Site, Equipment and Tools Required to be Kept by These Vehicles; Speed Limits in the Port Area, etc.)

10.3.1 Documents required to be carried:

- Transportation Certificate
- Dangerous Goods Transportation Driver Training Certificate (SRC-5),
- Photo identification document (identity card, driver's license or passport) for each personnel in the vehicle,
- Written instruction prepared by the carrier to be given to the driver,
- Valid ADR conformity certificate for vehicles
- A photocopy of the transportation permit obtained from the relevant / competent authorities for the transportation of dangerous goods,
- Dangerous Goods and Dangerous Waste Compulsory Financial Liability Insurance policy for vehicles transporting dangerous goods

10.3.2 Equipment and tools that vehicles are obliged to have:

- Portable fire extinguishers,
- At least one chock for each vehicle, of a size appropriate to the diameter and maximum mass of the wheel,
- 2 sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves
- Eye protection goggles
- Emergency mask
- Shovel
- Drainage seal
- Collecting container

10.3.3 Speed Limits in the Port Area :

Speed limits set by our facility and indicated on traffic warning signs will be complied with.

10.4 Issues for carriers of dangerous goods to the shore facility/from the shore facility by sea (day/night signs to be displayed by ships and marine vessels carrying dangerous goods at the port or shore facility, cold and hot working procedures in ships, etc.)

10.4.1 Day/night signs to be displayed at the port or shore facility by ships and marine vessels carrying dangerous cargo:

Vessels carrying explosive, flammable, combustible and similar dangerous cargoes shall, according to the International Regulations for Preventing Collisions at Sea (COLREG), display a B (Bravo) signal flag during the day and a red light visible from all directions (360 degrees) at night.

10.4.2 Cold and Hot Working Procedures on Ships Carrying Dangerous Goods in the Shore Facility:

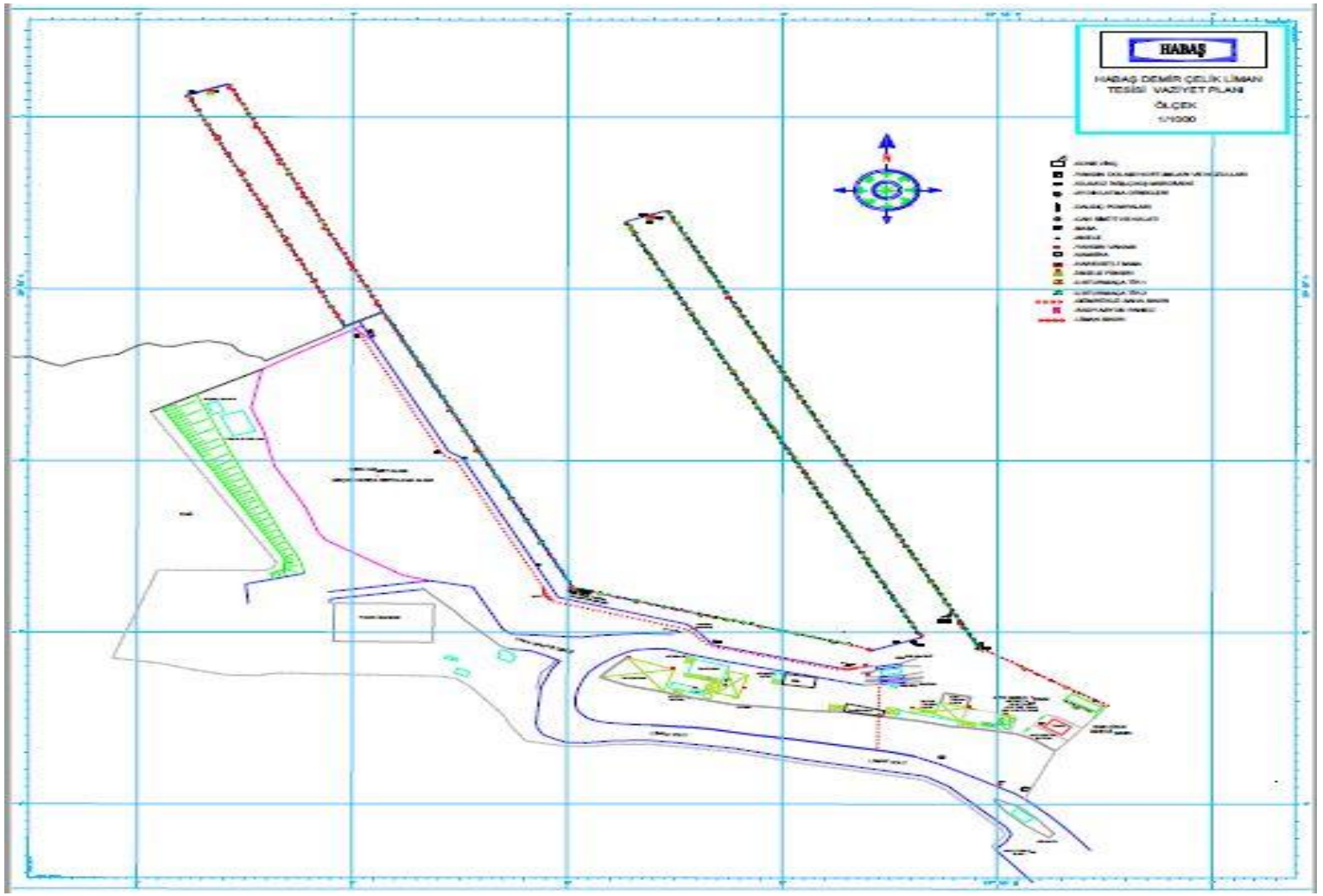
10.4.2.1 Ships carrying dangerous cargo at the shore facility shall obtain the necessary permission from the Regional Port Authority for cold and hot works and inform the shore facility authorities.

10.4.2.2 The hot working principles to be carried out on ships carrying dangerous cargo in the shore facility are as in Annex-22.

10.5 Additional issues to be added by the shore facility.

In the areas where dangerous cargo is handled in the Port Facility, special areas will be kept under constant surveillance by private security personnel. The camera plan monitoring the areas where dangerous cargo is handled is as in the annex of the Port Facility Security Plan prepared under the ISPS Code. In addition, the security measures to be taken regarding dangerous cargoes at the port facility are as in Article 5.4.2 of the Port Facility Security Plan.

ANNEX-1 GENERAL SITE PLAN OF THE SHORE FACILITY



ANNEX-2 GENERAL VIEW PHOTOGRAPHS OF THE SHORE FACILITY

ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION ON-SITE

FULL NAME	POSITION	PHONE
Deniz SARIOĞLU	Port Manager	05324347297
Osman TURAN	Port Operation Chief	05074893598
Mehmet YENİLMEZ	Port Operation Chief	05324538076
Yunus Emre EVRANOS	Port Operation Chief	05072875381
Hasan BAŞOĞLU	Port Garage Chief	05053111638
	Port Occupational Safety Chief	
Mehmet KOÇ	Port Technical Safety Officer	05063006756
Yavuz KÖK	Port Technical Safety Officer	05067040036
	Waste Reception Facility Responsible	
Mustafa AHİR	Port Shift Supervisor	05063591955
Galip SATILMIŞ	Port Shift Supervisor	05363753662
Abdurrahman ÜNLÜ	Port Shift Supervisor	05419418915
Naim KILINÇ	Port Office Clerk	05373756296
Okan CENGİZ	Port Office Clerk	05333651916
Ahmet DEMİR	Port Weighbridge Officer	05358372267
Adnan MURAT	Port Weighbridge Officer	05306603539
Mehmet ATAŞ	Port Weighbridge Officer	05355147831
Oktay TURAN	Port Weighbridge Officer	05336538006
Sinan AKGÜL	Port Weighbridge Officer	05443094261
Halil BÜLBÜL	Port Weighbridge Officer	05304417947
Bahadır GÜZEL	Port Weighbridge Officer	05536002541
Hüseyin AKBABA	Port Weighbridge Officer	05074713070
Tarık SİPAHİ	Port Weighbridge Officer	05364515960
Cemal EKSİK	Port Electricity Personnel	05425717430
Hüseyin DİKER	Port Electricity Personnel	05327027940
İsa ŞAHİN	Port Electricity Personnel	05056930841
Mehmet ÖZMEN	Port Warehouse Officer	05415247758
Fettah YILDIRIM	Port Garage Auto Repair	05393083923
Celal ERYILMAZ	Crane Operator	05352083457
Soysal CEBE	Port Ward Officer	05070836191
Gültekin DUZAN	Port Logistics Personnel	05453725507

Ahmet SAĞLAM	Port Logistics Personnel	05445073338

SUBCONTRACTORS

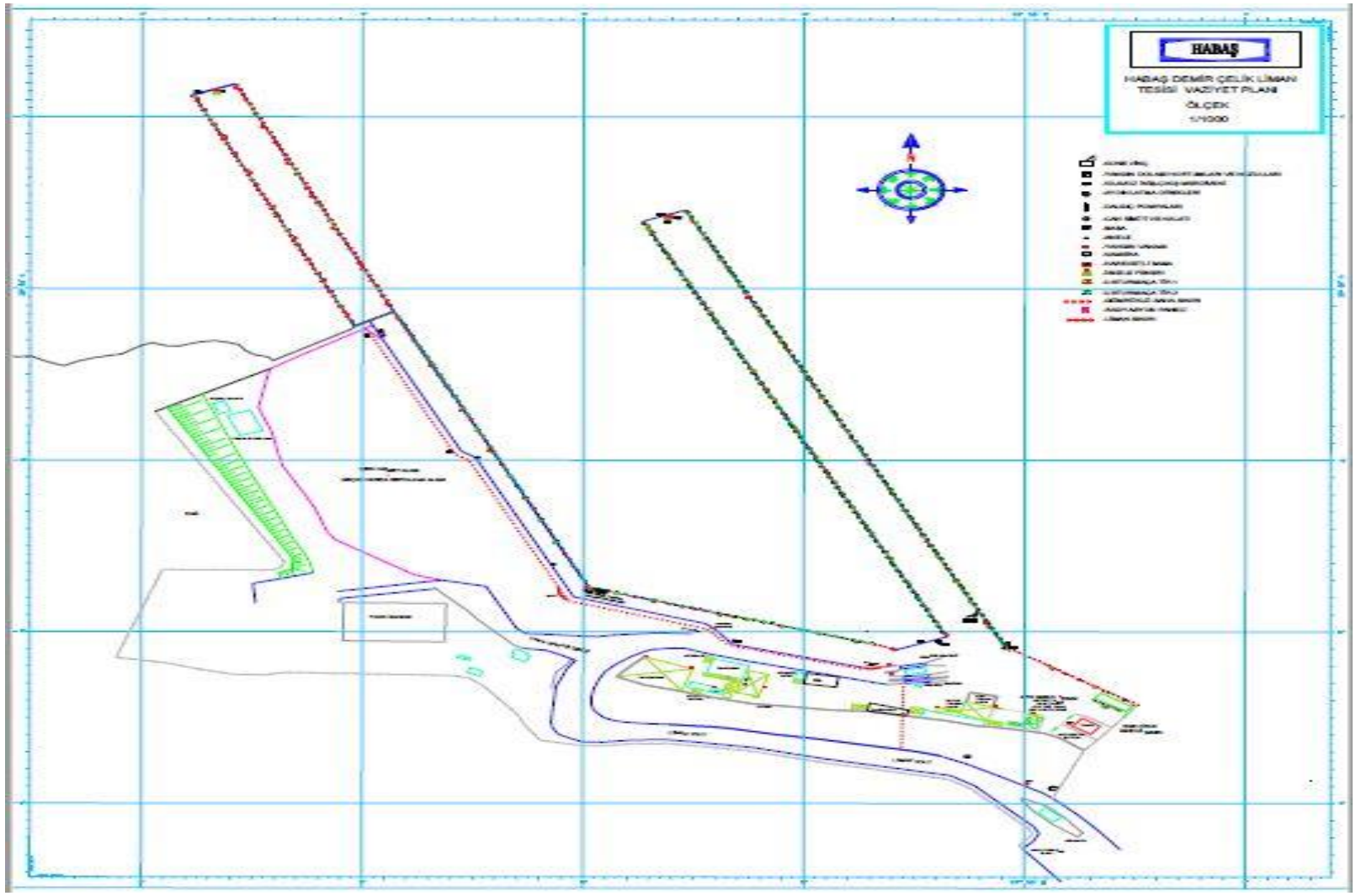
FULL NAME	POSITION	PHONE
Erkan KOCABAŞ	Kocabaş Denizcilik Company Official	05326927922
Raşit ÖZKAN	SS ALİAĞA Yapı Kooperatifi Company Official	05327633646
Selahattin İŞÇİOĞLU	SS ALİAĞA Yapı Kooperatifi Company Official	05327673623
Fehim KAYA	Nemrut Kooperatifi Company Official	0532 4935984
Hamza SARIGÖZ	Beşkardeşler Nakliyat	05445681154

OFF-SITE

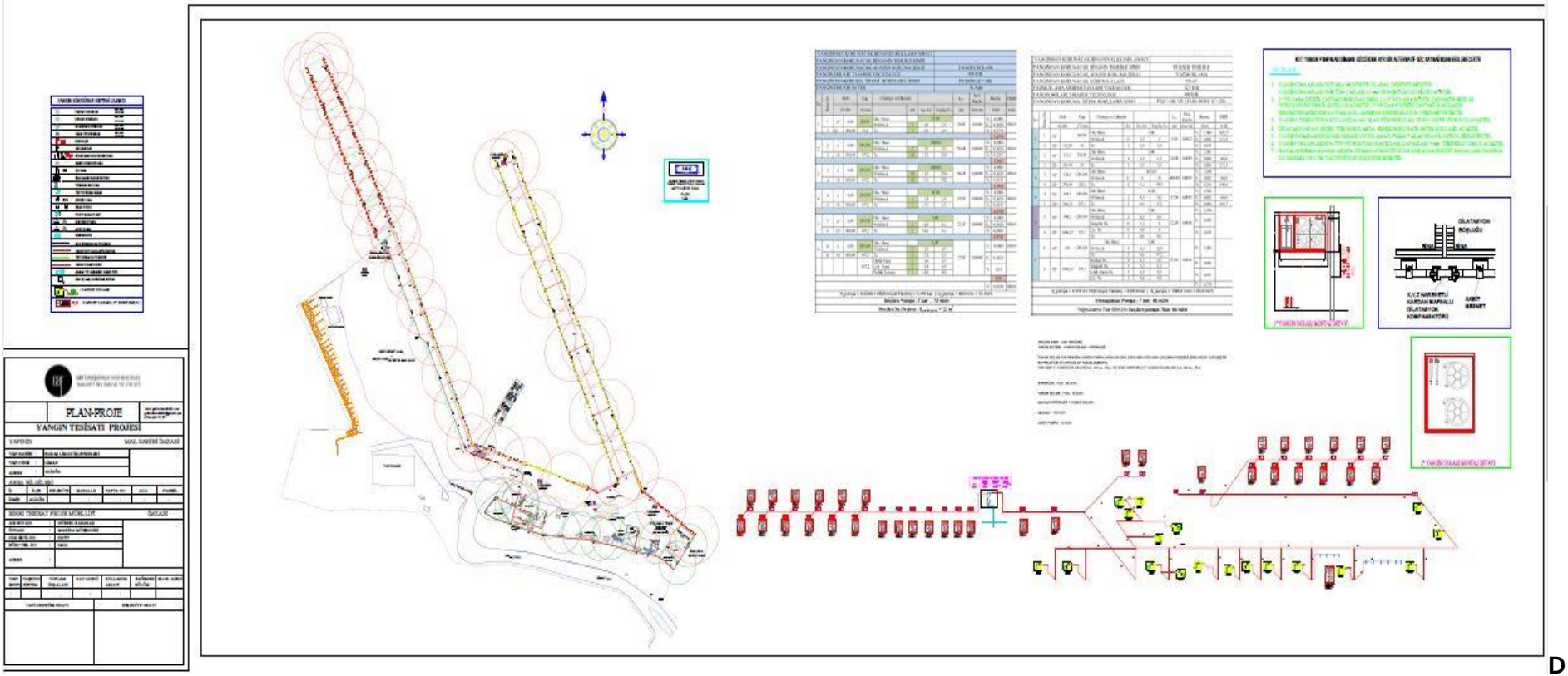
Republic of Turkey Ministry of Transport and Infrastructure - General Directorate of Transportation Services Regulation	
Tel: (0312) 203 10 00	Fax: (0312) 231 51 89
email	Gazi Mustafa Kemal Bulvarı No:128/A Maltepe/ANKARA TURKEY
Main Search and Rescue Coordination Center (MSRCC)	
Tel: 0 312 231 91 05 (24 hours) 0 312 232 47 83 (24 hours)	Fax: 0 312 232 08 23
email: trmc@denizcilik.gov.tr	Ankara
Aliaga Regional Port Authority	
Tel: 0 232 616 19 99	Fax: 0 232 616 41 06
	Aliağa/İzmir
Izmir Governorate	
Tel: 0232 455 82 82	Fax :
	İzmir
Aliaga District Governorate	
Tel: 0 232 616 10 01	
	Aliağa
Coast Guard Aegean Sea Regional Command	
Tel: 0 232 616 81 37	
	İzmir
Provincial Disaster and Emergency Management	
Tel: 0 232 418 17 01	İzmir
District Gendarmerie Command	
Tel: 0232 616 19 82	Aliağa
District Police Department	
Tel: 0 232 616 21 65	
	Aliağa

Aliağa Municipality	
Tel: 0 232 616 19 80	Aliağa
State Hospital	
Tel: 0 232 616 28 39	Aliağa
Fire Brigade	112
Emergency Service	112
Coast Guard Line	112
Police	112
Gendarmerie	112
Telephone Failure	121
Electricity Failure	186
Water Failure	185

ANNEX-4 GENERAL LAYOUT PLAN OF AREAS WHERE DANGEROUS CARGOES ARE HANDLED



ANNEX-5 FIRE PLAN FOR AREAS WHERE DANGEROUS CARGOES ARE HANDLE



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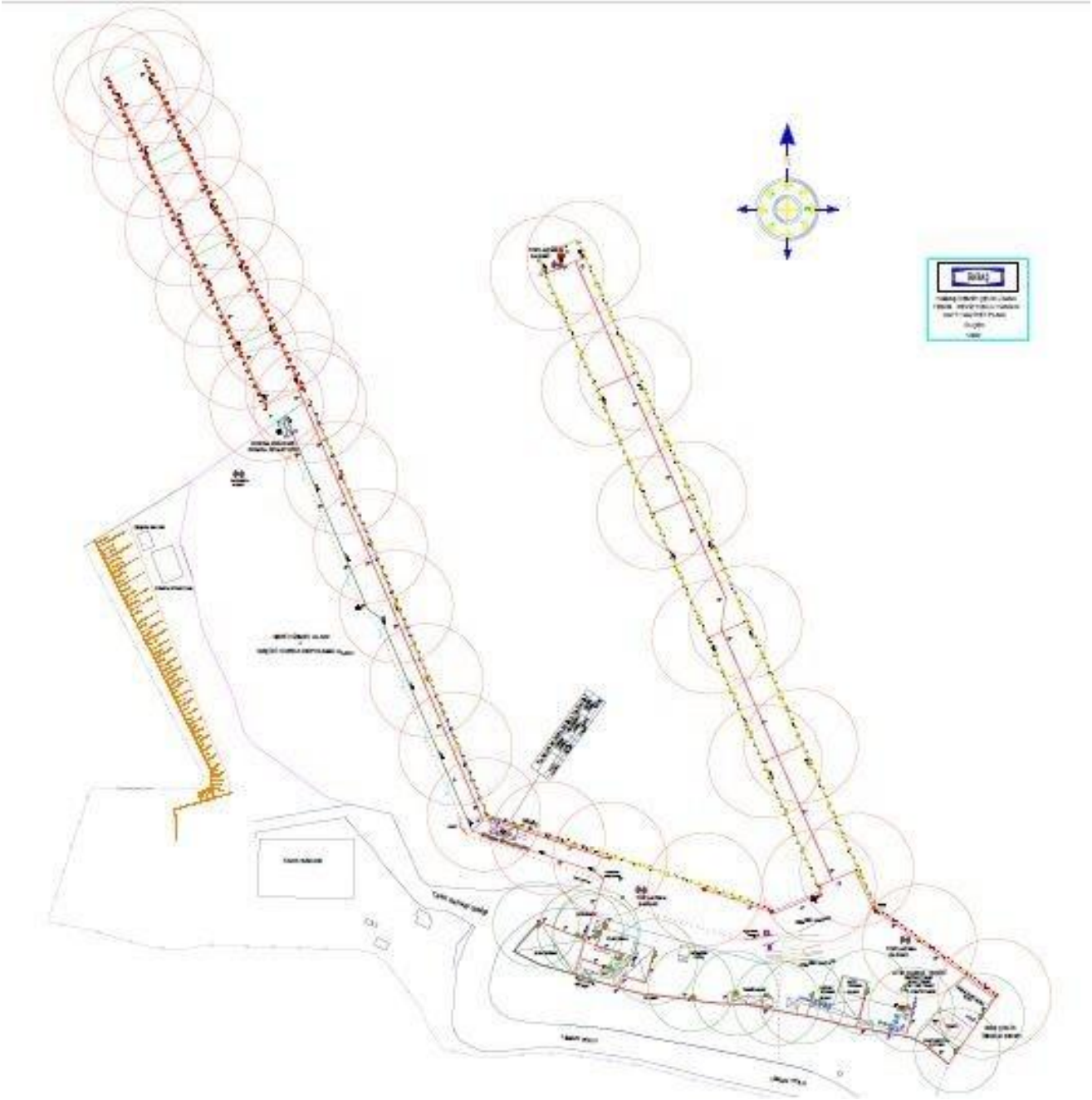
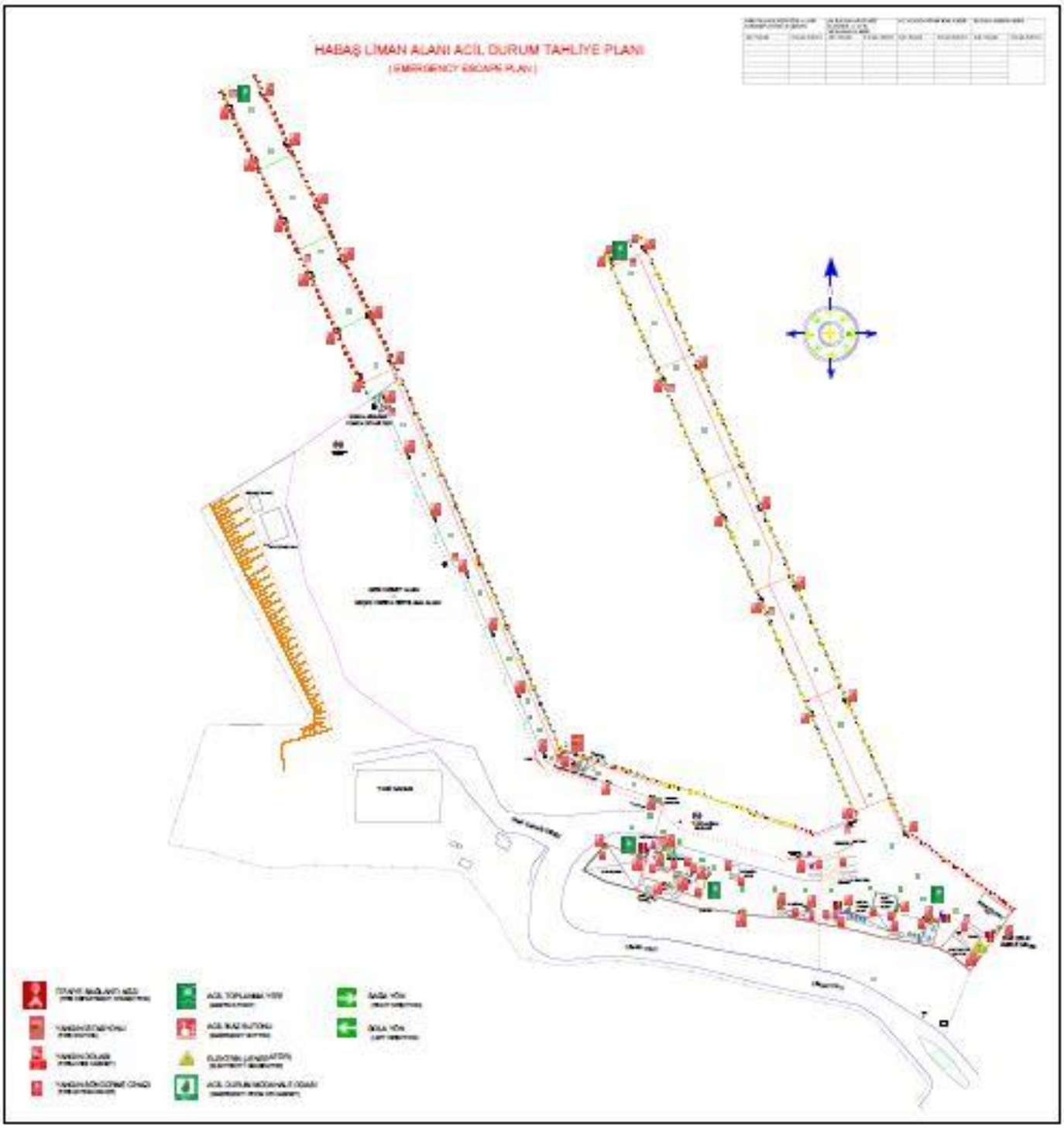
ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY



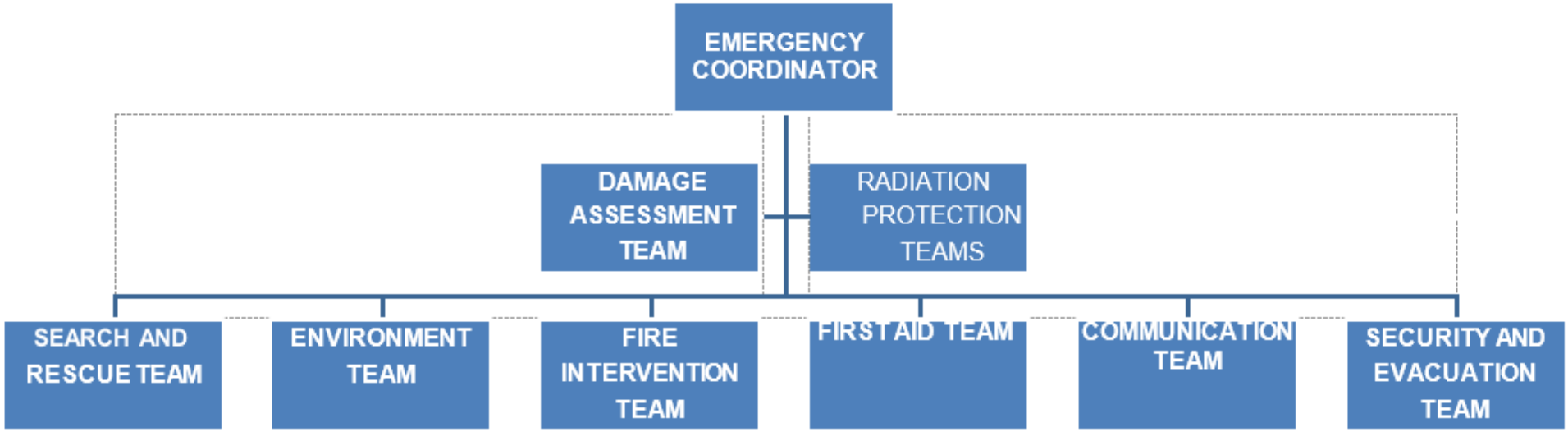
ANNEX-7 EMERGENCY ACTION PLAN

HABAŞ NEMRUT PORT FACILITY HAZARDOUS SUBSTANCE EMERGENCY PLAN IS AS FOLLOWS.

ANNEX-8 EMERGENCY GATHERING PLACES PLAN



ANNEX-9 EMERGENCY MANAGEMENT CHART



ANNEX-10 HAZARDOUS SUBSTANCES HANDBOOK

ANNEX-11 Leakage areas and equipment, entry/exit drawings for CTU and Packages

There are no leaking areas within the scope of dangerous loads handled at the facility

ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

THERE IS NO SERVICE VESSEL IN THE FACILITY INVENTORY.

ANNEX-13 PORT AUTHORITY ADMINISTRATIVE BOUNDARIES

SEA COORDINATES OF MOORING AREAS AND PILOT EMBARKATION/DISEMBARKATION POINTS

A) Port administrative area boundary

The port administrative area of Aliağa Regional Port Authority is the sea and coastalarea between the line connecting coordinates (a) and (b) below and the line drawn in the direction of true west (270º) from coordinate (b) and the line connecting coordinates (c) and (d) and the line drawn in the direction of true west (270º) from coordinate (d) and bounded by the adjacent Turkish territorial waters.

a) 38° 55' 00" N – 026° 51' 12" E (Kemikli Burnu)
b) 38° 54' 00" N – 026° 50' 21" E (Kara Ada)
c) 38° 45' 12" N – 026° 51' 24" E
d) 38° 46' 30" N – 026° 51' 24" E

B) Mooring areas

a) Mooring area number 1: The mooring area for ships carrying fuel oil and militarytankers operating on the cabotage line is the sea area formed by the following coordinates.

1) 38º 49' 00" N – 026º 57' 48" E
2) 38º 49' 00" N – 026º 58' 24" E
3) 38º 49' 39" N – 026º 58' 24" E
4) 38º 49' 39" N – 026º 57' 48" E

b) Mooring area number 2: The mooring area for ships not carrying dangerous cargoand military ships is the sea area formed by the following coordinates.

1) 38º 53' 00" N – 026º 59' 30" E
2) 38º 52' 12" N – 026º 59' 30" E
3) 38º 51' 36" N – 026º 57' 48" E
4) 38º 53' 00" N – 026º 57' 48" E

c) Mooring area number 3: The mooring area of ships carrying dangerous cargo, nuclear powered military ships, ships to be quarantined and ships to be degassed is the sea area formed by the following coordinates.

1) 38º 53' 00" N – 026º 57' 48" E
2) 38º 53' 00" N – 026º 56' 00" E
3) 38º 51' 36" N – 026º 57' 48" E

ç) Mooring area number 4: The mooring area for ships not carrying dangerous cargo andmilitary ships is the sea area formed by the following coordinates.

1) 38º 44' 42" N – 026º 53' 30" E
2) 38º 44' 42" N – 026º 52' 54" E
3) 38º 45' 54" N – 026º 51' 48" E
4) 38º 45' 54" N – 026º 53' 00" E

d) **(Amended:RG-27/2/2013-28572)** Mooring area number 5: The mooring area forships not carrying dangerous cargo and military ships is the sea area formed by the following coordinates.

1) 38º 47' 39" N – 026º 52' 30" E
2) 38º 48' 24" N – 026º 52' 18" E
3) 38º 48' 24" N – 026º 53' 42" E
4) 38º 47' 39" N – 026º 54' 12" E

e) **(Amended:RG-27/2/2013-28572)** Mooring area number 6: The mooring area for ships carrying dangerous cargo, nuclear-powered military ships, ships to be quarantined and ships to be degassed is the sea area formed by the following coordinates.

1) 38º 49' 06" N – 026º 52' 06" E
2) 38º 48' 24" N – 026º 52' 18" E
3) 38º 48' 24" N – 026º 53' 42" E
4) 38º 49' 06" N – 026º 53' 12" E

f) **(Amended:RG-27/2/2013-28572)** Mooring area number 7: The mooring area of theships coming to the Ship Dismantling Zone is the sea area formed by the following coordinates.

1) 38º 51' 30" N – 026º 53' 30" E
2) 38º 51' 20" N – 026º 54' 12" E
3) 38º 51' 00" N – 026º 53' 24" E

C) Maritime pilot embarkation and disembarkation points

1) 38˚49' 27" N - 026˚50' 00" E
2) 38˚50' 11" N - 026˚52' 58" E
3) 38˚53' 24" N - 026˚52' 39" E
4) 38˚51' 06" N - 026˚56' 54" E
5) 38˚47' 14" N - 026˚52' 30" E
6) 38˚46' 18" N - 026˚51' 30" E

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

EMERGENCY RESPONSE EQUIPMENT LIST (CONTAINER)

Oil Barrier	500 m
Oil Skimmer	1 Piece
Pumps	1 Piece
Hoses	1 Set
Buoy	5 Pieces
Life Vest	5 Pieces
Boat	1 Piece
Shovel	5 Pieces
Pickax	5 Pieces
Rake	5 Pieces
Wheelbarrow	5 Pieces
Water Jet	1 Piece
Bucket	5 Pieces
Warning Strip	400 mt
Brush	5 Pieces
Sorbent Boom	50 Pieces
Absorbent Pad	600 Pieces
Tank	3 Pieces
Waterproof tarp	2 Pieces
Coveralls	5 Pieces
Boot	5 Pieces
Gloves	5 Pieces
Safety Helmet	5 Pieces
Protective Work Goggles	5 Pieces

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USEEQUIPMENT

In the port area and other areas, personal protective equipment in the standard suitable forthe dangerous cargo will be selected and used by the OHS Unit.

ANNEX-16 HAZARDOUS SUBSTANCE INCIDENTS REPORT FORM

Issue no- Date		
Company / Institution		
Sending Authority		**CONTACT DETAILS**
Receiving Authority		

PORT FACILITY
"HAZARDOUS SUBSTANCE INCIDENT REPORT"

1	DATE AND TIME OF THE EMERGENCY: .
2	LOCATION (SHORE FACILITY AND/OR SHIP), POSITION AND AREA OF IMPACT OF . THE ACCIDENT:
3	TYPE OF EMERGENCY (E.G. FIRE, FUEL SPILLAGE, PERSONNEL INJURY) AND . OCCURRENCE OF THE ACCIDENT):
4	HOW THE ACCIDENT OCCURRED, IF KNOWN, AND WHY: .
5	THE NUMBER OF INJURED, DEAD AND MISSING, IF ANY, AND THEIR IDENTITIES: .
6	EXTENT OF DAMAGE/CONTAMINATION: .
7	INFORMATION OF THE VESSEL INVOLVED IN THE ACCIDENT (NAME, FLAG, IMONO, OWNER, OPERATOR, CARGO AND QUANTITY, CAPTAIN'S NAME AND . SIMILAR INFORMATION):
8	METEOROLOGICAL CONDITIONS: .

9.	INFORMATION ON THE HAZARDOUS SUBSTANCE INVOLVED IN THE ACCIDENT; UN NUMBER: PSN: CLASS: SECONDARY RISK, IF ANY: WHETHER IT POLLUTES THE SEA: LABEL AND MARKING DETAILS OF THE HAZARDOUS SUBSTANCE
10.	HAZARDOUS SUBSTANCE'S PRODUCER COMPANY INFORMATION: SENDER INFORMATION:, CARRIER INFORMATION: RECIPIENT INFORMATION:
11.	CONTROL MEASUREMENT DAMAGE AND ACTIONS TAKEN TO CONTROL THE EMERGENCY:
12.	AMOUNT OF DAMAGE TO FACILITY/EQUIPMENT, IF ANY:
13.	PRODUCT LOSS, IF ANY, AND/OR AMOUNT OF PRODUCT RECOVERED, IF ANY:
14.	IMPACT OF THE ACCIDENT ON THE FACILITY'S ROUTINE OPERATIONS:
15.	EQUIPMENT AND/OR PRODUCT QUALITY CHECKS PERFORMED:
16.	ACTIONS TAKEN/TO BE TAKEN TO PREVENT RECURRENCE OF THE EMERGENCY:
17.	THOSE AFFECTED BY THE EMERGENCY AND TO WHOM THE EMERGENCY HAS BEEN NOTIFIED:
18.	THE MEDIA REACTION THAT HAS OCCURRED OR IS EXPECTED TO OCCUR:
FORM PREPARER'S **Name Surname :** **Position :** **Signature :**	

ANNEX-19 PROCEDURE FOR HANDLING DANGEROUS SOLID BULK CARGOES

Purpose:

To determine the safety measures to be taken and the principles to be applied by the Dangerous Cargo Operation Officers and other personnel to be involved in the operation for the safe handling and loading / unloading of Dangerous Solid Cargoes.

Legislation :

a. IMDG-CODE (International Maritime Dangerous Goods Code)
b. IMSBC-CODE (International Solid Bulk Cargo Code)
c. Manual for Terminal Agents on the loading and unloading of solid bulk cargoes (MSC/CIRC 1160 and revisions 1230, 1356)
d. Dangerous Cargo Handling Principles at the Port (MSC/CIRC 1216)
e. Regulation on Carriage of Dangerous Goods by Sea and Loading Safety
f. Directive on Issuance of Dangerous Goods Conformity Certificate

Principles for the Operation of Dangerous Solid Cargoes:

a. All supervisors are responsible for the operations related to the handling, loading and unloading of dangerous solid bulk cargoes in our port facility.

b. It will be ensured that the following issues will be fulfilled in terms of the safety of the port facility, employees and ships in the port in matters such as handling, temporarily waiting in the port area, stowing and separation, storage of dangerous cargoes coming to the port.

(1) A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the port facility.

(2) This meeting will be attended by Operation, Field planning, Health Safety Environment, DGSA and other relevant persons.

(3) In the coordination meeting; the following items regarding the dangerous cargoes to be accepted to the port will be discussed within the scope of IMSBC Code documents and the acceptance / rejection of the material or executive decision will be discussed.

a) Risk arising from dangerous cargo,
b) Interaction with existing dangerous cargoes in the port,
c) Interaction with cargoes planned to be accepted at the port in the near future
d) Stowage conditions,
e) Separation conditions,
f) Material and equipment needs in terms of Emergency Response,

g) Adequacy of emergency response teams,
h) Interaction with neighboring facilities

c. If a decision is taken at the meeting to accept the dangerous cargo, management, operation, storage, security, emergency response units will be informed and the preparation and acceptance process will be initiated.

d. If there is a need for the Port Authority to be informed during the admission to the port, the situation will be notified to the Port Authority in writing together with the reasons.

e. Before the start of handling, the SDS (Safety Data Sheet) of the material will be provided, in addition, both IMDG-CODE and IMSBC-CODE will be examined and the measuresto be taken in case of dangerous cargo fire and leakage will be determined and these will be kept ready for use at any time on the jetty where they are handled.

f. For emergency first aid, the relevant tables and annexes of MFAG will be made available according to possible hazards.

g. Protective clothing to be used during handling or in case of an accident will be determined in accordance with the type of load and kept ready for use.

h. According to the characteristics of the dangerous cargo handled, dust emission, toxic or flammable vapor emission and gases that will make it insufficient in terms of oxygen will be determined before handling and measuring devices / modules that will provide appropriate measurement will be made available.

i. Before the start of handling, all personnel (including vehicle / truck operators) who will take part in handling will be informed about the dangers of dangerous cargo, and warning signs indicating the danger will be hung in the areas where handling is carried out.

j. Regular measurements will be made with gas measuring devices in order to regularly control the concentration of toxic and flammable gases and their possible spread in the areawhere dangerous solid bulk cargoes that release toxic or flammable gases are temporarily stored and in the ship's hold, gas control will be carried out before entering these areas and personnel will be allowed to enter the specified places if appropriate.

k. The existing alarm system and the camera system that will control and record thehandling will be checked.

l. It will be checked that there are no obstacles on the transportation routes to leave theport as soon as possible from where the Dangerous Cargo is handled.

m. Before handling, the details of the unloading/loading plan will be discussed with the captain of the ship, confirmation will be obtained whether there are residues of the previous cargo or whether there are other dangerous cargoes that require separation in the holds, and it will be ensured that both the captain and the ship's crew are aware of the dangers of the dangerous

cargo being handled.

n. Necessary precautions will be taken with fixed / mobile systems to prevent the cargo from spilling into the sea and the jetty during loading / unloading, operators will be warned about handling, and in case of accidental spillage of dangerous cargo to the jetty, personnel will be assigned to collect it immediately in accordance with the procedure.

o. It will be ensured that the dangerous cargo is transported by vehicles equipped with appropriate labels and placards and necessary equipment.

p. Other issues regarding the handling, loading / unloading of dangerous solid bulk cargoes will be carried out within the framework of the relevant legislation.

Job Description of Personnel to be Assigned in the Operation of Dangerous Goods

1. Dangerous Goods Operation Officer is required to have the following qualifications.

   a. Must be authorized in writing to process dangerous cargoes in stopping and starting the ship operation and to give instructions to the port personnel / subcontractors in charge, etc.

   b. Must have received IMDG CODE training and have the relevant certificate.

   c. Must have sufficient experience having previously worked in port operations

   d. Must be at least a graduate of higher education and must have a foreign language at a level that can communicate with both ships and foreign shippers.

2. By examining the documents of the dangerous cargoes coming to the port facility before arriving at the port facility:

   a. Determines the name of the Hazardous Substance / Substances,

   b. Review the procedures related to the handling, loading / unloading of Dangerous Goods.

   c. Determines the necessary safety precautions to be taken by studying the hazards arising from dangerous cargo.

   d. Determines the protective equipment related to the personnel who will load / unload and handle the dangerous cargo.

   e. Informs them by holding a coordination meeting with the persons who will do the loading / unloading and handling of dangerous cargoes.

3. Assists in the implementation of the "Accident Prevention Policy" determined in the port facility in order to prevent accidents that may occur during the handling of dangerous cargoes, to ensure the safety of life, property and the environment and to minimize the damages of possible accidents to people and the environment.

4. When a nonconformity is detected in Dangerous Cargo handling, the handling operation is stopped and the nonconformity is eliminated

5. Continuously checks the fire, safety and security measures taken in the facility and ensures that the deficiencies are eliminated immediately.

6. Ensures that the shore facility personnel and seafarers involved in dangerous cargo handling wear protective clothing during loading, unloading and storage.

7. Ensures that the people who will fight fire in the dangerous cargo handling area are equipped with firefighting equipment and that fire extinguishers and first aid units and equipment are always ready for use.

8. Is aware of the practices in the emergency evacuation plan for the evacuation of ships and marine vessels from shore facilities in emergencies and coordinates the operation.

9. Checks that the persons involved in the loading, unloading and handling of dangerous cargoes have received dangerous cargo training and have a certificate. Allows incompetent personnel to work for a short time only under the control of personnel with adequate certification.

10. Ensures that dangerous cargoes are transported, handled, separated, stowed, temporarily held and inspected safely and in accordance with the rules by properly qualified, trained personnel who have taken occupational safety measures in the operation area.

11. Checks that all mandatory documents, information and documents required for dangerous cargoes are present with the load. When deficiency is detected, it does not allow the cargo to be handled.

12. Controls the relevant documents in order to confirm that the dangerous cargoes entering the facilities are duly identified, classified, certified, packaged, labeled, declared, safely loaded and transported.

13. Keeps an up-to-date list of all dangerous cargoes in the operation area.

14. Takes necessary safety precautions for dangerous cargoes that are not in compliance with the rules, are unsafe or pose a risk to persons or the environment.

15. Ensures that emergency arrangements are made and that all relevant persons are informed about these issues.

16. Reports dangerous cargo accidents to the port authority.

17. Provides the necessary support and cooperation in the controls carried out by the official authorities.

18. Prevents ships and marine vessels carrying dangerous cargoes from docking at the jetty and berth without the permission of the port authority.

19. In the event of an accident caused by dangerous cargoes, initiates the necessary emergency response, taking into account the EMS and Emergency Plan.

20. Keeps IMDG CODE and other documents ready for use at any time regarding the cargo handled in port facilities.

21. During the handling and / or storage of dangerous cargoes in the port facility, takes into account the procedure prepared for hot operations to be carried out in the facility and ensures the implementation of the procedure for hot works and operations.

22. Takes the necessary arrangements and measures to prevent contamination of dangerous cargoes handled in the port facility to the sea, soil, water or water discharge areas.

23. Provides medical first aid to persons affected by the damages of dangerous cargoes and persons requiring first aid as a result of accidents involving these cargoes, taking into account the "Medical First Aid Guide (MFAG)" in the annex of IMDG CODE, and ensures that they are transferred to the nearest hospital as soon as possible.

24. Checks that all kinds of equipment used in dangerous cargo handling and stacking operations and operated with power or not operated with power are used and maintained under the conditions specified in the instructions and notifies the relevant units about the problems.

ANNEX-18 SCRAP CARGO HANDLING OPERATION PROCEDURE

1. Purpose

To determine the safety measures to be taken and the principles to be applied by the "Personnel Responsible for the Handling of Contaminated Radioactive Materials" and the personnel who will take part in the operation of scrap cargoes for the safe handling, loading / unloading of scrap cargoes.

2. Legislation:

a. International Maritime Dangerous Goods Code (IMDG CODE)

b. Requirements for the Handling of Scrap Cargoes in Annex-5 of the Directive on the Issuance of Dangerous Cargo Conformity Certificate.

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

d. Procedures and Principles for Radiation Measurement System Conformity Assessment

e. Communiqué of the Ministry of Environment on Import Inspection of Metal Scrap Controlled for Environmental Protection (Product Safety and Inspection: 2017/23)

f. Radiation Safety Regulation

3. Principles Regarding the Handling of Scrap Cargoes:

a. According to the dangerous cargo operation specified in this guide from the operations related to the safe handling of scrap cargo in our port facility

b. In order to safely handle the scrap cargo coming to our port facility, the following issues regarding radiation will be fulfilled.

1) Radiation measurement of scrap cargoes arriving at our port facility will be carried out at the first opportunity, and if radioactive material containing isotopes or isotopes that emit ionizing radiation by spontaneous decay of the nucleus within the cargo or material contaminated with radioactive materials is detected, it will be taken to the "Radiation Detection and Quarantine" area.

2) The application to be made for the vehicle in which radiation is detected is as in Annex-1.

3) Radiation contaminated dusts in the radiation detection and quarantine area and accumulated in the collection pool will be placed in appropriate containers to be measured and will be notified to the NRA (Nuclear Regulatory Authority) whose numbers are given in Annex-1 for proper disposal.

4) No one will be allowed to enter the area where the radiation well where radioactive sources and/or radiation contaminated materials are temporarily stored and will be monitored with a camera system, and it will be checked that the door is locked during patrol duties carried out by private security personnel.

5) Scrap cargoes that have not been measured for radiation by scrap cargo operation officers will not be allowed to be removed from the port facility. This issue will be fulfilled by the OHS unit.

6) In case a Level-3 situation is detected in the vehicle loaded with scrap in the measurements, the vehicle will be abandoned, including the driver, 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.

7) If radioactive sources and/or radiation contaminated materials are detected by the scrap cargo operations officers, the materials will be taken to the radiation well and the number, size and approximate weight of the radioactive sources will be reported to NRA within 24 hours at the latest.

8) It shall be ensured that the radiation quarantine area is not entered by operators who have not been trained in radiation protection and who do not have appropriate protective clothing, equipment, gear and equipment.

9) The wastes that will be generated as a result of cleaning the radiation detection and quarantine area, radiation well and collection pool will be measured for radiation and will be allowed to leave the facility if they are at appropriate values.

c. In order to safely handle the scrap cargo coming to our port facility, it will be ensured that the following issues will be fulfilled regarding the prevention of possible accidents and emergencies other than radiation.

1) During the handling of Scrap Cargoes, especially when oil contaminated or damp, the following will always be taken into account.

   i. May spontaneously heat up and catch fire,

   ii. Toxic gases: hydrogen sulphide, sulphur dioxide and hydrogen cyanide can occur,

   iii. Dust may pose an explosion hazard,

   iv. It can reduce the oxygen in the cargo volume,

2) In order to prevent possible accidents, protective clothing (fire-resistant boots, gloves, overalls, overalls, hood), scuba gas mask, water spray nozzles, etc. will be available. The most appropriate method to prevent such fires will be considered to be asphyxiation.

3) During handling, it will be kept in mind that the scrap may cause damage to the personnel in the vicinity by splashing/spilling etc. and no personnel other than the personnel in charge will be allowed to enter the handling area.

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

5) In order to prevent the scrap from falling into the sea between the ship and the berth during handling, it will be ensured that the cranes are covered with a net / tarpaulin or plate suitable for their alignment.

6) Overloading of trucks used for transportation purposes will be prevented, and danger will be prevented by scattering the scrap on the roads during the transfer of the load.

7) Personnel and vehicles will be allocated for the immediate collection of scrap parts falling during transportation within the port facility without causing any accidents.

8) When explosive material is detected, the area is secured. All employees except security and response teams are removed. Entry to the area is restricted. Law enforcement officers are informed and delivered to the intervention teams.

ANNEX-1

ACTIONS IN CASE OF RADIATION WARNING

In the event of a radiation warning, the following actions must be taken and followed by the radiation protection officer.

1. Drive the vehicle loaded with metal scrap through the SRM (Stationary radiation meter) device at a speed of approximately 5 km/h. In case of a radiation warning, move the vehicle 5 meters away from the SRM device and pass the vehicle through the SRS device again.

2. If the SRM device alarms for the second time, pull the vehicle to the quarantine area and start taking measurements slowly by walking around the vehicle with the PRM (Portable radiation meter) device.

3. If values higher than approximately 40 µR/h (0.4 µSv/h) dose rate are read, approximately locate the radioactive material in the vehicle in the metal scrap pile. Do not allow the vehicle carrying the radioactive material to leave the facility (except for return to the country of origin).

4. Start slowly unloading the metal scrap from the vehicle by continuously measuring with the PRM device and monitoring the dose rate values. Spread the pile of scrap metal well for easy inspection with the PRM device and measure each pile unloaded from the vehicle. Detect the radioactive material in the pile with the PRM device.

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

6. Send the materials in the temporary storage pit to the NRA Çekmece Nuclear Research and Training Center Radioactive Waste Management Department immediately if the pit is full, or within one year at the latest if it is not full, taking into account the principles of radiation protection.

7. When the dose rate reaches levels of more than 2 mR/h (20 µSv/h) and/or a sealed radioactive source is found during the unloading of the vehicle;

a) Consider the pile of metal scrap as the center and move away until the PRM device displays 0.1 mR/hr (1 µSv/hr) and do not allow people to approach this area from this point on.

b) Contact the NRA and take action as instructed.

c) Keep a report on the action taken and file this report as a record.

The report to be created must 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 driver's identity information, the origin of the cargo and the dose rate values read in the measurements taken at each stage. Attach to the annex of the report pictures taken during the operations and showing the radioactive material found. The report must be signed by the radiation protection officer and the document holder.

NRA CONTACT NUMBERS	
ALO NRA	444 63 56
NRA DISASTER AND EMERGENCY MANAGEMENT CENTER	Tel: 0312 289 93 00 E-mail:bilgi@ndk.org.tr

ANNEX-19 ACCIDENT PREVENTION POLICY

The basis of the Accident Prevention Policy, which will be implemented in full compliance with the Occupational Health, Safety and Environment Policy of the Port Facility, is to prevent fires and accidents and not to harm people and the environment.

Especially during Dangerous Cargo Handling, Loading and Unloading:

- In all activities carried out in the facility, the first priority is to completely prevent accidents or minimize their risks,
- Preventing our employees from being injured in work accidents or being exposed to any negative impact
- Taking all kinds of precautions to ensure the safety and security of our employees, customers, stakeholders and the environment on board ships and in the working areas of our shore facility,
- Follow a policy of continuous improvement to implement the best available technologies to prevent accidents,
- Taking measures to minimize the effects of accidents on life, property and environmental safety by applying appropriate emergency response procedures in the event of an accident and implementing them continuously,
- Identification of all activities that may cause accidents in our facility and taking necessary measures to fulfill obligations to prevent such accidents,
- Assigning personnel with appropriate knowledge, skills, training and experience to critical jobs that will affect safety and security in operational business processes,
- Risk assessment to identify and evaluate accidents
- Ensuring the continuous development of the personnel, complying with the relevant national and international legislation and standards are our goals and we undertake to fulfill the following requirements in order to achieve these goals.

- By providing the Safety Data Sheet of all kinds of dangerous cargo to be loaded / unloaded and handled in the Port Facility; the definition of the hazard specific to that substance, first aid measures, fire precautions, intervention measures in case of leakage / spillage, special conditions for handling, if any, precautions in case of personal exposure, prevention measures if there is damage to the environment will be analyzed in detail and the needs
- Necessary equipment and installations will be provided to prevent the possible harmful effects of such dangerous cargoes.
- In order to keep the areas where dangerous cargoes are handled under constant surveillance by the relevant facility personnel and / or security officers, necessary monitoring arrangements will be taken and alarm systems will be checked.
- Adequate access and exit facilities will be provided to the areas where dangerous cargo is handled in order to make the necessary intervention in case of emergency.
- The implementation of our policy is the main duty for the employees of our facility and it is among our priorities to communicate this policy to other personnel working with us.

ANNEX-20 HOT WORK PROCEDURE

1. Purpose:

The purpose of this procedure, which specifies the principles of hot operations to be carried out in areas where dangerous cargoes are handled within the ship and port facility, is to specify the principles to be applied for emergency welding and similar hot works on the ship and jetty.

2. Legislation:

a. Article 22 (9) of the Ports Regulation; "Unless permission is obtained from the port authority, ships and marine vessels in the port areas cannot carry out repair, scraping and painting, welding and other hot work, launching lifeboats and / or boats into the sea or other maintenance work. "If the ships and marine vessels that will have these works done are in the shore facility, they must provide coordination with the shore facility operation," statement has determined the basis of hot works.

b. The minimum safety requirements for hot work operations and operations in the Directive on the Issuance of Dangerous Goods Conformity Certificate are specified.

c. The relevant activities specify the issues related to Annex-4 Minimum Safety Requirements for Performing Hot Work.

3. Principles Regarding the Conduct of Hot Work and Operations in the Port Facility:

a. When the port authority receives a request to carry out hot works or other maintenance or repair works on deck or on shore that may pose a danger due to the presence of dangerous cargoes, it will only give permission as long as it does not pose a danger. Permission will be obtained from the Port Authority by the Facility Manager for the work to be carried out in areas where Dangerous Cargoes are handled.

b. Advance notification of the permit requirement and the period during which hot works are to be carried out will allow all emergency organizations, e.g. fire brigade, to be informed so that they can provide information on additional measures or prevention. In addition, OHS, Safety and Emergency Response Units will be informed in advance of the hot work process in our facility.

c. Persons authorized to carry out hot works and operations shall take the following measures together with the operation/shift supervisors before starting work.

(1) They shall frequently inspect the local area and adjacent areas, including, where appropriate, tests by accredited testing organizations, to verify that the areas where work is to be performed are free from flammable and/or explosive atmospheres and, where appropriate, are not deficient in oxygen.

(2) Dangerous cargoes and other flammable substances shall be removed from hot work areas and adjacent areas. This includes lime, sludge, sediment and other potentially flammable materials.

(3) Flammable structural elements (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) in hot work areas and adjacent areas shall be effectively protected against accidental ignition.

(4) Open pipes, pipe penetrations, valves, joints, gaps and open parts shall be sealed to prevent the spread of flames, sparks and hot particles from working areas to adjacent or other areas.

d. A sign with the "permit for the work to be done and the safety precautions to be taken" will be posted in the work area and also at all entrances to the work area, and these will be clearly understood by the personnel who will serve and work. The OHS unit will ensure that the said matter is duly carried out.

e. While hot works are carried out in the port facility, the following points will be taken into consideration by the OHS Unit and Operation / Shift supervisors.

(1) The working environment shall be continuously checked for changes in the current situation,

(2) At least one fire extinguisher or other suitable fire extinguishing equipment together with all apparatus shall be readily available in an easily accessible place for immediate use during hot work.

f. When hot work and operations are completed, fire control will be carried out by OHS Unit officials and Operation/Shift supervisors in the area where hot work is carried out and in adjacent areas.

4. Principles Regarding Hot Work and Operations on Board:

a. Before starting hot work on the deck of the ship or at the berth, the company officer or ship agent who will carry out the hot work must have received written permission from the port authority that the said hot work can be carried out.

b. In addition to the safety precautions required by the port authority, before starting the hot work, the company officer who will carry out the hot work must take any additional safety precautions necessary on the ship and / or at the berth. Informs the port officer about the measures taken.

c. These measures include the following:

(1) Inspection of the local area and adjacent areas, including, where appropriate, testing by accredited testing organizations to verify that the areas are free from flammable and/or explosive atmospheres and, where appropriate, are not oxygen deficient;

(2) Removal of dangerous cargoes and other flammable substances and objects from work areas and adjacent areas.

(3) Effective protection of combustible structural elements (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition

(4) Sealing of open pipes, pipe penetrations, valves, joints, gaps and open parts to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas

(5) A sign with the hot work authorization and safety precautions must be posted in the work area and also at all entrances to the work area. The authorization and safety precautions must be easily visible and clearly understood by all persons involved in the hot work process.

(6) The following points should be taken into consideration by the captain and crew while performing hot work:

i. Controls should be carried out to verify that conditions have not changed.

ii. At least one fire extinguisher or other suitable fire extinguishing equipment should be readily available for immediate use during hot work.

iii. During hot work, after the hot work has been completed and after sufficient time has elapsed since the completion of the work in question, a fire detector should be installed in the area where the hot work is being carried out and in adjacent areas where danger may arise due to heat transfer.

(7) During hot work and operations, when such work is completed and for a sufficient time after completion, effective fire control should be carried out in the area where the hot work is being carried out and in adjacent areas where danger may arise due to heat transfer.

5. Other Issues:

a. Hot works to be carried out on board are not permitted under normal conditions. However, in mandatory cases, permits will be obtained by the ship agency in accordance with the 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. Before starting hot works and operations in our port facility, written permission will be obtained from the port authority that such hot works can be carried out. In the said permission, details about the place where hot work and operations will be carried out in the hot work form and also the safety precautions to be applied will be specified.

d. Following the permission received from the Port Authority, the personnel who will carry out hot work will be notified of the "Hot Work and Operations Procedure", briefed on the safety principles and will be ensured to fill in and sign the form in the Annex. The hot work process will be monitored and supervised by the Operation / Shift Supervisors and OHS Authorities.

Risk Assessment

Hot Workspace
Entry Restrictions:

Hot Work reason:

Description of the work activity:

Possible types of ignition sources: Flame (welding, soldering, etc.) | Sparks or slag (grinding, cutting, welding, etc.) | Hot Object (metal surface etc.) | Other:

Hazard identification, risk analysis and control measure selection:

Responsibility for Hot Work: (Check the appropriate one)			
		Hot work will only be carried out by subcontractor personnel according to the hot work issues detailed below. Person(s) have been identified and detailed working details have been previously prepared and attached at the end of this form.	Add documents and switch to Hot Work Permit without risk assessment.
		Hot work will only be carried out by facility personnel according to the hot work topics detailed below.	Complete the risk assessment below

Risk Assessment Guide

Step 1 – Think about consequences		**Step 2 – Think about probability**		**Step 3 – Calculate the risk**
What are the possible consequences of this hazard? Consider what is the most likely consequence (below) related to working with this hazard		What is the probability (below) that the hazard consequence decided in step 1 will occur.		1. Get the Step 1 score and select the correct column. 2. Get the Step 2 score and select the correct row. 3. Use the cross risk score on the matrix below the two assessments **H= HIGH, S=SERIOUS, M=MEDIUM, L=LOW**
Extreme	Multiple deaths or permanent injuries	**Possible**	Expected to occur in most cases	
Crucial	Single death or permanent damage	**Probable**	It will probably occur once	
High	Medical treatment or lost time injury	**Likely**	It can occur at a time	
Low	First aid treatment	**Not Likely/ Rare**	Event not expected may only occur in exceptional circumstances	
Insignificant	Incident or near miss - no treatment			

	Results				
	Insignificant	**Low**	**High**	**Crucial**	**Extreme**
Possible	M	S	H	H	H
Probable	M	M	S	H	H
Likely	L	M	M	S	S
Not Likely/ Rare	L	L	M	M	S

	Results				
	Insignificant	**Low**	**High**	**Crucial**	**Extreme**
Possible					
Probable					
Likely					
Not Likely/ Rare					

Hazard (List work-related hazards)	**Controls** (List controls to manage all Hazards)	**Personal Protective Clothing**	**Responsible Persons** (Those responsible for the implementation of controls)	**Risk Assessment** (with on-site checks: High, Serious, Medium or Low)
1.				
2.				

Personnel Assessing Risk:

Name:	Employer:	Date:
Name:	Employer:	Date:

HOT WORK PERMISSION

According to the hot work method and location described in the Risk Assessment, determine the control requirements in the relevant sections below.

CONTROL OF HOT WORK AND IGNITION SOURCES

Identify controls of hot work and ignition sources to be carried out as part of hot work:	YES	N/A	Control
			Fire extinguishers provided by the facility/contractor hot work area and immediately are located at 10 meters adjacent (except for fixed location fire extinguishers)
			Catch mats or sheets are positioned in suitable places to catch sparks and slag.
			Flammable and combustible materials must be removed from the hot work area. (here it is applicable to consider an area of 15m around the hot work area and must be included on the surfaces of the work area below).
			Drains, cable racks, electrical cables and other heat/fire sensitive products will be considered. (Within a 15-meter area, use fireproof blankets, catch boards or approved coverings where available)
			Fire hose will be kept ready for use in the hot work area
			A Fire watcher is required to continuously monitor the risk of fire, sparks, slag, hot objects during hot work and/or for certain periods throughout the work. Throughout the entire work, and/or At Certain Periods During Work (every ….. minute)

Controls of Certain Hot Work / Ignition Sources	Yes	N/A	If Yes, Additional Control Details will be specified
Precautions to be taken in adjacent areas that need to be insulated during hot work (such as pipes, tanks, pressure containers)			
The fixed fire protection and detection system must be decommissioned.			
The work area requires special cleaning, washing, ventilation or atmospheric monitoring before work. (flammable/explosive vapors, dusts, liquids or solid waste in the work area)			
The work area requires pre-cleaning, dismantling, surface preparation and atmospheric monitoring during operations (surfaces and coatings may generate harmful emissions when heated or cut)			
The nature of the work requires the wearing of special respirators			
The nature of the work requires special controls to be applied for gas and other sensitive products.			
If electric welding is used in hot work, special controls are required to ensure electrical safety.			

Additional Hot Work Controls for Indoor Areas N/A (Not applicable)

Controls:	Yes	N/A
Position devices in an appropriate place outside (fire extinguisher, hoses. respirators, etc.)		
Position the ventilation fan as close as possible to the source of contamination.		
Discharge of contaminants into the air gap (so that they are recirculated and do not harm other workers)		
When the power supply is suspended for a significant period of time, the electrodes are removed from the power supply, reinserted and then re-energized. This prevents accidental contact or arcing.		
When gas source cutting activities are suspended for a significant period of time, the torch and cylinder valves are closed. The torch and hose connection is removed and pressurized.		

Hot Work Completion N/A (Not applicable)

Controls:	Yes	N/A
After the end of the work, the area is controlled for at least half an hour.		
The area is controlled for at least eight hours and at one hour intervals.		
It is not necessary to control after hot work.		

Permission Requested by

Name:	Signature:

Dangerous Goods Safety Advisor
AHMET TUNCER

Port Manager
DENİZ SARIOĞLU