




SÖNMEZ ÇİMENTO PORT DANGEROUS GOODS GUIDE



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1. INTRODUCTION:

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


1.1 General information about port:

FACILITY INFORMATION FORM

1	Port management name / title	Sönmez Çimento Yapı ve Madencilik San. Tic. A.Ş. Adana Yumurtalık Serbest Bölge Şubesi		
2	Port management contact information (address, phone, fax, e-mail and web page)	Adana Yumurtalık Serbest Bölgesi Sarımazı Sb. Mahallesi 2.Bulvar 5.Cadde No.5/1 01920 Ceyhan/Adana Phone : 0 322 634 21 70 Fax : 0 322 999 33 22 www.sonmezcimento.com.tr		
3	Name of facility	SÖNMEZ ÇİMENTO PORT		
4	The province where the port is located	ADANA		
5	Communication information of the port (address, telephone, fax, e-mail and web page)	Adana Yumurtalık Serbest Bölgesi Sarımazı Sb. Mahallesi 2.Bulvar 5.Cadde No.5/1 01920 Ceyhan/Adana Phone : 0 322 634 21 70 Fax : 0 322 999 33 22 www.sonmezcimento.com.tr		
6	Geographical location of the facility	AKDENİZ/İSKENDERUN GULF		
7	Registered Port Authority and contact details	İSKENDERUN PORT AUTHORITY Phone : 0326 614 11 92 Fax : 0326 614 02 26		
8	Registered municipality and contact details	Ceyhan Municipality Phone : 0 322 613 40 22 Fax :0 322 613 40 26		
9	The name of the Free Zone or Organized Industrial Zone where the plant is located	ADANA YUMURTALIK SERBEST BÖLGESİ		
10	Expiration date of the Port Operation Permit / Temporary Operation Permit Certificate	17.11.2019		
11	Activity status of plant (X)	Own load and additional 3rd person (..)	Own load (X)	3. person (....)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Plant Manager Ahmet Haluk GÜNER Tel : 0 533 612 70 85 Faks: 0 322 999 33 22 halukguner@sonmezcimento.com.tr		

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13	Name and surname of the responsible person for dangerous goods operations, contact details (telephone, fax, e-mail)	Cihangir ERDİNÇ Tel: 0532 566 38 43 Halil AVŞAR Tel: 0543 494 85 80 Mahmut YALMAN Tel: 532 571 13 36 Uğur ÖZEV Tel: 0542 231 67 47 Sedat ÇAKIROĞLU Tel: 0543 249 00 31
14	Name and surname of the Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	Saygın DOĞANCILI Tel: 0507 721 97 60 saygin@atasartmgd.com
15	The sea coordinates of the facility	E 36.928963° E= 36.919045° E=36.917308° B=36.004487° B=36.011850° B=36.011359°
16	Dangerous substance handling types (MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt / bitumen and scrap cargo)	The following loads are handled within the scope of dangerous solid bulk loads at our facility; MHB Coal (Coal) MHB Petroleum Coke
17	Ship types to which Tesise can approach	General Cargo, Bulk Cargo
18	The premises distance (kilometer)	2.2 Km.
19	Railway distance (kilometer) or railway connection (Yes / No)	NO RAILWAY CONNECTION. NEAREST RAILWAY 24 KM (ERZİN)
20	The name of the nearest airport and the distance (kilometer)	ADANA ŞAKİR PAŞA AIRPORT 80 KM.
21	Load Handling Capacity of the Plant	2.000.000 (Tone/Year)
22	Whether or not certified scrap handling is carried out	Not Done
23	Do you have a border gate? (Yes No)	NO
24	Do you have customs clearance? (Yes No)	YES
25	Load handling equipment and capacities	MOBILE CRANE LOADER FORKLIFT
26	Storage tank capacity (m3)	-----
27	Open storage area (m2)	-----
28	Semi-closed storage area (m2)	-----
29	Indoor storage area (m2)	-----
30	Determined fumigation and / or decontamination area (m2)	-----
31	Name / title contact details of the pilot and towage provider	MED MARİNE KLAVUZLUK VE ROMORKAJ HİZMETLERİ İNŞAAT SAN. VE TİC. A.Ş. Phone : 0326 645 25 37
32	Is the Security Plan established? (Yes No)	Yes

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33	Waste Receiving Facility Capacity(This section will be arranged separately according to the wastes accepted by the facility)			Waste Type		capacity (m ³)
				Sludge		30
				Bilge		40
				Garbage		4.8
				Waste oil		20
34	Pier / wharf etc. properties of domains					
Pier / Pier No		Length (meters)	Width (meters)	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnage and size (DWT or GRT - meter)
Pier No: 1		282	30	14	14	65.000 DWT
Pier No: 2		265	30	11	10	30.000 DWT
Pipeline name (If available at the Port Facility)				Number (piece)	Length (meter)	Diameter of (inch)
Not Available				-----	-----	-----

1.2 Handling and Storage Procedures for Hazardous Goods:

Some of the cargo entering the Packing Group I from the cargoes identified as IMDG Code Class 1 Explosive Materials, Class 7 radioactive materials, Class 6.2 infectious substances as specified in IMDG Code are not taken to coastal facilities. These loads are called dangerous loads which are not accepted. In addition, no loading or unloading of bulk petroleum and petroleum products is made in the coastal facility except for the coastal operation permit.


The Handling Procedure of Hazardous Solid Bulk Cargoes Handled in our Facility is the same as in Annex-19. Hazardous loads are not allowed to be stored in closed or open storage areas. Hazardous materials are handled as supangled.

Scrap cargoes are being handled in our facility and the procedure for Scrap Cargo Handling Operation and Radiation Warning cases are as in ANNEX-20.

Our facility is also subject to the provisions of the IMSBC CODE and has no UN Number Coal (Coal) handling, and the handling procedure is carried out as specified in the Procedure for the Handling of Dangerous Solid Bulk Loads (ANNEX-19).

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

Class 4.3 Substances subject to Ignition Substances Class 4 Substances subject to IMSBC Code coming into effect by sea and land area Class 4.1 Flammable Substances, Class 4.2 Substances subject to spontaneous combustion, Class 4.3 Substances which release flammable gases when contacted with water, Class 5.2

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Organic Peroxides, Class 8 Abrasive Materials and Class 9 Miscellaneous Dangerous Goods and Objects is carried out according to the load demand from the evacuation and loading. The acceptance of the burden is determined by the meeting result specified in Annex-19. In addition, the loading and handling of hazardous materials is carried out only in case of bulk cargo. Hazardous cargoes under the IMDG and IMSBC handled in our facility are Coal and Petroleum Coke. The handling and necessary operational provisions of these substances are the same as those for the Dangerous Solid Bulk Handling Procedures (ANNEX-19).

Coastal Handled be done in our facility is Dangerous :

UN	NAME AND DESCRIPTION	NAME AND DESCRIPTION	CATEGORY	PACKING GROUP
MHB	COAL (COAL)			
MHB	PETROLEUM COKE			

1.2.2 Accrual / Discharge Procedure for Handled and Temporary Storage Loads

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

Customs warehouses are not available at our port facility and warehousing services are not provided.

All the load handles in our port facility are in the form of conveyor belt system and supanal, and since storage services are not provided, the loading and unloading are done directly on board or ship.

Within the scope of the general rules of Sönmez Çimento Port, the Safety Data Sheet is not taken to a dangerous cargo or hazardous cargo port facility.


1.2.3 Considerations to be Taken into Consideration in the Collection, Handling and Storage of Dangerous Materials

1.2.3.1 Hazardous Solid Bulk Loading (General):

1.2.3.1.1 Emissions of Dangerous Dusts:

Where the transport, transport or stacking of hazardous bulk solids may result in dust emissions, all necessary measures shall be taken to prevent or minimize dust emissions and to protect people and the environment from such emissions.

Personal washing and hygiene will also be notified to all employees that the clothes used must be washed after the handling of the hazardous material. Appropriate protective clothing, depending on the type of skin being handled during

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handling, will be provided to employees by providing respiratory protection and protective creams when needed.

1.2.3.1.2 Dangerous Steam Emissions / Oxygen Inadequacy:

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

Appropriate equipment shall be available to measure toxic or flammable vapor concentration when dangerous solid bulk is to be transported, transported or stacked, which may release toxic or flammable vapors.

1.2.3.1.3 Explosive Dust Emissions:

All necessary precautions shall be taken to minimize the effects of detonation if dangerous solid bulk charges, which may be responsible for the explosion which is responsible for detonation, are transported or transported, to prevent such explosion and to occur.

Measures to be taken include ventilation of the enclosed space to limit the concentration of dust in the atmosphere, inhibition of ignition sources, minimization of material wall thickness, and withdrawal with no suction.

1.2.3.1.4 Simultaneously flammable substances and substances that react with water:

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

1.2.3.1.5 Oxidizing Materials:

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

1.2.3.1.6 Ineligible Materials:

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

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1.2.3.2 Coal:

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

- Coals can remove methane, which is a flammable gas. Methane / air mixtures containing between 5% and 16% methane are explosive, sparks or open flames, such as electrical or frictionless sparks, matchsticking or cigarette burning, may be sufficient for explosion. Methane is airborne and therefore accumulates at high points in load volumes or other enclosed volumes. If the load volumes are not very tightly closed, the closed spaces adjacent to the load volume may have methane leaks.

- Coals can be oxidized, causing oxygen in the load volume to be consumed and increasing concentrations of carbon dioxide or carbon monoxide. Carbon monoxide is a slightly lighter odorless gas that is flammable with air at 12 to 75% by volume. Toxic in case of inhalation, the blood hemoglobin is 200 times more bound than oxygen.

- Some coals may self-heat up in the load volume and self-heating may cause self-ignition. A variety of flammable and toxic gases, including carbon monoxide, may emerge.

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


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

1.2.3.2.1 Hazards:

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

1.2.3.2.2 Stacking and Sorting Conditions:

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

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1.2.3.2.3 Precautions against ventilation conditions:


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

1.2.3.2.4 Measures:

In the event of a fire, the measures referred to in Article 8 of this document shall be applied.

1.2.4 Storage Procedures for Handling Dangerous Loads at Our Facility:

Dangerous materials coming into our facility by sea and handled are handled by using conveyor belt system or as a supermarket and are not stored.

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2 RESPONSIBILITIES

2.1 Responsibilities of Hazardous Good Responsible:


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

2.2 Responsibilities of the Port Management:

- Ensuring that vessels are docked and secured in a convenient, sheltered, safe way.

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- Ensure that the entry-exit system between the ship and the shore is appropriate and safe.
- Ensuring that persons engaged in the loading, unloading and handling of dangerous cargo are trained.
- Ensure that hazardous cargo is carried, handled, disassembled, stacked, temporarily suspended and inspected in a safe and proper manner by appropriately qualified, trained, occupational safety precautions personnel.
- Requesting all compulsory documents, information and documents related to dangerous cargo with regard to cargo, ensuring that the cargo is with the cargo.
- Keep an up-to-date list of all dangerous cargo on the premises.
- Ensuring that all operational personnel are trained in the hazards of handling hazardous loads, safety precautions, safe operation, emergency precautions, safety and similar issues, and keeping training records.
- inspecting the relevant documents to confirm that hazardous cargo entering the facilities is properly identified, classified, certified, packaged, labeled, declared, loaded and safely packed in approved and proper packaging, container and freight transport unit and transported.
- Informing the port authority of necessary safety precautions for unsafe, unsafe or risky persons or risk to the environment.
- Ensure that emergency arrangements are made and that all relevant persons are notified.
- Notifying the port authority of dangerous cargo accidents occurring in the area of business responsibility.
- Provide the necessary support and cooperation in the controls made by the official authorities.
- To carry out activities related to dangerous goods in berths, berths, depots and warehouses established in accordance with these works.
- To ensure that hazardous materials that are not allowed to be temporarily suspended or not allowed to be transported outside the coastal premises as soon as possible without waiting.
- Do not allow vessels and marine vessels carrying dangerous goods to approach the quay and cloister without the permission of the port authority.


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- To establish a suitable storage area for the separation and stacking rules for containers carrying dangerous goods and to take the necessary fire, environment and other safety precautions in this area. Taking necessary safety measures against ships, loading and unloading or limbo-operators, particularly against heat and other hazards during hot seasons, when loading, discharging or limbo of dangerous goods to ships and marine vessels. Keeping flammable materials away from sparking operations and not operating tools or tools that create sparking hazardous cargo handling.

- Prepare an emergency evacuation plan for evacuation of ships and marine vessels from coastal facilities in an emergency.

2.3 Responsibilities of the Shipmaster:


- Ensure that the ship's equipment and equipment are in compliance with dangerous freight transport.
- Request all compulsory documents, information and documents related to dangerous cargo from coastal facilities and cargo, to ensure that they are accompanied by dangerous cargo.
- To ensure that the safety measures regarding the loading, unloading, handling, transporting and discharging of dangerous cargoes on board the ship are carried out and maintained, and carrying out the necessary inspections and inspections.
- Check that hazardous cargo entering the ship is properly identified, classified, categorized, certified, packaged, marked, labeled, declared, safely loaded and transported in approved and regulated packaging, container and freight transport unit.
- Ensure that persons who have received appropriate and necessary training in the loading, handling, discharging and handling of dangerous cargoes are provided with occupational safety measures.
- Do not leave the area allocated to him without permission of the port authority, do not anchor, do not approach the pier and cliff.
- To implement all rules and precautions during navigation, maneuvering, mooring, berthing and separation in order to ensure that the ship carries dangerous cargo safely.
- Provide safe entry and exit between ship and dock.

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- Ensure that persons who have received appropriate and necessary training in the loading, handling, discharging and handling of dangerous cargoes are provided with occupational safety measures.
- Do not leave the area allocated to him without permission of the port authority, do not anchor, do not approach the pier and cliff.
- To implement all the rules and precautions during navigation, maneuvering, mooring, berthing and separation in order to ensure that the ship carries dangerous cargo safely.
- Provide safe entry and exit between ship and dock.

2.4 Dangerous Goods Safety Advisor Responsibilities:

- Monitor compliance with the requirements for the transport of dangerous goods.
- To submit proposals to coastal facilities for the transport of dangerous goods.
- Prepare an annual report on the coastal facility operation of the coastal facility operator during the transport of dangerous goods. (Annual reports are kept for 5 years and submitted to the registrar upon request).
- To check the following practices and methods;
 - Procedures for the identification of dangerous goods in compliance with dangerous goods, the use of proper shipping names, certification, packing / packaging, labeling and declaration of hazardous cargoes, safe loading and handling of approved containers, containers or cargo handling units, and reporting of control results.
 - The handling / evacuation procedure for dangerous cargoes handled and temporarily stored,
 - Whether the offshore installation takes into account the special requirements for the dangerous goods transported while the means of transport for dangerous cargoes are purchased,
 - Control methods of the equipment used for loading and unloading of dangerous goods,

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- Whether the offshore employees, including changes to the legislation, have received appropriate training and whether such training records have been maintained,
- The appropriateness of the emergency methods to be applied in case of an accident or an event that may affect safety during the transport, loading or unloading of dangerous goods,
- The suitability of reports prepared for serious accidents, incidents, or serious violations during the transportation, loading or unloading of dangerous goods,
- Determination of the precautions against accidents, incidents, or serious violations occurring again, and evaluation of the implementation,
- The extent to which the rules governing the choice of sub-contractors or third parties and the transport of dangerous goods are taken into account,
- Determine whether workers in the transport, handling, storage and disposal of hazardous materials have detailed knowledge of operational procedures and instructions
- Conformity of measures taken to prepare for the risk of transporting, handling, storing and discharging hazardous materials
- Procedures for what all compulsory documents, information and documents related to dangerous substances are.
- Procedures for docking, connecting, loading / unloading, sheltering or anchoring of vessels carrying dangerous goods safely at day and night.
- Procedures for additional measures to be taken in accordance with seasonal conditions for the disposal, release and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement and degassing operations and processes. Procedures for keeping records and statistics of dangerous goods,
- The correctness of the matters relating to the possibility, capability and capacity of coastal installations to respond to emergencies,
- Conformity of the regulations for the first interventions against the accidents involving dangerous substances,


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- Procedures for handling and disposal of damaged hazardous cargo, contaminated cargo by hazardous cargoes,
- Information on personal protective clothing and procedures for their use.

2.5 Responsibilities of 3rd Parties and Agent:

- To the staff who will work at the coastal facility TC. To take the trainings specified in the Regulations of the Ministry of Transport, Maritime and Communication,
- To comply with the rules set out in the IMDG Code at the coastal facility,
- To comply with the Dangerous Substance Directive established by the coastal facility and the procedures for dangerous substances,
- Report any incidents of non-compliance to the handling, transport and storage of dangerous goods at the coastal facility,
- To submit to the coastal facility operation and the Administration a Form containing the hazards and other information (MSDS) of the relevant hazardous substances, which constitute an important part of the work to remove the risk of occupational health hazards that may arise during the use and storage of dangerous substances and which are intended to inform the user adequately and adequately

Name/Surname	Position	Contact Information
Yaşar Işık KARCIOĞLU	Harbor Master	Tel: 0505 451 29 55
Cihangir ERDİNÇ	Shift Supervisor	Tel: 0532 566 38 43
Halil AVŞAR	Shift Supervisor	Tel: 0543 494 85 80
Mahmut YALMAN	Shift Supervisor	Tel: 0532 571 13 36
Uğur ÖZEV	Port technician	Tel: 0542 231 67 47
Sedat ÇAKIROĞLU	Port technician	Tel: 0543 249 00 31
Yağmur Şeyda DOĞAN	Environmental Engineer	Tel: 0544 513 58 58
Saygın DOĞANCILI	Dangerous Goods Safety Advisor	Tel: 0 507 721 97 60

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3 RULES AND PRECAUTIONS APPLIED BY PORT MANAGEMENT:

3.1 Rules to be applied by Port Management:

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

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

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3.2 Precautions to be applied by Port Management:

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

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

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

There are 2 docking docks on the pier in our coastal facility. The features are as below.

Pier / Pier No	Length (meters)	Width (meters))	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnage and size (DWT or GRT-meter)
Pier No: 1	282	30	14	14	65.000 DWT
Pier No: 2	265	30	11	10	30.000 DWT

Ships may berth both day and night time.

3.2.1.2 Reserved Warehouse and Warehouse for Dangerous Goods:


Strong dangerous cargoes are not stored in our port facility.

3.2.2 Dangerous Material Handling Equipment and Installations:

- The vessels will be used in the excavations.
- 1 Bobcat (for cleaning)
- 2 bunkers.

3.2.3 Actions to be carried out if it is not possible to store dangerous goods on the dock or on the dock.

Dangerous materials that are handled as supangles in our coastal facilities are taken out of the coastal premises as soon as they are loaded on land vehicles to be transported directly from the ship.

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3.2.4 Packing and packaging of dangerous goods and information on risk and safety measures:

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

3.2.5 Protective clothing used by coastal facility personnel, seafarers and other cargo officers engaged in the handling of dangerous goods during loading, unloading and storage:

- Helmet,
- Dust mask,
- Work shoes,
- Glasses,
- Gloves,
- Business Dress.

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


The list and duties of firefighting personnel, fire fighting systems and first aid teams as well as the tasks of these teams are as if they are in the "Dangerous Material Emergency Plan".

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

Information on fire protection systems in our coastal facilities is as if it were in the 'Dangerous Material Emergency Plan'.

3.2.7 Prepare an emergency evacuation plan by coastal operators to evacuate ships and marine vessels from coastal facilities in an emergency:

Emergency evacuation procedure for removal of ships and marine vessels from coastal installations in an emergency is as if it were in the 'Dangerous Material Emergency Plan'.

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3.2.8 Items relating to fire, safety and safety measures to be taken by coastal facility operators:


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

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

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

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

Personnel involved in the hazardous cargo handling operation have been planning to carry out the "General Awareness Training, Occupational Training, Safety Training and Training Training for Those who have already been trained" according to the subject regulation.

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4. DANGEROUS GOODS CLASSIFICATION, TRANSPORTATION, LOADING / DISCHARGE, SORTATION, STOCKPILE AND STORAGE

4.1 Dangerous Material Classification:

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

UN	NAME AND DESCRIPTION (PSN)	grade	PACKING GROUP	PACKING INSTRUCTIONS	TANK INSTRUCTIONS	TRANSPORT CATEGORY	DANGER DEFINITION (HIN)
MHB	MHB COAL (COAL)						
MHB	MHB PETROLEUM COKE						

4.2 Dangerous Packs and Packages:


We do not pack and pack dangerous goods subject to IMSBC Code provisions.

4.3 Placard, Plates, Brands and Labels of Dangerous Goods:

No labeling, marking or labeling of hazardous cargoes handled in our port.

4.4 Ship and Port Distribution Tables According to Classes of Dangerous Materials:

Handled dangerous goods subject to IMDG COD provisions in our possession are handled as a supermarket and the disposal provisions are not applied within the facility.

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4.5 Decomposition Distances and Terms of Dangerous Goods in the

Storage Areas:

No dangerous cargo is stored in our port facility and no separation distance is applied.

4.6 Dangerous Load Certificates:

Documentation, control, recording work and procedures for handling dangerous loads handled in our port are detailed in Part 7 of this Guide.

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5 HANDBOOK OF HAZARDOUS GOODS HANDLED IN THE PORT

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

- Classes of dangerous substances,
- Packages of dangerous materials,
- Packaging,
- Labels,
- Signs and packaging groups,
- Shipboard and port sorting tables according to the classes of dangerous loads,
- Separation distances of dangerous cargoes in warehouse storage,
- Decomposition terms,
- Dangerous cargo documentation,
- Dangerous loads include emergency response action flow diagram topics,

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

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6 OPERATIONAL ISSUES

6.1 Safety Procedures for Berthing, Moorage, Loading/Discharge, Harbours and Anchoring of Dangerous Goods Carrying Vessels in the Day and Night Time:

- Vessels carrying dangerous goods shall be docked with pilots and tugboats during the night during the preferred daytime as specified in the Port Regulations, where permitted by the Port Authority.
- Guide The pilot will be informed about the dangerous cargo on board before maneuvering.
- Taking into account the position of the dangerous cargo, the docking will be planned following the removal of the cargo in risky situations.
- If the application of the Ship Captain is not considered safe for the port in relation to the ship's connection, the Ship Captain will be required to attach the ship with additional ropes.
- In situations where unfavorable weather conditions, currents and winds are assessed to lead to unsafe loading / unloading activities, measures should be taken such as stopping the activity or even lifting the vessels to remove the demirel.
- For ships carrying Dangerous Goods, the anchorage areas are different and the vessels will wait in these anchorage areas allocated to them.

6.2 Additional Precaution Procedures Required for Loading, Discharge and Transshipment Operations in Different Seasonal Conditions:

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

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- In case of continuity of similar conditions, the personnel who are employed should be selected from experienced personnel, frequent planning of rest periods during extreme work, increase of enlightenment, measures must be taken.

6.3 Procedures for Keeping Away Hazardous Materials from Flammable, Flashing and Explosive Operations and not Operating Flammable and Flashing Equipments in the Hazardous Material Storage Areas:

- It is forbidden to smuggle cargoes, dangerous goods, dangerous cargoes and dangerous cargoes in docked vessels carrying dangerous cargoes, such as smoking, firing, welding, etc. in the offshore installation.
- Flammable materials are kept away from spark-forming operations, and no dangerous car or vehicle is sparking on the handling surface.
- In dangerous cargo areas, especially when handling dangerous cargoes with flammable, combustible and explosive materials;
 - Failure to perform fire works (welding, cutting, etc.), supervised operation by taking technical safety precautions in necessary situations,
 - Use of non-sparking hand tools,
 - Working with experienced personnel,
 - Informing the related units before the work,
 - Briefing of staff to work in the field,
 - Preservation measures such as water curtain, protective separation, mechanical ventilation and availability of equipment,
- Ensure that the personnel to do such HOT WORK work absolutely with protective clothing and equipment and, if necessary, with closed circuit breathing apparatus.
- Emergency teams to be intervened in a short period of time should be ensured in such an investigation.
- In addition, the requirements specified in Annex-10 should be met to fulfill the "Directive on Regulation of Dangerous Goods Conformity Certificate". Our Hot Processing Procedure is similar to that in ANNEX-20.

6.4 Procedures for Fumigation, Gas Measurement and Degasification Works and Processes

Fumigation, gas measurement and depreciation are not carried out in our port facility.

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7 DOCUMENTATION, CONTROL AND RECORD:

7.1 Procedures for Supply and Control of All Necessary Documents and Information Relevant Dangerous Goods:

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

- SOLAS 1974
- IMDG Code Volume 1, 2 and Appendix Book,
- IMSBC Code, Solid Bulk Carriers Moved at Sea International Code
- Application Code for Safe Loading and Discharge of Bulk Cargoes (BLU CODE)
- Regulation on "Loading and Discharging Bulk Carriers in a Safe Way" published in Official Gazette dated 31/12/2005 and numbered 62040
- IMO-MSC / Circ.1303, IMO-MSC.1 / Circ.1356, IMO-MSC / Circ.1306, for loading and discharging of solid bulk cargoes for terminal exhibitors)

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

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

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

7.1.2.1 *Dangerous Freight Notification Certificate:*

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

The vessel carrying the dangerous cargo and the sea vessel must be at least twenty four hours before entering the port administrative area; ships and marine vessels which are less than twenty-four hours of cruising time to enter the port area shall submit the notification document containing detailed information on their

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cargo immediately after the departure from the coastal facility in writing to the port authority.

The cargo concerned must notify the coastal installation at least 3 hours before entering the coastal facility in connection with dangerous cargoes coming from the road and railway.

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

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

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

7.1.2.2 Documents to be found on board

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

A detailed stacking plan of the class, showing the location of all the dangerous substances and sea pollutants, will be used instead of this specific list or manifest.

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

- Within a special list, manifesto or declaration of dangerous goods,
- Within a separate document such as the safety data sheet,
- Separate documents such as the Medical First Aid Guide (MFAG) for use in Accidents involving Dangerous Materials (MFAG) and the Emergency Response Procedures for Dangerous Goods Vessels (EMS Guidelines), which will be used in conjunction with the transport document.

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7.1.2.3 Multi-Mode Hazardous Material Form.

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

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

7.2 Procedure for Systematical and Updated List and Documentation of All Dangerous Goods in the Port Area:

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

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

- UN Number,
- PSN name (Proper Shipping Name),
- Class (with sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is Marine Pollutant,
- The recipient
- Sender,
- Seal number,
- Additional information (information on ignition grade, viscosity, etc.),
- Where it is stored on the Port,
- Limousine stay,

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

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

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7.3 Properly Defined, Using Correct Shipping Name, Certificated, Packed, Labeled and Declared, Safety Loading Control and Control Result Reports Procedure:

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

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

This information is conveyed through the ticket offices, Field Supervisors, HSE and the personnel terminals / papers that need to know, and the dangerous load is controlled.

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

7.4 Procedure for Dangerous Goods Safety Data Sheet (MSDS):

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

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

For all hazardous cargoes to be accepted, the Liman is checked to ensure that this document is present together with the dangerous substance.

7.5 Procedure for Recording and Statistics of Dangerous Goods:

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

Statistical evaluations are made by trade, operations, departments regarding records of dangerous loads handled annually in our port.

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

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

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8 EMERGENCY CASES, PREPARATION AND RESPONSE TO EMERGENCY CASES:

8.1 Procedure for Response to Risky Situations for Life & Property and Environment Because of Dangerous Goods:

Dangerous cargoes coming into, being handled, picked up, and discharged from coastal facilities pose specific hazards such as explosion, fire, abrasion, poisoning. For this reason, there are many types of emergency that the coastal facility will face. In order to deal with these hazards, it is crucial to develop, publish and implement the Dangerous Goods Emergency Plan in cooperation with local emergency teams.

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

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

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

In order to prevent fire and pollution caused by hazardous material operations, IMSBC Code is intervened according to the procedures outlined in the tables in Annex-1. The incident is reported to the Port Authority.

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8.2 The possibility, capability and capacity of Responding to Emergency Situations of the Port:

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

NO	TYPE OF MATERIAL	Piece
1.	Dry chemical fire extinguisher	27
2.	Carbon dioxide fire extinguishers	2
3.	Fire hüse	24
4.	Fire cabinet	24
5.	Fire hose switch	24
6.	Fire hose with nozzle	26
7.	Fire alarm button	27

8.2.2 Possibility, capability and capacity for leakage and spillage:

It is as in ANNEX-14.


8.3 Regulations for First Respond to Accidents Which Happened Because of Dangerous Goods:

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

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

- In the event of an accidental fire involving dangerous goods handled at the port facilities, the procedures in the IMSBC Code Annex 1 tables will be taken into consideration.
- If the cargo handled at the port facility is involved in an accident and a fire occurs, the IMSBC Code supplement tables will be used as follows.

UN	NAME AND DESCRIPTION	EMS (FIRE)
MHB	COAL	IMSBC Code Fire-fight according to Annex 1
MHB	PETROLEUM COKE	Fire intervention according to IMSBC Code Annex-1

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

- In case of accidental leakage / spillage resulting from an accident involving dangerous goods handled at port facilities, the points in IMSBC Code shall be taken into consideration.
- In case of the handling of the handled cargoes in the port facility and the accident / leakage / spillage, the operations to be performed in accordance with the IMSBC Code are as follows.

UN	NAME AND DESCRIPTION	EMS
MHB	COAL	Interfere with the leak according to IMSBC Code Annex-1
MHB	PETROLEUM COKE	Interfere with the leak according to IMSBC Code Annex-1

8.4 Medical First Aid Guide (MFAG) for Accidents Which Happened Because of Hazardous Materials:

Things to note when using the guide are as follows.

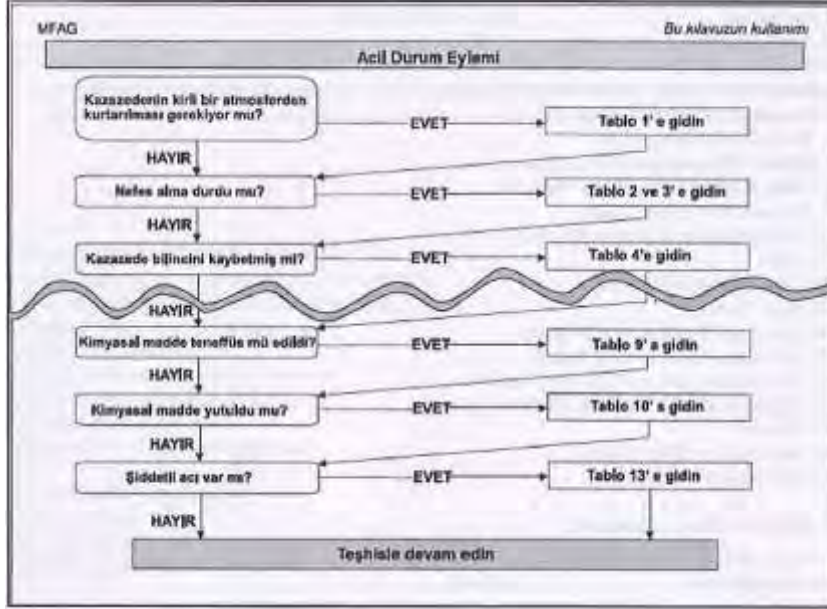
- Emergency intervention will be performed first when exposed to dangerous substances.
- The medical first aid guide will be applied in 3 steps.

Step 1: Emergency response and diagnosis Start here!

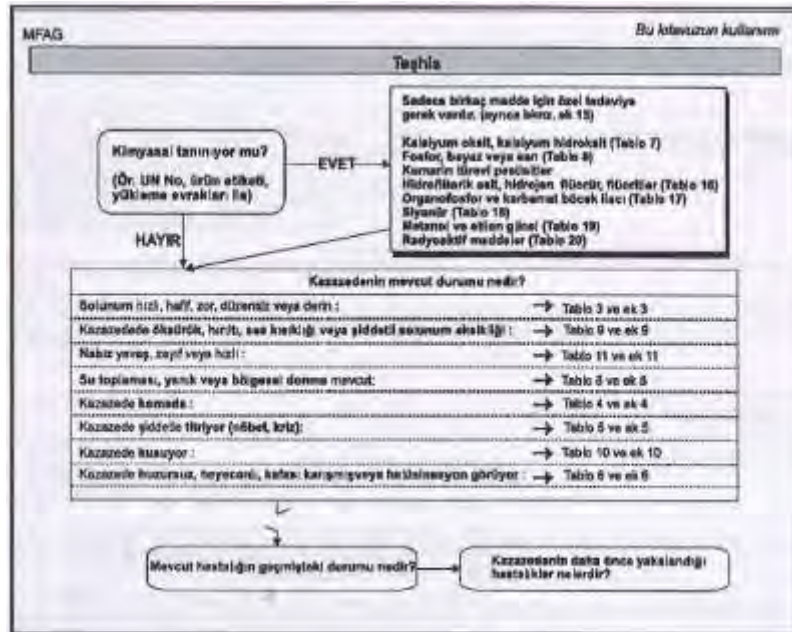
Step 2: Consider the tables. Tables special cases Short instructions for comprising.

Step 3: Consider Attachments Attachments of drugs and exposure can be bold about chemicals contains detailed information.

8.4.1 Use the following table when performing an Emergency Response.



8.4.2 Use the following table for annotation.



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

- Table 1: Recovery
- Table 2: Cardiopulmonary Resuscitation (CPR)
- Table 3: Oxygen Application and Controlled Ventilation
- Table 4: Noticing Chemical-Induced Disorder

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Table 5: Chemical-Induced Transfer

Table 6: Toxic Mind Blur

Table 7: Chemical exposure to eye

Table 8: Skin Chemical Exposure

Table 9: Inhalation of Chemicals

Table 10: Oral intake of chemicals

Table 11: Shock

Table 12: Acute Renal Failure

Table 13: Pain Relief

Table 14: Chemical-Induced Bleeding

Table 15: Chemical-Induced Jaundice

Table 16: Hydrofluoric Acid and Hydrogen Fluoride

Table 17: Organophosphate and Carbamate Insecticides

Table 18: Cyanide

Table 19: Methanol and Ethylene Glycol

Table 20: Radioactive Material.

8.4.4 Annexes provide detailed information on medicines and the chemicals that may be exposed. The information on the appendices is as follows.

Appendix 1: Recovery

Appendix 2: Cardiopulmonary Resuscitation (CPR)

Appendix 3: Oxygen Application and Controlled Ventilation

Annex 4: Awareness Chemical-Induced Disorder

Annex 5: Chemical-Induced Transfer

Annex 6: Toxic Mind Blur

Annex 7: Chemical exposure to eye

Annex 8: Chemical exposure to skin

Annex 9: Breathing of Chemicals

Annex 10: Acquisition of Chemicals by Oral


Appendix 11: Shock

Appendix 12: Acute Renal Failure

Appendix 13: Pain Relief

Annex 14: Drug List and Equipment

Annex 15: List of Items.

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8.5 On-Site and Off-Site in the Emergency Situations:

8.5.1 The flow diagram for notifications to be made in an emergency is as follows.

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

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

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

8.6 Accident Reporting Procedures:

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

8.7 Method of Coordination, Support and Cooperation with Official Authorities:


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

8.8 Emergency Evacuation Procedure for the Vessels Which will Leave the Port in the Emergency Situation:

In case of emergencies arising from Dangerous Goods, MED MARİNE KLAVUZLUK ve ROMORKAJ HİZMETLERİ İNŞ. SAN. ve TİC. A.Ş. and a protocol has been signed that the intervention should be carried out by them. The detailed procedure is as in the Dangerous Material Emergency Plan.

8.9 Procedure for the Handling and Disposal of Damaged Dangerous Loads and Waste Rubbed off onto by Dangerous Goods:

For each hazardous cargo to be handled at our facility, the "Material Safety Data Sheet (MSDS)" will be processed according to the procedures.

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8.10 Emergency Standarts and Records:

Teaching Practices; The personnel involved in the emergency organization should be prepared for various trainings and tasks in order to be prepared for emergencies within the facility. Trainings should be done with the support of specialized organizations when necessary. Within this scope, the relevant personnel of the port have been trained and certified IMDG COD for dangerous cargo. The testing of the adequacy of the Emergency Plans and the preparation of the drills to be prepared for actual situations should be planned and implemented according to the worst case scenario.

- Drill Scenarios; In the drill plans, the worst case scenario is foreseen as a single event or a combination of events that the port may encounter. Implementation of drills in the fastest and most effective way in the direction of prepared scenarios.
- Emergency Procedures to be carried out within the port facility of the port;
- The port should be specified in the annual training plans.
- It can be planned as local or general intervention,
- Security, spillage, etc. can be combined in the exercise scenario,
- The tales can be made informed or unannounced.
- The drills are based on various emergency scenarios.
- Talim can be done in an actual way, like table head, seminar style,
- Different hours, days, seasons and event scenarios are prepared for each training
- The drills to be done at our port facility are as follows.
- Fire drill
- First aid exercise

8.11 Information About Fire Protection Systems

Our facilities include hydrants, fire foam machines and portable fire extinguishers. Information on fire protection systems is as in the "Dangerous Material Emergency Plan".

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8.12 Approval, Inspection, Test, Maintenance and Ready for Use Procedure for Fire Protection Equipments:

Our facility has been approved by Adana Metropolitan Municipality for approval and supervision of fire protection systems.


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

8.13 Precautions to Be Taken When Fire Protection Systems Do Not Work:

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

8.14 Other Risk Control Equipments:

No other risk control equipment available.

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9 OCCUPATIONAL HEALTH & SAFETY.

9.1 Objectives of Occupational Health and Safety Rules:

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

- **Protect Employees**

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

- **Ensuring Production Safety**


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

- **Ensuring Operational Safety**

Operational safety is ensured by measures taken at the workplace, such as machine accidents that may arise due to work accidents or insecure and unhealthy work environments, situations where explosive events, fire, etc. can be dangerous.

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

- Occupational Health and Safety Management System (ISGYS) is applied for the safety of life, property and environment in our port within the framework of Occupational Health and Safety Pursuant to Occupational Health and Safety Law No. 6331 and related Regulations.
- It is obligatory to wear Personal Protective Equipment (helmet, phosphorus vest, steel-nosed safety-work safety shoe) according to TSE standards of the port users who have access to the port.
- The coastal facility personnel with responsibility for the handling of dangerous goods and other authorized persons in charge have protective clothing suited to the physical and chemical characteristics

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of the cargo during loading, unloading and storage and are responsible for the harbor site staff working on dangerous charges regarding the use of personal protective equipment during training and drills / information provided.

9.2 Occupational Health and Safety Trainings:

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


9.3 Health Hazards:

The staff who will work and will do the new job;

- Eye examination
- Lung X-ray
- Blood analysis
- Without audiometry testing and without the results we can not get a job done. Apart from this, all personnel are vaccinated tetanus every year. In cases where it is deemed necessary by our employees, the workplace physician may do so by asking for further examinations (astigmatism examination, vision, etc.) by the approval of the HR department.

9.4 Area Security:

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

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9.5 Risk Analysis:

Occupational health and safety specialists detect all hazards that are in the test and waiting for their employees, and they try to develop measures to reduce these risks. The training you have done is missing in the end of this study. identify situations and start working on them. The shortcomings that are found within the scope of the income analysis and the shortcomings that they have identified in the field reports are discussed with the other board members at the monthly ISG boards and the corrections are decided and published.

9.6 Periodical Controls:

All load handling tools, earthing systems, pressure vessels, fire tubes and lines within the site are checked and kept in their legal frames for the specified periods. It informs the maintenance team about the shortcomings that are detected during the periodic inspections and ensures that they are removed as soon as possible.

9.7 Hazardous Work Permits:

Hot work, high work, excavation work, closed work, all work to be done in the works is subject to work permits and work is not started without the necessary checks and approval.

9.8 Legal Terms:


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

9.9 Accident Status:

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

9.10 Subcontractor Management:

Occupational health and safety requirements within the context of subcontracted activities (security, food, loading / unloading, mooring etc.) are controlled by the OHS department. In this context;

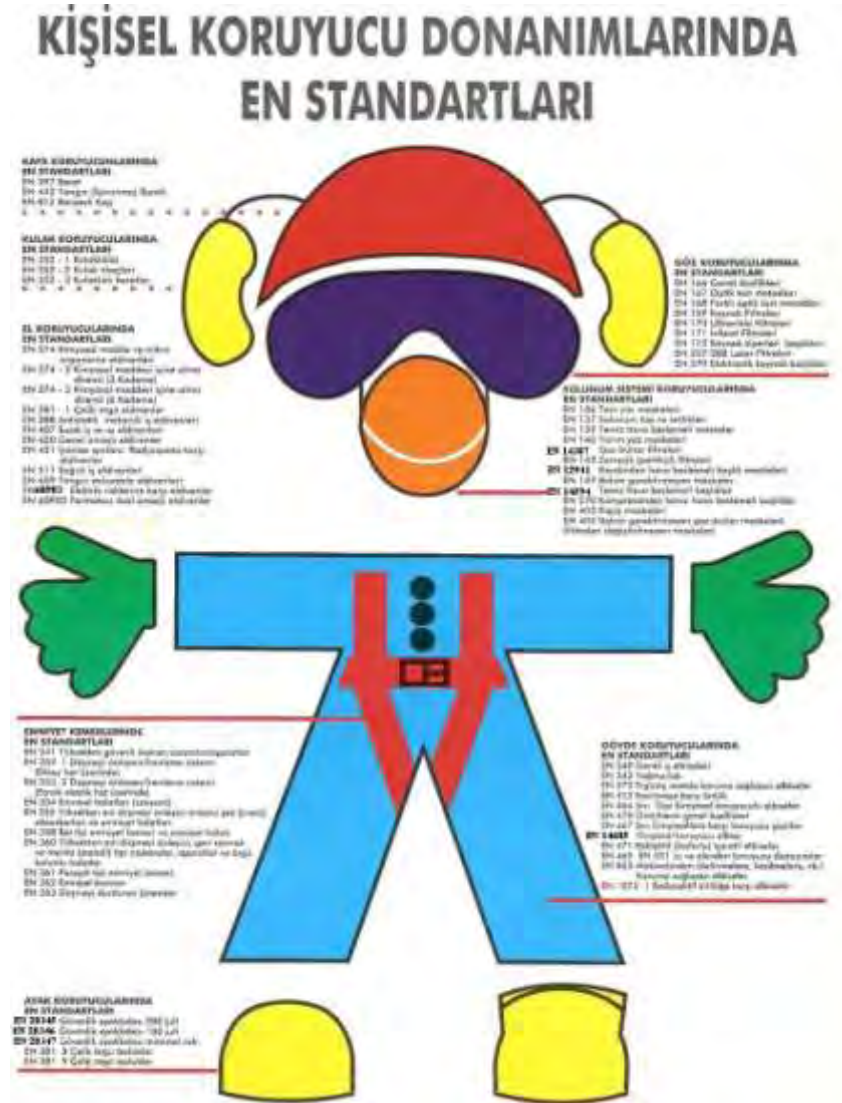
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- It is discussed with the job security experts of the relevant companies,
- Workplace doctors visit the facility,
- The relevant records of the companies are requested to be recorded (risk analyzes, contingency plans, etc.)
- Information on necessary deficiencies (education, PPE etc.) is provided
- Participation in OHS committees is provided.

9.11 Procedures for Information and Usage of Personal Protective Clothes:

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

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10 OTHER MATTERS


10.1 Validity of Hazardous Material Conformity Certificate

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

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10.2 Dangerous Goods Security Advisor Job Definition:

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

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

10.3 Issues About Vehicles Carrying Dangerous Goods Which will Transport to/from Port Area By Highway (The Documents Which the Vehicles Carrying Dangerous Goods must Have for Entrance and Exit from Port / The Equipments Which the Vehicles Carrying Dangerous Goods must Have/ Speed Limit in the Port Area and Etc.)

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10.3.1 Documents to be moved:


- Carrying Document
- Dangerous Goods Carrier Driver Training Certificate (SRC-5),
- For each staff member in the vehicle, a picture identification document (identity card, driver's license or passport)
- written instructions to be given to the driver by the carrier,
- Valid ADR certificate for vehicles
- Photocopy of the permission document for transporting dangerous cargo from the relevant / competent authorities,
- Dangerous Goods and Hazardous Waste Compulsory Financial Liability Insurance policy for vehicles carrying dangerous goods.

10.3.2 Equipment and equipments to which vehicles must possess:

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

10.3.3 Speed Limits in the Port Area:

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

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10.4 Issues about Vessels Carrying Dangerous Goods Which Leave or Berth from or to the Port (Day/Night Signs for Vessels Carrying Dangerous Cargo at the Port and Cold and Hot Work Principles)

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

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


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

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

10.4.2.2 The principles of hot work to be carried out on ships carrying dangerous cargoes at coastal facilities are as in ANNEX-21.

10.5 Additional items to be added by the port facility.

(NONE)

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ANNEX-1 GENERAL LAYOUT PLAN OF THE PORT




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REVİZYON NO	REVİZYON TARİHİ	REVİZYON YAPAN	REVİZYON YERİ
REVİZYON NO	REVİZYON TARİHİ	REVİZYON YAPAN	REVİZYON YERİ
REVİZYON NO	REVİZYON TARİHİ	REVİZYON YAPAN	REVİZYON YERİ

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ANNEX-2 GENERAL VIEW PHOTOS OF THE PORT




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ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION IN THE PORT


ADI SOYADI	DUTY	MOBILE PHONE
İLKER KAYA	PORT DIRECTOR	05327793712
UTKU BAYRAM	CONSTRUCTION MANAGER	05331602406
SAİT TEMEL	CHIEF OF ADMINISTRATIVE AFFAIRS	05416218542
ERGÜN ÇOKGÖR	HUMAN RESOURCES MANAGER	05063591955
OĞUZHAN ŞAFAK	MACHINE MAINTENANCE ENGINEER	05333651916
MESUT ÇİL	OCCUPATIONAL HEALTH AND SAFETY SPECIALİST	05454123356
CEMİL ÖZTÜRK	OIZ EXPERTISE (A CLASS)	05442072370
SEYHAN TOPALOĞLU	ELECTRICAL MAINTENANCE TECHNICIAN	05076387363
CİHANGİR ERDİNÇ	PORT MARINE SUPPORT	05325663843
HALİL AVŞAR	PORT MARINE SUPPORT	05434948580
MAHMUT YALMAN	PORT MARINE SUPPORT	05325711336

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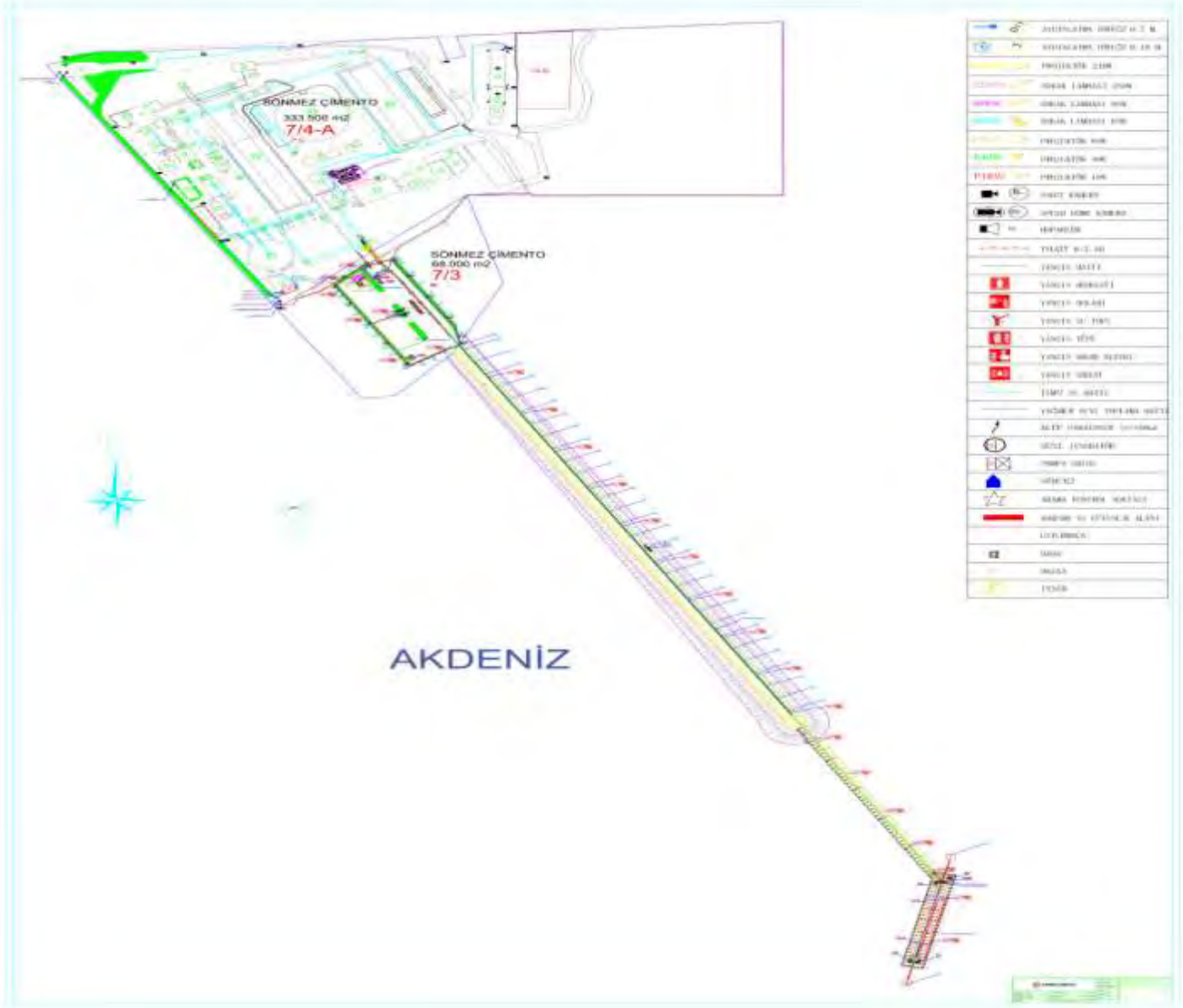
T. C. Ministry of Transport, Maritime Affairs and Communications General Directorate of Dangerous Goods and Combined Transport Regulation		3-2
Phone : (0312) 203 10 00	Fax : (0312) 231 51 89	
e-mail : tmkt@udhb.gov.tr	GMK Bulvarı No:128/A Maltepe/ANKARA TÜRKİYE	
Main Search and Rescue Coordination Center (AAKMM)		
Phone : 0 312 231 91 05 (24 hours) 0 312 232 47 83 (24 hours)	Fax : 0 312 232 08 23	
e-mail : trmc@udhb.gov.tr	Ankara	
İskenderun Port Authority		
Phone : 0 326 614 11 92	Fax : 0 326 614 02 26 İskenderun/HATAY	
Governorate of Adana		
Phone : 0322 459 27 43	Fax : 0322 458 83 52 Adana	
South Sea Area Command		
Phone : 0232 446 01 00	İzmir	
Coast Guard Mediterranean Coast Command		
Phone : 0324 237 22 22	İzmir	
Provincial Disaster Emergency Directorate		
Phone : 0 322 227 28 54	Adana	
District Security Directorate		
Phone : 0 322 613 10 06	Ceyhan	
District gendarmerie Commander		
Phone 0 322 613 11 08	Ceyhan	
Ceyhan District Governorate		
Phone : 0 322 613 90 90	Ceyhan	
Ceyhan Municipality		


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Phone : 0 322 613 40 22	Ceyhan
Public Hospital	
Phone : 0 322 613 13 62	Ceyhan
Fire Department	110
Emergency	112
Coast Guard Notice	158
Police	155
Gendarme	156
Phone Malfunction	121
Electrical Failure	186
Water Failure	185

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ANNEX-4 GENERAL LAYOUT PLAN OF DANGEROUS GOODS HANDLING AREAS



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ANNEX-5 FIRE PLAN FOR DANGEROUS LOADS HANDLING AREAS

PLEASE SEE FIRE PLAN IN THE EMERGENCY RESPONSE PLAN.

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ANNEX-6 GENERAL FIRE PLAN OF THE PORT

PLEASE SEE FIRE PLAN OF THE PORT IN THE EMERGENCY RESPONSE PLAN.

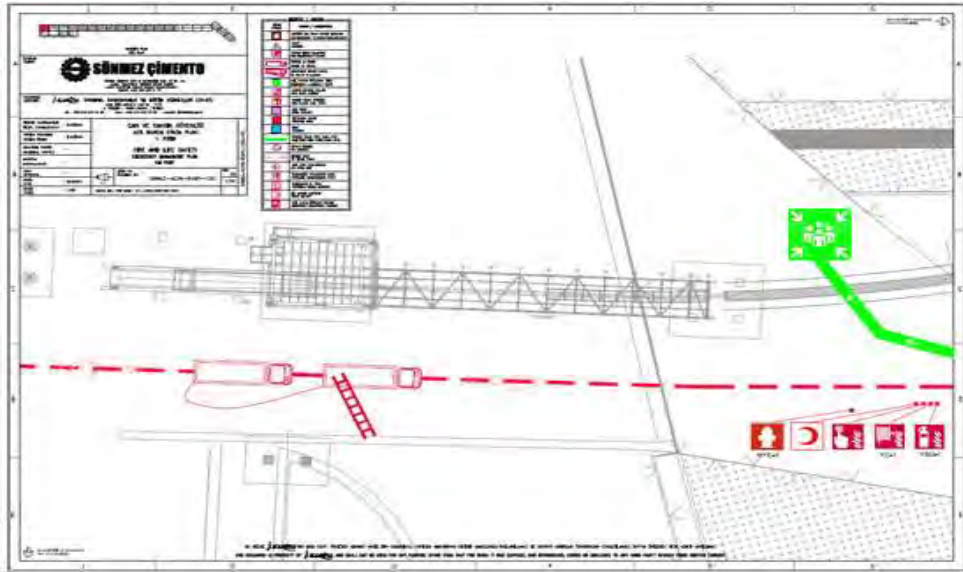
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ANNEX-7 EMERGENCY ACTION PLAN

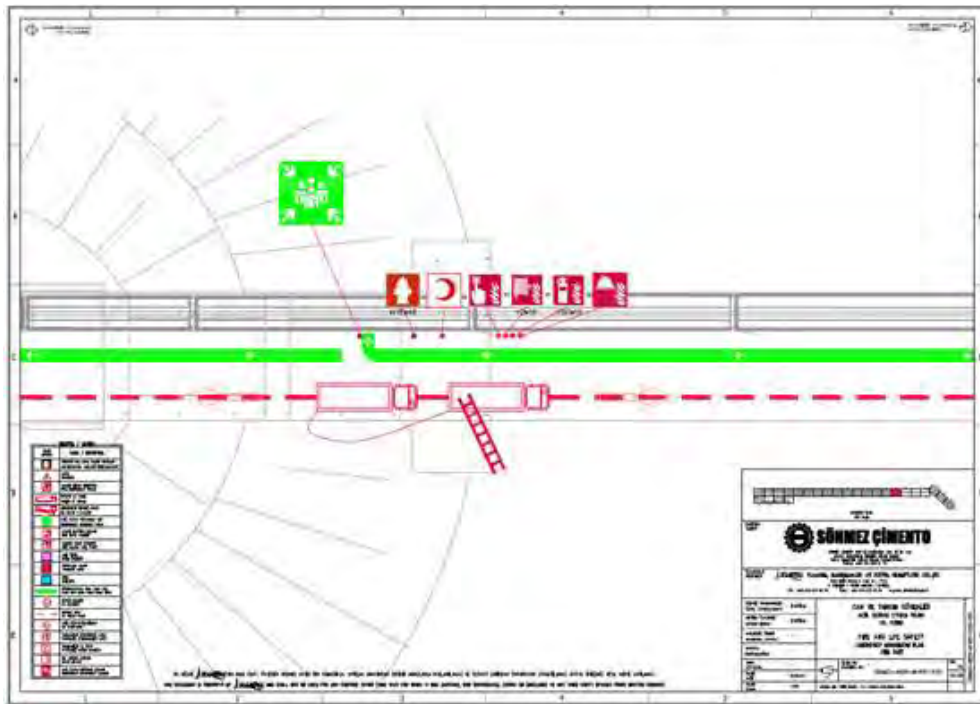
PLEASE SEE IN THE EMERGENCY PLAN OF THE PORT.

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ANNEX-8 EMERGENCY ASSEMBLY POINTS



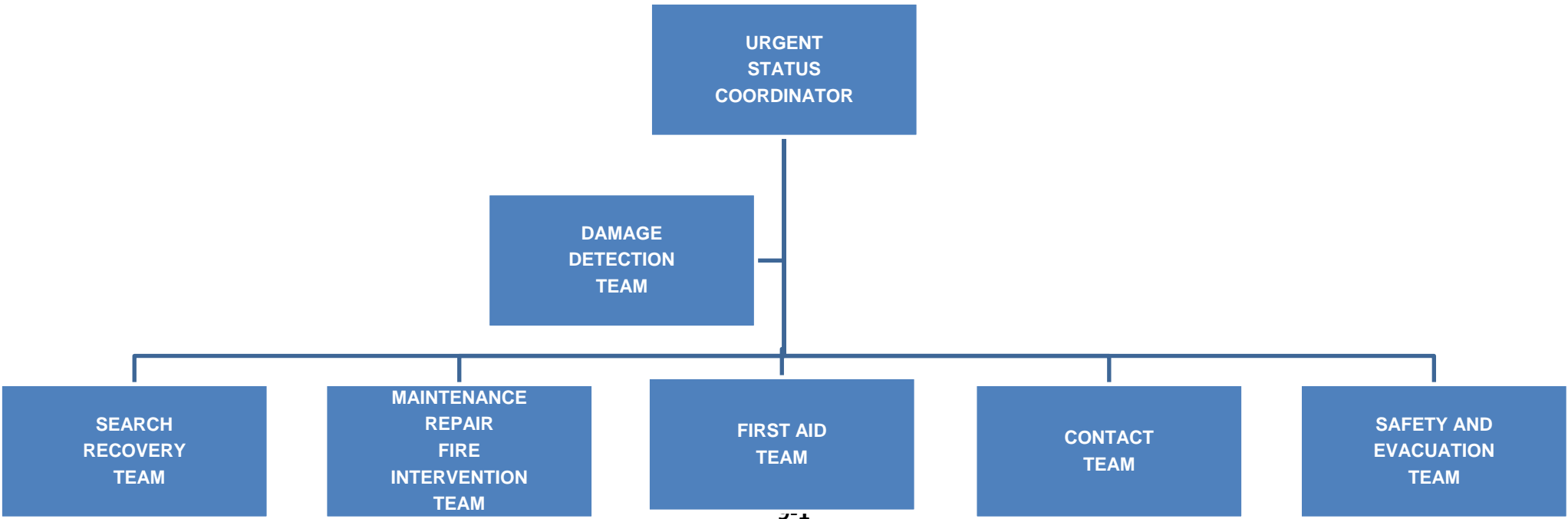
PORT MAIN ENTRANCE DOOR




NEARBY ENTRANCE TO PILED APPROACH ROAD


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ANNEX-9 EMERGENCY MANAGEMENT SCHEME




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ANNEX-10 DANGEROUS GOODS HANDBOOK

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ANNEX-11 LEACHING FIELDS AND EQUIPMENTS FOR CTU AND PACKAGES

THERE IS NO LEACHING FIELDS

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ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

SERVICE SHIP NOT AVAILABLE IN THE PORT

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ANNEX-13 ADMINISTRATIVE LIMITATIONS OF THE İSKENDERUN PORT PRESIDENCY, ANCHORAGE AREAS AND GUIDES CAPTAIN LANE / CENTER POINTS

MARINE COORDINATES

A) Limit of the administrative area of the port

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

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

B) Anchors

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

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

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


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

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

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

ç) 4th Anchorage Zone: Anchorage area for ships that do not carry dangerous goods and military vessels is the sea area where the following coordinates are formed.

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

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d) Anchorage of dangerous cargo vessels of the 5th line: ships carrying dangerous goods, nuclear-powered military vessels, vessels to be quarantined and vessels to be demilitarized are the marine area of the following coordinates.


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

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

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


C) Pick-up and drop-off locations

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

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ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST SEA POLLUTION IN THE PORT

(LEVEL-1 EQUIPMENT COVERED FIGHTING MARINE POLLUTION TAURUS AGRICULTURAL INC PIER. LEVEL 2 AND LEVEL 3 RESPONSE OPERATIONS EXECUTION IN REQUIRED EQUIPMENT AT THE DÖRTYOL AND ISKENDERUN PORT MOST INTERFERENCE FROM THE BASE.)

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ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE)

- A: HELMET
- B: POWDER MASK
- A: WORK SHOES
- D: GLASSES
- E: GLOVES
- F: BUSINESS CLOTH


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ANNEX-16 HAZARDOUS MATERIAL EVENTS NOTIFICATION FORM

Issue number - Date	
Company / Institution	
Sender	CONTACT INFORMATION
office	
PORT PLANT "DANGEROUS MATERIAL EVENT NOTIFICATION"	
1.	HISTORY AND TIME OF EMERGENCY:
2.	PLACE WHERE THE BOILER IS IN THE FIELD (COASTAL PLANT AND / OR SHIP), POSITION AND IMPACT AREA:
3.	EMERGENCY TYPE (eg FIRE, FUEL DOWN, PERSONNEL INJURY) AND BOILER DEVELOPMENT):
4.	HOW TO KNOW WHAT YOU WANT TO KNOW AND FOLLOW:
5.	INJURY, DEAD, AND LOSS NUMBER AND IDENTITY INFORMATION:
6.	DIFFERENT INJURY / POLLUTION SIZE:
7.	INFORMATION FOR THE SHIPPING SHIP (NAME, SHOULDERS, IMO NO, DINNER, OPERATOR, QUANTITY AND QUANTITY, CAPITAL NAME AND SIMILAR INFORMATION):
8.	METEOROLOGICAL CONDITIONS:
9.	HAZARDOUS SUBSTANCE INFORMATION; UN NUMBER: PSN: CLASS: POSITION RISK: MARINE POLLUTION: DANGEROUS MATERIALS SIGN AND LABEL DETAILS
10.	DANGEROUS GOODS MANUFACTURER COMPANY INFORMATION: SENDER INFORMATION:


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	TRANSPORT INFORMATION: RECEIVER INFORMATION:
11.	CONTROL MEASUREMENTS FOR VEHICLES AND TAKING THE EMERGENCY DURING CONTROL:
12.	DAMAGE PLANT / EQUIPMENT DAMAGE:
13.	DAMAGE PLANT / EQUIPMENT DAMAGE:
14.	THE EFFECT OF THE BOILER PLANT ROUTINE OPERATIONS:
15.	EQUIPMENT AND / OR PRODUCT QUALITY CONTROLS:
16.	ACTIVITIES TO BE PERMITTED TO BE REACHED TO PREVENT THE EMERGENCY:
17.	SUBJECT TO EMERGENCIES AND EMERGENCY ACTIVITIES:
18.	PRESENT OR EXPECTED PRESENT RESPONSE:
PREPARING FORM: Name and surname : Position: Signature:	

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

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

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EK-18 MULTIMODULE HAZARDOUS MATERIALS FORM

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

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ANNEX-19 HANDLING PROCEDURE FOR DANGEROUS SOLID BULK LOADS

RESTRICTED DOCUMENT

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ANNEX-19.1 DANGEROUS MATERIAL OPERATION RESPONSIBLE TASK DEFINITION

RESTRICTED DOCUMENT

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

RESTRICTED DOCUMENT

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

RESTRICTED DOCUMENT

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ANNEX-19.4 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGO CHECK LIST

RESTRICTED DOCUMENT

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ANNEX-19.5 COAL HANDLING PROCEDURE

RESTRICTED DOCUMENT

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ANNEX-19.6 PETROLEUM COKE MANUFACTURING PROCEDURE

RESTRICTED DOCUMENT

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ANNEX-20 ACCIDENT PREVENTION POLICY

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

Especially during Dangerous Material Handling, Sewage and Discharge:

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

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- In case of emergencies, adequate intervention will be provided for hazardous materials handling areas.

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

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ANNEX-21 HOT WORK PROCEDURE

RESTRICTED DOCUMENT

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ANNEX-22 PROCEDURE OF UNBERTH IN A EMERGENCY

RESTRICTED DOCUMENT

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ANNEX-23 İNFORMATION ON HAZARDOUS DIMENSIONS CONTAINED IN VACCINATIONS OR RESIDUAL SHIPS PROCEDURE FOR PROVIDING SOME PROVISIONS AS REQUESTED

RESTRICTED DOCUMENT