

# SONMEZ CEMENT PORT FACILITY

## DANGEROUS GOODS HANDLING GUIDE



<https://www.sonmezcimento.com.tr/en/port-services/>

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 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	2 / 129
	<b>Dangerous Goods Handling Guide</b>			


**Revision Page**

Sıra No	Revizyon No	Revizyonun İçeriği	Revizyon Tarihi	Revizyonu Yapanın	
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 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	3 / 129
	<b>Dangerous Goods Handling Guide</b>			

## INDEX

<b>1.INTODUCTION:</b>	<b>6</b>
1.1. General information about port: .....	6
1.2. LOADING/DISCHARGING, HANDLING AND STORAGE PROCEDURES FOR DANGEROUS GOODS HANDLED AND TEMPORARILY STORED AT THE PORT FACILITY: .....	9
<b>2. RESPONSIBILITIES</b>	<b>13</b>
2.1 GENERAL RESPONSIBILITIES .....	13
2.2 RESPONSIBILITIES OF THE CARGO PERSON .....	13
2.3 RESPONSIBILITIES OF THE PORT FACILITY OPERATOR .....	13
2.4 RESPONSIBILITIES OF THE SHIP OWNER .....	15
2.5 DANGEROUS GOODS SAFETY ADVISOR RESPONSIBILITIES: .....	16
2.6 CARRIER'S RESPONSIBILITIES .....	16
2.7 DANGEROUS GOODS HANDLING OFFICERS .....	17
<b>3. RULES TO BE APPLIED/ FOLLOWED AND MEASURES TO BE TAKEN BY THE SHORE FACILITY:</b>	<b>18</b>
3.1. RULES TO BE FOLLOWED BY PORT FACILITY OPERATORS: .....	18
3.2. MEASURES TO BE TAKEN BY FACILITY OPERATORS: .....	19
<b>4. CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS GOODS</b>	<b>24</b>
4.1. CLASSES OF DANGEROUS GOODS: .....	24
<b>GROUPS IN THE CHARACTERISTICS TABLE FOR THE CARGO HANDLED SUBJECT TO THE IMSBC CODE</b>	<b>26</b>
4.2. PACKAGING AND PACKAGING OF DANGEROUS GOODS: .....	26
4.3. PLACARDS, PLATES, BRANDS AND LABELS RELATING TO HAZARDOUS LOADS .....	27
4.4. SIGN OF DANGEROUS GOODS AND PACKAGING GROUPS: .....	27
PACKING GROUPS OF DANGEROUS GOODS: .....	27
4.5. SEPARATION TABLES ACCORDING TO THE CLASSES OF HAZARDOUS LOADS ON BOARD AND ON COAST FACILITY: .....	28
4.6. SEPARATION DISTANCES AND SEPARATION TERMS OF DANGEROUS GOODS IN WAREHOUSE STORAGES .....	30
<b>5. HANDBOOK ON DANGEROUS GOODS HANDLED ON THE PORT FACILITY</b>	<b>31</b>
<b>6. OPERATIONAL MATTERS</b>	<b>32</b>
6.1. PROCEDURES FOR VESSELS CARRYING DANGEROUS GOODS SAFELY BERTHING, MOORING, LOADING/ DISCHARGE, SHOOTING OR ANCHORING DAY AND NIGHT: .....	32
6.2. PROCEDURES REGARDING ADDITIONAL MEASURES TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR LOADING, DISCHARGE AND LIMBO OPERATIONS OF DANGEROUS GOODS: .....	32
6.3. KEEPING FLAMMABLE, FLAMMABLE AND EXPLOSIVE SUBSTANCES AWAY FROM SPARK-GENERATING/CAN GENERATE OPERATIONS AND AT HAZARDOUS LOAD HANDLING, STACKING AND STORAGE AREAS AND CAN BE WORKED IN PROCESSES: .....	33

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	4 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **7. DOCUMENTATION, CONTROL AND RECORD: 34**

7.1. PROCEDURES REGARDING ALL MANDATORY DOCUMENTS, INFORMATION AND DOCUMENTS RELATING TO DANGEROUS GOODS, PROCESSING AND CONTROLLING THEM BY THE RELATED PERSONS: .....	34
7.2. PROCEDURE FOR KEEPING THE CURRENT LIST AND OTHER RELATED INFORMATION OF ALL HAZARDOUS LOADS IN THE SITE OF THE PORT FACILITY ORGANIZED AND COMPETE: .....	36
7.3. REPORTING THAT THE DANGEROUS GOODS INCOMING TO THE FACILITY ARE PROPERLY DEFINED, THE CORRECT SHIPPING NAMES OF THE DANGEROUS GOODS ARE USED, CERTIFIED, PACKED/PACKED, LABELED AND DECLARED, LOADED AND TRANSPORTED SAFELY TO THE APPROVED AND LEGAL PACKAGE, CONTAINER OR CARGO TRANSPORT UNIT, CONTROL AND CONTROL RESULTS PROCEDURE: .....	37
7.4. PROCEDURE FOR PROCESSING AND PRESENTATION OF DANGEROUS GOODS SAFETY DATA SHEET (SDS): .....	38
7.5. PROCEDURE FOR KEEPING RECORDS AND STATISTICS OF DANGEROUS GOODS: .....	38
7.6. INFORMATION ON QUALITY MANAGEMENT SYSTEM .....	39

## **8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES SITUATIONS 40**


8.1. INTERVENTION PROCEDURE FOR DANGEROUS GOODS THAT POSE / MAY CREATE RISKS TO LIFE, PROPERTY AND/OR THE ENVIRONMENT IN OUR FACILITY AND DANGEROUS SITUATIONS INVOLVING DANGEROUS GOODS: .....	40
8.2. THE OPPORTUNITY, CAPABILITY AND CAPACITY OF THE PORT FACILITY TO RESPONSE TO EMERGENCIES: .....	41
8.3. REGULATIONS REGARDING FIRST RESPONSE TO ACCIDENTS INVOLVING DANGEROUS GOODS: .....	41
8.4. NOTICES TO BE MADE IN AND OUT OF THE FACILITY IN EMERGENCIES: .....	45
8.5. ACCIDENTS REPORTING PROCEDURES: .....	46
8.6. METHOD OF COORDINATION, SUPPORT AND COOPERATION WITH OFFICIAL AUTHORITIES; .....	46
8.7. EMERGENCY EVOLUTION PROCEDURE FOR EMERGENCY REMOVAL OF SHIPS AND VEHICLES FROM THE COAST FACILITY: .....	46
8.8. PROCEDURE FOR HANDLING AND DISPOSAL OF DAMAGED DANGEROUS GOODS AND WASTE CONTAINED IN DANGEROUS GOODS .....	46
8.10. INFORMATION ON FIRE PROTECTION SYSTEMS; .....	48
8.12. PRECAUTIONS TO BE TAKEN WHEN FIRE PROTECTION SYSTEMS DON'T WORK .....	49
8.13. OTHER RISK CONTROL EQUIPMENT .....	49

## **9. OCCUPATIONAL HEALTH AND SAFETY 50**

9.1. OCCUPATIONAL HEALTH AND SAFETY MEASURES: .....	50
9.2 INFORMATION ON PERSONAL PROTECTIVE CLOTHING AND PROCEDURES FOR THEIR USE .....	53
9.3. CONFINED SPACE ENTRY PERMIT MEASURES AND PROCEDURES. ....	53

## **10. OTHER MATTERS 54**

10.1. VALIDITY OF PORT FACILITY DANGEROUS GOODS CONFORMITY CERTIFICATE .....	54
10.2. DANGEROUS GOODS SAFETY CONSULTANT WORK DESCRIPTION; .....	54
10.3. ISSUES FOR THOSE WHO CARRY THE DANGEROUS GOODS TO BE SEPARATED FROM THE PORT FACILITY TO THE PORT FACILITY BY ROAD (THE DOCUMENTS THAT SHOULD BE KEPT AT THE ENTRANCE/EXIT OF THE PORTS OR PORT FACILITY AREA OF THE ROAD TO THE PORTS OR PORT FACILITY, THE EQUIPMENT AND EQUIPMENT THEY HAVE TO HAVE AT THE ENTRANCE/OUTPUT; MATTERS): .....	55
10.4. ISSUES FOR THOSE CARRYING DANGEROUS GOODS THAT WILL ARRIVE/LEAVE THE PORT FACILITY BY SEA (DAY/NIGHT SIGNS TO BE DISPLAYED BY SHIPS AND SEA VEHICLES CARRYING DANGEROUS GOODS AT THE PORT OR PORT FACILITY, COLD AND HOT WORKING PROCEDURES ON SHIPS, ETC.) .....	56
10.5. ADDITIONAL CONSIDERATIONS TO BE ADDED BY THE SHORE FACILITY. ....	56


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	5 / 129
	<b>Dangerous Goods Handling Guide</b>			

## ANNEXES

57

ANNEX-1 GENERAL LAYOUT OF SHORE FACILITY .....	58
ANNEX-2 GENERAL VIEW PHOTOS OF THE PORT FACILITY .....	59
ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION IN THE PORT .....	61
ANNEX-4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS GOODS .....	63
ANNEX-5 FIRE PLAN OF AREAS HANDLING DANGEROUS GOODS .....	64
ANNEX-6 FACILITY GENERAL FIRE PLAN .....	65
ANNEX-7 EMERGENCY PLAN .....	66
ANNEX-8 EMERGENCY MEETING PLACES PLAN .....	67
ANNEX-9 EMERGENCY MANAGEMENT SCHEME .....	69
ANNEX-10 DANGEROUS GOODS HANDBOOK .....	70
ANNEX-11 LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES .....	71
ANNEX-12 INVENTORY OF PORT SERVICE VESSELS .....	72
ANNEX-13 / CEYHAN ZONE HARBOUR MASTER'S ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MARINE COORDINATES OF MAIL CAPITAL LANDING/EMBORY POINTS .....	73
ANNEX-14 / EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN THE PORT FACILITY .....	74
ANNEX-15 / PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE EQUIPMENT AND MAP .....	75
ANNEX-16 / DANGEROUS GOODS INCIDENTS NOTIFICATION FORM .....	76
ANNEX-17 CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS GOODS TRANSPORT UNITS (CTU) ....	78
ANNEX-18 MULTI MODE DANGEROUS GOODS FORM .....	79
ANNEX 19 / INSTRUCTIONS FOR HANDLING HAZARDOUS SOLID BULK LOADS .....	80
ANNEX-19.1/ DANGEROUS GOODS OPERATIONS RESPONSIBLE WORK DESCRIPTION .....	105
ANNEX-19.2 / DUTIES AND RESPONSIBILITIES OF SHIFT SUPERVISOR IN HANDLING HAZARDOUS SOLID BULK MATERIAL .....	108
ANNEX-19.3 / DANGEROUS CARGO HANDLING PROCEDURES FORM (GENERAL) .....	109
ANNEX-19.4 / HANDLING OF HAZARDOUS SOLID BULK LOADS CHECKLIST .....	110
ANNEX-20 / ACCIDENTAL PREVENTION POLICY .....	111
ANNEX-21 / INSTRUCTIONS FOR HOT WORKING WORKS AND OPERATIONS .....	113
ANNEX-22 / INSTRUCTIONS TO LEAVE VESSELS FROM THE PORT IN AN EMERGENCY .....	118
ANNEX-23 / INSTRUCTIONS TO SUBMIT INSTANTLY INFORMATION ON DANGEROUS GOODS AT THE FACILITY OR ON SHIPS BERTHING AT THE FACILITY .....	125
DEFINITIONS AND ABBREVIATIONS .....	126
PRESENTATION .....	128



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	6 / 129
	<b>Dangerous Goods Handling Guide</b>			


## 1.INTODUCTION:

At Sönmez Cement Port Facilities, when dangerous goods are handled or stored at the port entrance and port areas, general safety and security is ensured, the cargo is surrounded, all safety measures are taken for all persons in or near the port area, and the protection of the environment is controlled.


### 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 <a href="http://www.sonmezcimento.com.tr">www.sonmezcimento.com.tr</a>
3	Name of facility	SONMEZ CEMENT PORT FACILITY
4	The province where the port is located	ADANA
5	Communication information of the port (address, telephone, fax, e-mailand 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 <a href="http://www.sonmezcimento.com.tr">www.sonmezcimento.com.tr</a>
6	Geographical location of the facility	AKDENİZ / ISKENDERUN GULF
7	Registered Port Authority and contactdetails	Ceyhan Zone Harbour Master Phone : 0322 639 24 65 Fax : 0322 639 24 80
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 theplant is located	ADANA YUMURTALIK FREE ZONE
10	Expiration date of the Port OperationPermit / Temporary Permit Certificate	24.04.2024


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	7 / 129
	<b>Dangerous Goods Handling Guide</b>			

11	Activity status of plant (X)	Own load and additional 3rd person (x)	Own load ( )	3. person ( )	
12	Name and surname of the facility manager, contact details (phone, fax,e-mail)	Emrah ERGEN Tel : 0530 699 48 24 Faks: 0 322 999 33 22 <a href="mailto:emrahergen@sonmezcimento.com.tr">e-mail: emrahergen@sonmezcimento.com.tr</a>			
13	Name and surname of the responsible person for dangerous goods operations, contact details (telephone,fax, e-mail)	Halil AVŞAR Tel: 0543 494 85 80 Sedat ÇAKIROĞLU Tel: 0543 249 00 31 İsmail ANT Tel: 0539 274 98 81 Fatih YAMAN Tel: 0537 540 74 04			
14	Name and surname of the DangerousGoods Safety Advisor, contact details (phone, fax, e-mail)	Hasan AKDEMİR Tel: 0534 368 73 75 <a href="mailto:hasan@atasarmuhendislik.com.tr">hasan@atasarmuhendislik.com.tr</a>			
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; Coal Petcoke Mono Calcium Phosphate Aluminum Hydroxide			
17	Dangerous goods handled at the facility (Loads in Article 16 will be written separately. Additional cargo request will be sent to the port authority with the ANNEX-1 form. It will be added to TYER when appropriate.)	TM Name	(MARPOL) 73/78 Annex I Name	UN	TY Code
		LIGNITE	LIGNITE	N/A	TY726
		PETROLEUM COKE	PETROLEUM COKE (calcined) PETROLEUM COKE (uncalcined)	N/A	TY787  TY788
		COAL	COAL	N/A	TY686
		MONOCALSIMUM PHOSPHATE	MONOCALSIMUM PHOSPHATE	N/A	TY 652 MCP
		ALUMINIUM HYDROXIDE	ALUMINIUM HYDROXIDE	N/A	TY 778

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	8 / 129
	<b>Dangerous Goods Handling Guide</b>			

18	Subject to IMDG Code, for handled cargoes, classes	-
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Group A & B Mono Calcium Phosphate - Aluminum Hydroxide Group C ( clinker- cement) Group B (lignite, petroleum coke) Group B (& a ) (coal, )
20	Ship types to which facility can approach	General Cargo, Bulk Cargo
21	The premises distance (kilometer)	2.2 Km.
22	Railway distance (kilometer) or railway connection (Yes / No)	NO RAILWAY CONNECTION. NEAREST RAILWAY 24 KM (ERZİN)
23	The name of the nearest airport and the distance (kilometer)	ADANA ŞAKİR PAŞA AIRPORT 80 KM.
24	Load Handling Capacity of the Plant	2.000.000 (Tone/Year)
25	Whether or not certified scrap handling is carried out	Not Done
26	Do you have a border gate? (Yes No)	NO
27	Do you have customs clearance? (YesNo)	YES
28	Load handling equipment and capacities	Mobile Crane, Loader , Excavator , Forklift
29	Storage tank capacity (m3)	-----
30	Open storage area (m2)	-----
31	Semi-closed storage area (m2)	-----
32	Indoor storage area (m2)	-----
33	Determined fumigation and / or decontamination area (m2)	-----
34	Name / title contact details of the pilot and towage provider	Anadolu Kılavuzculuk A.Ş. Tel / Fax: 0 326 645 71 70 / 0326 645 44 32-33 Römorkaj Hizmetleri Uzmar Uzmanlar Denizcilik Tic. Ve San. Ltd. Şti. Tel / Fax: 0232 445 76 00 / 0232 445 76 00 Arpaş Ambarlı Römorkaj Pilotaj Tic. A.Ş Tel / Fax : 0212 875 38 10 / 0212 875 38 11



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	9 / 129
	<b>Dangerous Goods Handling Guide</b>			


35	Is the Security Plan established? (Yes \ No)		Yes			
36	Waste Receiving Facility  Capacity(Thissection will be arranged separately according to the wastes accepted by the facility)		Waste Type		capacity (m <sup>3</sup> )	
			Sludge		30	
			Bilge		40	
			Garbage		4.8	
			Waste oil		20	
37	Pier / wharf etc. properties of domains					
Pier / Pier No		Length (meters)	Width (meters)	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnageand size (DWT or GRT - meter)
Pier No: 1		280	15	14	13	65.000 DWT
Pier No: 2		225	15	13.3	11	45.000 DWT
Pipeline name (If available at the Port Facility)			Number(piece)		Length (meter)	Diameter of (inch)
Not Available			-----		-----	-----

## 1.2. Loading/Discharging, Handling And Storage Procedures For Dangerous Goods Handled And Temporarily Stored At The Port Facility:

Dangerous solid bulk cargoes are handled in our facility. Within the scope of the IMSBC Code, in Appendix-1, "coal, lignite coal, petrocok, mono calcium phosphate and aluminum hydroxide" are handled from the cargoes that are group "B" and "AveB" in the characterization table, and the handling procedure of these cargoes It is carried out as specified in the Handling Procedure (Annex-19).

It is not allowed to store dangerous goods in closed or open storage areas in our port. Dangerous goods are handled as supalan.

In our Port facility, some of the loads that are classified as Class 1 Explosive Substances, Class 7 radioactive materials, Class 6.2 infectious materials specified in the IMDG Code, which are included in Packaging Group I, are not taken to the Port facility. These loads are called unacceptable dangerous goods. In addition, bulk oil and petroleum products are not loaded or unloaded at our Port Facility, except within the scope of the Port Operation Permit.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	10 / 129
	<b>Dangerous Goods Handling Guide</b>			

### 1.2.1. Dangerous Goods Handled in Our Shore Facility According to IMDG CODE and IMSBC Code:

Only bulk dangerous goods are handled in our facility. Dangerous goods within the scope of IMSBC code handled in our facility are Coal, Lignite, Petrocoke, Aluminum Hydroxide, Monocalcium Phosphate. The necessary operational provisions of these articles are as in the Procedure for Handling of Dangerous Solid Bulk Cargoes (Annex-19). Dangerous goods handled in our port facility are given below.

NAME AND DESCRIPTION	NAME AND DESCRIPTION	CLASS	GROUP
COAL		-	B (and A)
PETROLEUM COKE		-	B
LIGNITE		-	B
ALUMINUM HYDROXIDE		-	A and B
MONO CALCIUM PHOSPHATE		-	A and B

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


Proper shipping name	
If any, groups in the UN Number and Class ID/Characteristic table	

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

Appendix: Safety Data Sheet (SDS)

Dangerous Goods Safety Consultant

Port Facility Officer

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	11 / 129
	<b>Dangerous Goods Handling Guide</b>			

### 1.2.2. Loading/Discharging Procedure For Handled And Temporarily Stored Cargoes

The hazards of the Dangerous Solid Bulk Cargoes to be handled at the Port Facility are specified in the relevant SDSs and the IMSBC Code. However, regardless of the nature of the dangerous goods, the following general points will be respected.

There are no bonded storage areas in our port facility and no storage services are provided. All dangerous goods handling is in supalan style, loading and unloading are done directly from or to the ship.

Under the general rules of Sönmez Cement Port, the dangerous cargo that has not been notified of the Safety Data Sheet is not taken to the port facility.


- If the material to be evacuated has come from abroad, the evacuation is not started before the customs procedures are completed and the evacuation permit is received.
- Employees are ensured to wear their personal protective equipment, and work cannot be started without informing them to use them according to the Personal Protective Equipment Usage instructions.
- The speed limit of the vehicles in the Port is 20 Km/h.
- The status of ship cranes is learned. If there is a problem, the authorized person is informed. Cargo handling is prevented with a faulty crane.
- During night work, it is not allowed to work during the day and sleepless personnel.
- Lighting is controlled during night work. If it is insufficient, it is provided to be illuminated with an additional projector.
- Occupational Health and Safety rules are applied in all works.
- According to the characteristics of the Dangerous Goods, it is ensured that the additional protective material is properly worn.
- Dangerous cargo handling areas are monitored for 24 hours without any blind spots, image records are kept for at least 30 days.

### 1.2.3. Matters to be Considered in the Loading/Discharging, Handling and Storage of Dangerous Goods

#### 1.2.3.1. Dangerous Solid Bulk Cargoes (General):

##### 1.2.3.1.1. Emission of Hazardous Dusts:

Where the transport, handling or stowage of dangerous bulk solids may cause dust emissions, all practicable measures shall be taken to prevent or minimize the generation of such dust emissions and to

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	12 / 129
	<b>Dangerous Goods Handling Guide</b>			

protect people and the environment from these emissions.

All employees will be warned that personal washing, hygiene and used clothes should be washed after handling the dangerous cargo. During handling, appropriate protective clothing and respiratory protection equipment will be provided according to the type of hazard and given to the employees.

#### **1.2.3.1.2. Hazardous Vapor Emission/Oxygen Insufficiency:**

Where the transport, handling or stowage of dangerous solid bulk cargoes may result in toxic or flammable vapor emissions, all practicable measures shall be taken to prevent or minimize the generation of such vapor emissions and to protect people and the environment from such emissions.


Appropriate instruments shall be available for measuring the concentration of toxic or flammable vapors when dangerous solid bulk cargoes that may emit toxic or flammable vapors are transported, transported or stacked.

#### **1.2.3.1.3. Explosive Dust Emissions:**

When dangerous solid bulk cargoes that may cause dust emissions responsible for explosion due to ignition are transported or transported, all necessary practicable measures shall be taken to prevent such an explosion and to minimize the effects of the explosion if it does occur.

#### **1.2.3.1.4. Oxidizing Agents:**

Dangerous solid bulk cargoes, which are an oxidizing agent, will be transported, transported and stacked in such a way as to prevent contamination with flammable or carbon-containing materials. Oxidizing agents shall be kept away from any source of heat or ignition.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	13 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 2. RESPONSIBILITIES

### 2.1 General responsibilities

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

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

EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods .

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

### 2.2 Responsibilities of the cargo person

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

placarding of dangerous goods in accordance with their type .

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

### 2.3 Responsibilities of the Port facility operator


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

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

c) It does not handle dangerous goods for which it has not received a handling permit from the Administration , and it does not make the ships that will dock by making a plan within this scope.

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

e) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not change the operation without the knowledge of the person concerned.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	14 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

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

handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.

g) Dangerous goods handling in its facility It ensures that the equipment is in working condition and that the relevant personnel are trained and documented on the use of these equipments.

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

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

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

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

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


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

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

1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage , out of the Port facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

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



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	15 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

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

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

## 2.4 Responsibilities of the ship owner

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

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

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

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

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

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


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

g) Notifies the port authority and the Port facility about the instant risk posed by the dangerous cargoes on the ship approaching the Port facility and the measures taken for it.

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

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

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	16 / 129
	<b>Dangerous Goods Handling Guide</b>			


- j) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- k) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling .
- l) It provides the requirements regarding the loading safety of the loads loaded on the ships.

## 2.5 Dangerous Goods Safety Advisor Responsibilities:

- DGSC authorized under the IMDG Code prepare quarterly reports regarding their responsibilities specified in the regulation and directive and notify this report to the Administration.
- DGSC's have information about dangerous goods activities in general, about IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications, depending on their relevance, within the scope of dangerous goods handled at the Port facility, except for the IMDG code.
- DGSC's are present at the shore facility during Dangerous Cargo Conformity Certificate inspections and actively participate in the inspections.
- DGSC, serving at the Port facility, prepares the Dangerous Goods Handling Guide of the Port facility together with the Port facility and checks its accuracy. There is a signature on the guide.

## 2.6 Carrier's responsibilities


- Requests mandatory documents and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- Controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
- It checks that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	17 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 2.7. Dangerous Goods Handling Officers

Personnel and responsible persons responsible for all operations related to dangerous goods in our facility are listed below.

Name Surname	Rank	Com. Number
Emrah ERGEN	Port Manager	Tel: 0530 699 48 24
Şeyda Yağmur GEYİK	Chief Envorment	Tel: 0530 699 09 56
Gökhan KOÇ	Port Specialist	Tel: 0530 010 76 45
Mesut ÇİL	Occupation Specialist	Tel: 0530 666 30 55
Halil AVŞAR	Formen	Tel: 0543 494 85 80
Sedat ÇAKIROĞLU	Formen	Tel: 0543 249 00 31
İsmail ANT	Formen	Tel: 0539 274 98 81
Fatih YAMAN	Formen	Tel: 0537 540 74 04
Hasan AKDEMİR	DGSC	Tel: 0534 368 73 75


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	18 / 129
	<b>Dangerous Goods Handling Guide</b>			

### **3. RULES TO BE APPLIED/ FOLLOWED AND MEASURES TO BE TAKEN BY THE SHORE FACILITY:**

#### **3.1. Rules To Be Followed By Port Facility Operators:**

Port facility operators with Port Facility Dangerous Cargo Compliance Certificate shall comply with the following rules.

- If the dangerous goods cannot be stored in the area where they are unloaded at the pier or quay, the Port facility operators ensure that these materials are transported out of the Port facility as soon as possible without waiting in the port area.
- During loading, unloading and storage, the shore facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo.
- Persons who will fight fire at the dangerous cargo handling area are equipped with firefighter equipment and keep fire extinguishers, 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 vehicles from the Port facilities in case of emergency and submit it to the approval of the port authority.
- Port facility operators are obliged to take fire, safety and security measures.
- Port facility operators have the issues specified in this article approved by the port authority and announce them to the relevant parties.
- According to the Regulation on Training and Authorization in the Scope of the International Code for Dangerous Goods Transported by Sea, personnel who do not have the necessary training and certificates are not allowed to work in dangerous goods handling operations and to enter the areas where these operations are carried out.
- It provides protective clothing and equipment in accordance with SDSs by providing SDSs for the loads coming to our facility. It also ensures that the additional protective equipment of dangerous substances is supplied and distributed to the employees in accordance with the IMSBC Code.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	19 / 129
	<b>Dangerous Goods Handling Guide</b>			

### 3.2. Measures To Be Taken By Facility Operators:

The measures taken in our facility regarding the rules specified in Article 12 of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" and Article 19 of the "Ports Regulation" specified by the Administration are as follows.

#### **Docks, Piers, Warehouses And Warehouses Reserved For Explosive, Flammable, Combustible And Other Dangerous Goods Docks And Piers Reserved For Loading And Unloading Of Ships Carrying Dangerous Goods:**

There are 2 berthing berths on the pier in our Port facility. Its features are as below.

Pier number	Lenght (meter)	Breath (meter)	Maksimum dept (meter)	Min, dept (meter)	The largest ship tonnage and length to berth (DWT or GRT -meter)
Pier No: 1	280	15	14	13	65.000 DWT
Pier No: 2	225	15	13.3	11	45.000 DWT

Ship acceptance is made at our facility day and night

#### **Warehouses and Warehouses Separated for Dangerous Goods:**

No solid dangerous cargoes are stored in our Port facility.

#### **Dangerous Cargo Handling Equipment and Installations:**

- Ship cranes will be used for evacuations.
- 1 bobcat (for cleaning)
- 2 bunkers
- 1 loader
- 3 ekskavator


#### **Actions To Be Taken If It Is Not Possible To Store Dangerous Goods In The Area Where They Are Unloaded At The Pier Or Quay**

Dangerous goods handled in our Port facility are loaded onto land vehicles to be transported directly from the ship and taken out of the Port facility as soon as possible without waiting.

#### **Information On Packages And Packages Of Dangerous Goods And Risk And Safety**

##### **Precautions:**

Port facility has not services made Cargo handling

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	20 / 129
	<b>Dangerous Goods Handling Guide</b>			

**Protective Clothing Used By The Port Facility Personnel, Seafarers And Other Authorized:**

- Helmet,
- Dust mask,
- Work shoes,
- Eyes
- Glove
- Work Wear

**The Teams That Will Respond To The Fire In The Dangerous Cargo Handling Area, The Equipment Of These Teams, Fire Extinguishing Systems And First Aid Units:**

The list and duties of the people who will fight the fire in our Port facility, the fire extinguishing systems and the first aid teams and the duties of these teams are as in the "Dangerous Cargo Emergency Plan".

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

Information on the fire protection systems in our Port facility is as in the "Dangerous Cargo Emergency Plan".

**Preparing An Emergency Evacuation Plan For The Evacuation Of Ships And Marine Vehicles From Port Facilities In Case Of Emergency By Port Facility Operators;**

The emergency evacuation procedure for the removal of ships and marine vehicles from the shore facility in an emergency is the same as in the "**Dangerous Cargo Emergency Plan**".


**Issues regarding fire, safety and security measures to be taken by Port facility operators:**

The measures taken regarding fire in our facility are the same as in the "**Fire Safety Emergency Action Plan**", and the measures to be taken against fires caused by dangerous goods are the same as in the "Dangerous Goods Emergency Plan".

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

Issues regarding the safety measures taken at our facility are as in Article-9 of the "Dangerous Cargo Handling Guide




 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	21 / 129
	<b>Dangerous Goods Handling Guide</b>			

**Required training and certificates in accordance with the Regulation on Training and Authorization within the Scope of the International Code for Dangerous Goods Transported by Sea:**

According to the aforementioned regulation, "General Awareness Training, Mission Oriented Training, Safety Training and Renewal Training for those who have received training" were planned and executed for the personnel working in the dangerous cargo handling operation.

### **3.3. Loading Safety**


1. When the port authority sees any risk related to the handling operation in the Port facility, it stops and does not start it until the risk is eliminated.
2. Stacking of the cargo is carried out in accordance with the relevant legislation and international agreements we are a party to.
3. The ship cannot be loaded more than the loading limit considering the loading limit brand. In case of detection of such a situation, the ship is not allowed to sail and administrative action is taken against the ship's person within the scope of Article 22.
4. The loading-unloading plan before the handling operation and the results of the draft survey or weighbridge survey are submitted to the port authority by the ship's related party to determine the amount of loaded cargo before the ship takes off. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.
5. Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).
6. It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading operation so that the structure of the ship is not subjected to excessive stress.
7. Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.
8. Under adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
9. All cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of cargoes are fully

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	22 / 129
	<b>Dangerous Goods Handling Guide</b>			

implemented and maintained by the Administration. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration.

### 3.4. Cargoes Covered by the IMSBC Code

1. In accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of the “bulk shipping name” is mandatory in all documents related to the transport of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.
2. Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.
3. In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded onto the ship. For ships within the scope of SOLAS Chapter XII Rule 6, all solid bulk cargoes with densities between 1,250 kg/m<sup>3</sup> and 1,780 kg/m<sup>3</sup> must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m<sup>3</sup> and above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Turkey.
4. Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at shore facilities and to be transported on board:
  - a) The transportable maximum moisture (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, which are issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the relevant ship. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is taken and stored by the relevant port authority and the Port facility operator and is submitted upon request during the inspections made by the Administration.
  - b) To ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and controlling the moisture content are prepared by the ship owner, taking into account the provisions of the IMSBC Code. The approval of these procedures and their

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	23 / 129
	<b>Dangerous Goods Handling Guide</b>			

implementation are controlled by the port authority. The document stating that the procedure has been approved is given to the ship owner.


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

5. The TML test is carried out within six months before the Group A cargo is loaded onto the ship. If there is a change in the load composition or characteristics for any reason, a new test is performed.

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

7. Information on solid bulk cargoes within the scope of the IMSBC Code must be provided to the ship owners in accordance with SOLAS Chapter VI Part A Rule 2 by the cargo authorities.

8. Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	24 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### **4. CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS GOODS**

##### **4.1. Classes Of Dangerous Goods:**

IMDG Code; divides dangerous goods into nine important risk classes between 1 and 9. Dangerous goods are divided into 9 categories depending on their damage. These are called 'classes'.

Five of these classes (1, 2, 4, 5 and 6th grades) are subdivided or subclassed. Class 3, Class 7, Class 8, Class 9 Dangerous Goods are not subclassified. Classification under nine (9) titles was made according to the criteria determined by the United Nations (UN=UN). The same classification system is used by all modes of transport, such as land, air and sea.

##### **Dangerous Goods Subsections**

##### **•Class 1 Explosives**

Class 1.1 explosives capable of mass destruction

Class 1.2 Explosives not capable of mass destruction but with fragmentation effect

Class 1.3 Will not cause mass destruction, but will cause fire or partial fragmentation or explosion.  
or explosives with both effects

Class 1.4 Substances without a significant explosion hazard

Class 1.5 Substances with mass destruction effect but not very sensitive

Class 1.6 Substances not capable of mass destruction and not very sensitive

##### **•Class 2 Gases**

Class 2.1 Combustible Gases

Class 2.2 Non-Flammable and Non-Toxic Gases


Class 2.3 Toxic Gases

##### **Class 3: Flammable Liquids**

##### **• Class 4 Flammable Solids**

Class 4.1 Flammable Solids

Class 4.2 Self Combustible Solids

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	25 / 129
	<b>Dangerous Goods Handling Guide</b>			

Class 4.3 Solids Emitting Flammable Gases in Contact with Water

• **Class 5 Oxidizing Agents and Organic Peroxides**

Class 5.1 Oxidizing Substances

Class 5.2 Organic Peroxides

• **Class 6 Toxic (Toxic) and Infectious Substances**

Class 6.1 Toxic (Toxic) Substances

Class 6.2 Infectious Substances

**Class 7: Radioactive substances**

**Class 8: Corrosive (Corrosive) substances**

**Class 9: Miscellaneous dangerous substances and articles**

**IMSBC Code Loads Hazard Classes**

IMSBC code loads are divided into 3 groups according to their hazard classes.


- Group A consists of cargoes that may liquefy when shipped at a moisture content exceeding transportable humidity limits.
- Group B consists of cargoes containing chemical hazards that could cause a hazardous situation on a ship.
- Group C consists of substances that are neither subject to liquefaction (group A) nor chemical hazards (group B), that is, the so-called hazard.

**Materials hazardous only in bulk (MHB)- Hazardous Substances in Bulk Only Descriptions:**

Materials that, when transported in bulk, have chemical hazards other than those covered by the classification system of the IMDG Code. These materials pose a significant risk when transported in bulk and require special precautions.

A material will be classified as MHB if it has one or more of the chemical hazards defined below (excluding the hazards covered by the classification system of the IMDG Code).

A material may also be classified as MHB by analogy with similar cargoes with known hazardous properties or by accident records.

	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	26 / 129
	<b>Dangerous Goods Handling Guide</b>			

Where human experience or other factors indicate that other chemical hazards should be considered, these will always be considered, although close identification of chemical hazards is intended to establish a uniform approach to MHB classification.

For cargo classified as MHB, a notation reference will be provided in cell "MHB" of the Specifications table for each individual chart. When a material has one or more of the chemical hazards described below, the notation reference for each hazard will be included in the "MHB" cell. A summary of notation references is provided in the table below.

Chemical Hazard	Notational reference
Combustible solids	CB
Self-Heating Solids	SH
Solids That Evolve Flammable Gas When Wet	WF
Solids That Evolve Toxic Gas When Wet	WT
Toxic Solids	TX
Corrosive Solids	CR
Other Hazards	OH


The hazard classification table of the loads within the scope of the IMSBC Code, which is likely to be handled in our facility, is as follows;

<b>Groups In The Characteristics Table For The Cargo Handled Subject To The IMSBC Code</b>	LIGNITE	Group B	CR and /or SH WF and /or CR
	PETROCOCK	Group B	SH
	COAL	Group	MHB
	ALUMINUM HYDROXIDE	Group A ve B	MHB
	MONO CALCIUM PHOSPHATE	Group A ve B	CR

#### 4.2. PACKAGING AND PACKAGING OF DANGEROUS GOODS:

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



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	27 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### **4.3. PLACARDS, PLATES, BRANDS AND LABELS RELATING TO HAZARDOUS LOADS**

There is no plating, marking and labeling of dangerous goods handled in our port.

#### **4.4. SIGN OF DANGEROUS GOODS AND PACKAGING GROUPS:**

The risks presented by dangerous goods in maritime transport are associated with their packaging, so they must be safe, well designed, manufactured and in good condition. Injuries are unlikely due to this load, but if the load is damaged it is possible to release hazardous loads or their vapors.

Packages/containers must comply with the following requirements:

- It should not be affected by the load it carries.
- It must be strong enough to withstand the rough handling and risks associated with sea shipping.
- It should be able to withstand rain, wind and sea water.
- It should be usable and sufficient for the loads they carry.
- It must be in good condition.
- It must be properly marked, labeled and marked.

Signs of Dangerous Goods:

Packaging marks including IBCs Dangerous Goods Handling Guide Article 4.3. as it is.

Signs of cargo transport units Dangerous Goods Handling Guide Article 4.3. as it is.

#### **Packing Groups of Dangerous Goods:**

For packaging purposes, substances other than Classes 1, 2, 5.2, 6.2 and 7 and substances other than self-reactive substances of Class 4.1 are divided into three packing groups according to the degree of danger they present:

Packing group I: Substances containing high hazard;


Packing group II: Substances presenting medium hazard and

Packing group III: Substances presenting a low hazard.

Which packing group a substance belongs to is specified in the Dangerous Goods List in Section 3.2 of the IMDG CODE.

Signs and Packing Groups of Dangerous Goods Handled in Our Shore Facility

Handling of cargo subject to IMDG CODE is not carried out in our Port facility.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	28 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### 4.5. SEPARATION TABLES ACCORDING TO THE CLASSES OF HAZARDOUS LOADS ON BOARD AND ON COAST FACILITY:

Dangerous goods handled in our port subject to IMDG CODE Provisions are handled as supalan, and segregation provisions are not applied within the facility.

In order to determine the separation conditions of two or more dangerous goods, the separation conditions, the Separation Table given in IMDG Code Volume I, 7.2.4 and the provisions of IMDG Code Volume II Dangerous Goods List (DGL) Column 16(b) shall be applied. In case of any conflict, the provisions in Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

The separation terms in the table below provide information about the distances that must be found between dangerous goods belonging to different hazard classes:

**“1”: “away from .....”:** It can be transported in the same hold or on the deck with a horizontal distance of at least 3 meters.

**“2”: “Separate from .....”:** A minimum horizontal distance of 6 meters can be carried below deck in different holds or above deck.

**“3”: “Separate from ... by one full compartment or hatch”:** It can be transported on deck with a horizontal distance of at least 12 meters. It cannot be carried under deck in the same hold or compartment.

**“4”: “separate longitudinally from ..... with an intervening full partition or hatch”:** Can be carried on deck with a horizontal distance of at least 24 meters. In case of transport under deck, another warehouse should be inserted between the longitudinal (forward and aft direction) dangerous goods.

**For "X" and "\*",** the stacking conditions given in the framework of the special provisions in the IMDG Code and the Dangerous Goods List are valid.

## Dangerous Goods Handling Guide

SINIF	1.1 1.2 1.3	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Patlayıcılar 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Patlayıcılar 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Patlayıcılar 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Yanıcı Gazlar 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Yanıcı ve Zehirli Olmayan Gazlar 2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli Gazlar 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Yanıcı Sıvılar 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Yanıcı Katı Maddeler 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendi Kendine Yanan Katı Maddeler 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Suyula Temas Halinde Yanıcı Gazlar Çıkarıcı Katı Maddeler 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oksitleyici Maddeler 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik Peroksitler 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Zehirli (Toksik) Maddeler 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Bulaşıcı Maddeler 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif Maddeler 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı (Korozif) Maddeler 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Farklı Tehlikeli Madde ve Nesneler ve Çevreye Zararlı 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Dangerous goods in different cargo transport units or in packages in the port area will be stacked based on the distances in the segregation table below:


### LİMAN SAHALARI İÇİN AYRIŞTIRMA TABLOSU

	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alev alabilen gazlar 2.1	0	0	0	S	A	S	0	S	S	0	A	0
Yanıcı ve zehirli olmayan gazlar 2.2	0	0	0	A	0	A	0	0	A	0	0	0
Zehirli gazlar 2.3	0	0	0	S	0	S	0	0	S	0	0	0
Alev alabilen sıvılar 3	S	A	S	0	0	S	A	S	S	0	0	0
Alev alabilen katılar 4.1	A	0	0	0	0	A	0	A	S	0	A	0
Kendiliğinden yanıcı maddeler 4.2	S	A	S	S	A	0	A	S	S	A	A	0
Suyula temas ettiğinde tehlike arz edenler 4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oksitleyici maddeler 5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organik peroksitler 5.2	S	A	S	S	S	S	S	0	A	S	0	0
Toksik (zehirli) maddeler 6.1	0	0	0	0	0	A	0	A	A	0	0	0
Aşındırıcı (korozyif) maddeler 8	A	0	0	0	A	A	A	S	S	0	0	0
Diğer tehlikeli maddeler ve eşyalar 9	0	0	0	0	0	0	0	0	0	0	0	0

**0** =  
Ayrııştırma  
gerekmez

**A** =  
'...dan uzak'  
(>3m veya  
ayrıştırma yok)

**S** =  
'...dan uzak'  
(açıkta >6m  
ambarda >12m  
veya  
açıkta >3m  
ambarda >6m)

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	30 / 129
	<b>Dangerous Goods Handling Guide</b>			

1. For packaging / IBCs / trailers / flat or platform containers

0 = no parsing required (unless specified otherwise in special provisions)

A = “far from...” – minimum distance of 3 m

S = “separate from ...” – minimum 6 m in open areas. distance; In closed areas and warehouses, a minimum distance of 12 m or separated by a fireproof wall

2. For closed containers / mobile tanks / closed road vehicles

0 = no parsing required (unless specified otherwise in special provisions)

A = “away from...” – no parsing required (unless specified otherwise in special provisions)

S = “separate from ...” – minimum distance of 3 m longitudinally and transversely in open areas, minimum distance of 6 m in closed areas and warehouses or separated by fireproof wall

3. For open road vehicles / train wagons / open top containers

0 = no parsing required (unless specified otherwise in special provisions)

A = “far from...” – minimum distance of 3 m

S = “separate from ...” – in open areas, a minimum distance of 6 m longitudinally and transversely; In closed areas and warehouses, a minimum distance of 12 m or separated by a fireproof wall

a) The port authority's permission should be granted for Class 1 (except section 1.4S), 6.2 and 7 cargoes to enter the port area in general only for direct shipment and delivery purposes. These classes are not included in the table. However, if, in unexpected circumstances, temporary holding of these cargoes in the port area is necessary, these cargoes should be held in designated areas.

b) For dangerous goods with secondary hazard, the requirement for separation for secondary hazard should be applied when it is more stringent. For cargo transport units containing dangerous goods belonging to more than one class, the strictest separation requirement should be applied.


c) Dangerous goods carrying toxic (poisonous) labels or plaques should be separated from food materials and animal feeds.

d) Separation requirements apply only to dangerous goods in the port's storage areas and vehicles.

e) Except for special packages, all dangerous goods should be separated by a distance of at least 1 m to allow access, where applicable.

#### **4.6. Separation Distances And Separation Terms Of Dangerous Goods In Warehouse Storages**

Since dangerous cargoes are not stored in our port facility, separation distance is not applied.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	31 / 129
	<b>Dangerous Goods Handling Guide</b>			


## 5. HANDBOOK ON DANGEROUS GOODS HANDLED ON THE PORT FACILITY

The port facility, which carries out dangerous cargo handling activities, in order to contribute to the safe execution of the said activities;

- Dangerous cargo classes,
- Packages of dangerous goods,
- Packaging,
- Labels,
- Marks and packing groups,
- Separation tables on the ship and in the Port facility according to the classes of dangerous goods,
- Separation distances of dangerous goods in warehouse storages,
- Parsing terms,
- Dangerous cargo documents,
- Dangerous Goods emergency response action flow diagram,
- Emergency contact information,
- Emergency equipment locations and operating instructions
- Containing the issues of Port facility rules,

Dangerous Goods Handbook is as in Annex-10.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	32 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 6. OPERATIONAL MATTERS


### 6.1. Procedures For Vessels Carrying Dangerous Goods Safely Berthing, Mooring, Loading/ Discharge, Shooting Or Anchoring Day And Night:

- Ships carrying dangerous goods will be berthed to the pier with Pilots and Tugboats, preferably during the daytime, as determined in the Port Regulation, and during the night when allowed by the Port Authority.
- The Pilot will be informed about the dangerous cargoes on the ship before the maneuver.
- Docking will be planned following the lifting of the ship in risky situations, taking into account the position of the ship carrying dangerous cargo.
- In case the Master's practice regarding the mooring of the vessels is not deemed safe for the port,
- the vessel's master will be requested to moor the vessel with additional ropes.
- In cases where conditions such as unfavorable weather conditions, currents and winds are considered to make loading/unloading unsafe, measures will be taken such as stopping the activity or even lifting the ships to anchor.
- The anchorage areas are different for the ships carrying Dangerous Goods, and the ships will wait at these anchorages allocated to them.

### 6.2. Procedures Regarding Additional Measures To Be Taken According To Seasonal Conditions For Loading, Discharge And Limbo Operations Of Dangerous Goods:


- In loading, unloading or transshipment of dangerous goods to ships and sea vehicles, ship's related persons and those who load, unload or limbo will take the necessary safety measures against heat and other dangers, especially in hot seasons.
- Seasonal conditions must be taken into account in the loading / unloading of dangerous goods. Handling of flammable, explosive, explosive loads should be postponed or stopped for a while in extremely hot, extremely cold, extremely rainy weather, poor visibility, lightning and electrically charged weather.
- It should be planned to continue loading/evacuation in unfavorable conditions or to keep fire, fire brigade, fire extinguisher tugboats and emergency response teams in conditions that can intervene in a short time in a possible undesirable situation.
- In case of continuity of similar conditions, the selection of the personnel working from the experienced personnel, the frequent planning of the rest periods in extremely intense work, the increase of the lighting, etc. measures should be taken.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	33 / 129
	<b>Dangerous Goods Handling Guide</b>			

### **6.3. Keeping Flammable, Flammable And Explosive Substances Away From Spark-Genering/Can Generate Operations And At Hazardous Load Handling, Stacking And Storage Areas And Can Be Worked In Processes:**

- Not doing hot works (welding, cutting, etc.), working under control by taking technical safety measures when necessary,
  - Using ex proof (non-sparking) hand tools,
  - Working with experienced personnel,
- Using non-sparking hand tools,  
Working with experienced personnel
- It is forbidden to smoke, light a fire, and do spark-generating works such as welding on the cargo deck and points of berthed ships carrying dangerous goods, and in the handling area of the Port facility of dangerous goods.
  - Flammable materials are kept away from spark-generating processes and spark-generating vehicles or tools are not operated in the dangerous goods handling area.
  - Not doing hot works (welding, cutting, etc.), working in a controlled manner by taking technical safety measures in mandatory situations,
  - Informing the relevant units before the study,
  - Briefing the personnel who will work in the field,
  - Keeping protective measures such as water curtains and equipment ready for use,
  - Ensuring that the personnel who will do this type of hot work (HOT WORK) work with protective clothing and equipment and, if necessary, closed circuit breathing apparatus.
  - In such works, it should be ensured that emergency teams are assigned to intervene in a possible undesirable situation in a short time.
  - In addition, it should be ensured that the requirements set forth in Annex-1 Article 21 of the “Directive on the Issuance of the Port Facility Dangerous Cargo Conformity Certificate” are fulfilled.
- The Hot Processing Procedure of our facility is as in ANNEX-20.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	34 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **7. DOCUMENTATION, CONTROL AND RECORD:**

### **7.1. Procedures Regarding All Mandatory Documents, Information And Documents Relating To Dangerous Goods, Processing And Controlling Them By The Related Persons:**

The Following Documents Regarding Dangerous Goods Are Kept Up-To-Date By The Port Facility.

- SOLAS 1974
- IMDG CODE Volume 1,2 and Supplementary Book,
- IMSBC CODE, International Code for Solid Bulk Cargoes Transported at Sea
- Code of Practice for Safe Loading and Unloading of Bulk Carriers (BLU CODE)
- “Regulation on Safe Loading and Unloading of Bulk Carriers” published in the Official Gazette dated 31/12/2005 and numbered 62040
- Handbook for Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives (IMO-MS/Circ.1160; IMO-MS/Circ.1230; IMO-MS.C.1/Circ.1356)

In order for the Port facility to safely handle the dangerous goods coming to the facility and to take appropriate precautions, the documents sent beforehand are absolutely needed. these documents are as below;


- Dangerous Cargo Notification Document
- ii. Documents Required on Board
- iii. Multi-Mode Dangerous Cargo Form

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

#### **Dangerous Cargo Notification Document:**

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

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	35 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

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

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.

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


#### **Documents Required on Board;**

Each ship carrying dangerous cargoes and marine pollutants shall have a special list, manifest or stowage plan regarding the names and locations of dangerous cargoes and marine pollutants. This particular list and manifest will be based on the documents and certificates required in the IMDG Code.

A detailed stowage plan, which is determined by class and shows the locations of all dangerous cargoes and marine pollutants, can be used instead of this special list or manifest.

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

- Within the special list, manifest or dangerous cargo declaration,
- In a separate document such as a safety data sheet,

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	36 / 129
	<b>Dangerous Goods Handling Guide</b>			

In separate documents, such as the Medical First Aid Guide (MFAG) for Use in Accidents Involving Dangerous Goods, and the "Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide)" to be used in conjunction with the transport document..

### **Multi-Mode Dangerous Goods Form;**

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


Example of Multi-Mode Dangerous Goods Form is as in Annex-18.

### **7.2. Procedure For Keeping The Current List and Other Related Information of All Hazardous Loads In The Site Of The Port Facility Organized and Compete:**

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

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

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Buyer,
- Sender,
- Seal number,
- Additional Information (Ignition degree, viscosity, etc.),

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	37 / 129
	<b>Dangerous Goods Handling Guide</b>			

- Where it is stored in the Port Area,
- Length of stay at the port,

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

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


### **7.3. Reporting that the Dangerous Goods Incoming to the Facility are Properly Defined, the Correct Shipping Names of the Dangerous Goods are Used, Certified, Packed/Packed, Labeled and Declared, Loaded and Transported Safely to the Approved and Legal Package, Container or Cargo Transport Unit, Control and Control Results Procedure:**

They check the accuracy of the following information on the dangerous goods documents prepared by the sender of the dangerous goods to be accepted to the port in coordination with the planning and operation;

- UN Number,
- PSN name (Proper Post Name),
- 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 a Marine Pollutant,
- Seal number,
- Additional Information (Ignition degree, viscosity, etc.)

This information is transmitted to Pointers, Field Supervisors, HSE and the personnel who need to know, via terminals/documents, and the control of the incoming dangerous cargo is ensured.

In the event that the information from the operation and the cargo carry different information, the Operation is immediately informed and the Shipper is instructed to verify the information about the Dangerous cargo / vehicle and to correct the missing incorrect label brands.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	38 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### **7.4. Procedure For Processing and Presentation of Dangerous Goods Safety Data Sheet (sds):**

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

- UN Number,
- PSN name (Proper Shipping Name,) (Required for sea freight)
- 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 a Marine Pollutant,
- Tunnel Restriction Code (Required for road transport.)

For all dangerous goods to be accepted into the port, it is checked that this document is included with the dangerous cargo.

#### **7.5. Procedure for Keeping Records and Statistics of Dangerous Goods:**

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

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


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

#### **Notification of Dangerous Goods Incidents**

The "Dangerous Goods Incident Notification Form" attached to the Port Authority is the shortest possible time for any dangerous goods-related event in the port area that may cause damage to persons, the ship or ships in the port, the port or any property or the environment. should be reported in due time.

In this context;  
Port Manening Organization,

a) Hazardous and harmful substance spillage or fire hazards and events occurring in the area of

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	39 / 129
	<b>Dangerous Goods Handling Guide</b>			

responsibility, in case of any risk possibility related to dangerous cargoes, will immediately notify the Harbor Master and emergency fighters.


b) Statistics of dangerous cargo accidents are kept, cargo accidents are discussed in the port operation Occupational Health and Safety Sub-Committees. The root cause of the accidents is investigated and the necessary precautions are taken to prevent recurrence.

c) Reports the dangerous cargo accident statistics to the Port Authority in periods to be determined by the Ministry.

The necessary safety measures for dangerous goods that do not comply with the rules, are unsafe or pose a risk to persons or the environment are taken by the port operator and notified to the Port Authority.

#### **7.6. Information on Quality Management System**

The facility has ISO 9001 Quality Management System, ISO 14001 Environmental Management System, ISO 45001 Occupational Health and Safety Management System and ISO 50001 Energy Management System certificates.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	40 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES SITUATIONS**

### **8.1. Intervention Procedure for Dangerous Goods that Pose / May Create Risks to Life, Property and/or the Environment in Our Facility and Dangerous Situations Involving Dangerous Goods:**

Dangerous goods arriving, handled, loaded and evacuated to the Port facility create unique hazards such as explosion, fire, erosion, poisoning. For this reason, the types of emergencies that the Port facility will encounter are many. In order to deal with these hazards, it is extremely important to develop and publish a Dangerous Goods Emergency Plan in cooperation with local emergency teams and implement the plan.


For this purpose, the Accident Prevention Policy (PPP) prepared by our port facility in order to prevent accidents that may occur due to dangerous cargoes is specified in ANNEX-21.

The following issues will be taken into account in the formation of the emergency strategy at the Port facility;

- Prevention of Accidents
- Preparation of Emergency Plan
- Implementation and Practice of Emergency Procedures
- Regular Checking of Emergency Equipment
- Implementation of the Plan when an Emergency Occurs
- Thoroughly analyze and report the incident to prevent recurrence

In order to prevent fire and pollution caused by dangerous cargo operations, intervention is made according to the procedures specified in the tables in IMSBC Code Annex-1. The incident is reported to the Port Authority.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	41 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 8.2. The Opportunity, Capability and Capacity of the Port Facility to Response to Emergencies:

### Possibility, Ability and Capacity to Intervene in Fire:

NO	TYPE OF MATERIAL	PCS
1	DRY CHEMICAL POWDER FIRE EXTINGUISHERS	35
2	CARBON DIOXIDE FIRE EXTINGUISHERS	2
3	FIRE HOSE	48
4	FIRE BOX	25
5	FIRE HOSE NOZZLE	43
6	FIRE ALARM BUTTON	41

### Possibility, Capability and Capacity Against Leakage and Spillage:

It is as in Annex-14.


## 8.3. Regulations Regarding First Response to Accidents Involving Dangerous Goods:

Accidents that may be caused by dangerous cargoes in our port facility;

- Fire
- Natural disasters
- Ship Fire at Sea
- Sabotage
- Explosion

### Precautions to be Taken Against Fire That May Be Caused by Dangerous Goods:

- In case of fire as a result of an accident involving dangerous goods handled at the port facilities, the procedures in the IMSBC CODE Annex-1 tables will be taken into account.
- In the event that the cargo handled in our port facility is involved in an accident and a fire occurs, the following are the things to be considered from the IMSBC Code supplementary tables.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	42 / 129
	<b>Dangerous Goods Handling Guide</b>			

UN	NAME	EMS (FIRE)
-	COAL	Respond to fire according to IMSBC Code Annex-1
-	PETROLEUM COKE	Respond to fire according to IMSBC Code Annex-1
-	LIGNITE	Respond to fire according to IMSBC Code Annex-1
-	ALUMİNIUM HİDROXİD	Respond to fire according to IMSBC Code Annex-1
-	MONOCALSİUM FOSFAT	Respond to fire according to IMSBC Code Annex-1

**Precautions to be Taken Against Flow / Leakage / Spill That May Be Caused by Dangerous Goods:**

- In case of an accidental spillage/leakage/spill involving dangerous goods handled at the port facilities, the matters in the IMSBC Code will be taken into account.
- In case the cargo handled in our port facility is involved in an accident and spills/leaks/spill, the actions to be taken taking into account the IMSBC Code are as follows.

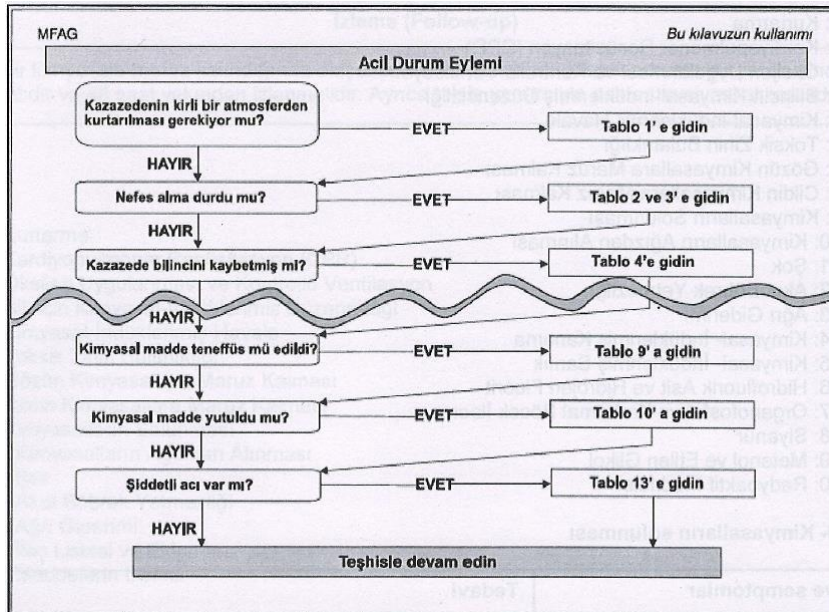
UN	NAME	EMS (Flow / Leakage / Spill)
-	Coal	spills/leaks/spill according to IMSBC Code Annex-1
-	Petroleum Coke	spills/leaks/spill according to IMSBC Code Annex-1
-	Lignite	spills/leaks/spill according to IMSBC Code Annex-1
-	Aluminium Hidroxiid	spills/leaks/spill according to IMSBC Code Annex-1
-	Monocalcium Fosfat	spills/leaks/spill according to IMSBC Code Annex-1


**Medical First Aid Guide for Accidents involving Dangerous Goods (MFAG)**

The points to be considered while using the guide are as follows.

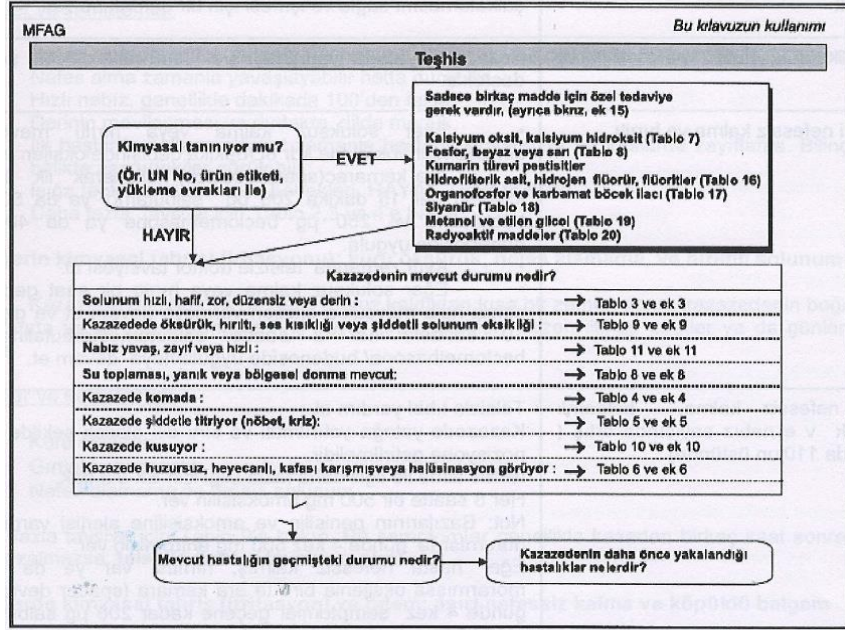
- Emergency response will be made first when exposed to dangerous goods.
  - Medical first aid guide will be applied in 3 steps.
    1. Step 1: Emergency response and diagnosis Start here!
    2. Step 2: Consider the tables. The tables contain short instructions for special cases.
    3. Step 3: Consider supplements Supplements drugs and exposures
- Contains detailed information about chemicals.

Use the table below when performing an Emergency Response.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	44 / 129
	<b>Dangerous Goods Handling Guide</b>			

Use the table below for diagnosis.



**MFAG Tables contain additional information for special cases, and the information regarding the tables is as follows.**

Table 1: Recovery

Table 2: Cardiopulmonary Resuscitation (CPR)

Table 3: Oxygen Administration and Controlled Ventilation

Table 4: Chemical-Induced Disorder of Consciousness

Table 5: Chemical-Induced Remittance

Table 6: Toxic Mind Blur

Table 7: Eye Exposure to Chemicals

Table 8: Skin Exposure to Chemicals

Table 9: Inhalation of Chemicals

Table 10: Oral Ingestion of Chemicals

Table 11: Shock

Table 12: Acute Renal Failure

Table 13: Pain Relief

Table 14: Chemical-Induced Bleeding

Table 15: Chemical-Induced Jaundice


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	45 / 129
	<b>Dangerous Goods Handling Guide</b>			

Table 16: Hydrofluoric Acid and Hydrogen Fluoride

Table 17: Organophosphate and Carbamate Insecticide

Table 18: Cyanide

Table 19: Methanol and Ethylene Glycol

Table 20: Radioactive Substances

**The appendices provide detailed information about drugs and chemicals that may be exposed. The information regarding the annexes is as follows;**

Appendix 1: Recovery

Appendix 2: Cardiopulmonary Resuscitation (CPR)

Appendix 3: Oxygen Administration and Controlled Ventilation

Appendix 4: Chemical-Induced Disorder of Consciousness

Annex 5: Chemical-Induced Remittance

Appendix 6: Toxic Blurring

Appendix 7: Eye Exposure to Chemicals

Appendix 8: Skin Exposure to Chemicals

Annex 9: Inhalation of Chemicals

Annex 10: Oral Ingestion of Chemicals

Appendix 11: Shock

Annex 12: Acute Renal Failure


Appendix 13: Pain Relief

Annex 14: Medication List and Equipment

Annex 15: List of Substances

#### **8.4. Notices to be Made in and Out of the Facility in Emergencies:**

Notifications to be made inside and outside the facility are as in ANNEX-3 and Dangerous Goods Emergency Plan.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	46 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### **8.5. Accidents Reporting Procedures:**

Accidents/incidents related to dangerous goods in our facility will be reported to the Port Authority within 3 hours at the latest by using the VHF radio system or other communication tools.

Following this notification, a written report containing the opinions regarding the accident/incident will be sent to the port authority within 24 hours at the latest.

#### **8.6. Method of Coordination, Support and Cooperation With Official Authorities;**

Method of coordination, support and cooperation with official authorities:

#### **8.7. Emergency evolution procedure for emergency removal of ships and vehicles from the coast facility:**

UZMAR AND ARPAŞ GUIDANCE AND TOWING SERVICE CONSTRUCTIONS TRADE Inc. and a protocol was signed stating that the intervention would be carried out by them.

The Detailed Procedure is as in the Dangerous Goods Emergency Plan.

#### **8.8. Procedure for handling and disposal of damaged dangerous Goods and waste contained in dangerous Goods**

The port authority must ensure that damaged packages, unit loads or cargo handling units are transported promptly and safely to the designated designated area. They should ensure that damaged packages, unit loads or cargo transport units do not leave the private area unless the dangerous cargoes are repackaged in suitable salvage packages and are suitable and safe for additional transport and loading.


##### **Waste Collection and Transport**

According to the types of wastes generated, they are collected separately in waste bins, transported and stored appropriately. Wastes generated as a result of maintenance activities are also considered within this scope.

If an additional waste class is determined to the existing waste classes, it will be integrated into the system.

##### **Waste Disposal**

- According to whether the collected wastes are non-hazardous or hazardous wastes, the wastes are

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	47 / 129
	<b>Dangerous Goods Handling Guide</b>			

removed from the facility with contracted institutions in accordance with the legal recovery/disposal methods.

- Possibilities of all contractors and carriers within the scope of waste management to transport and/or dispose of wastes with appropriate methods are examined.
- If contracting services are received for the transportation, disposal/recovery of wastes, they are evaluated in terms of whether they fulfill their legal obligations and the methods of performing waste recycling and disposal processes without harming the environment.
- It is mandatory to keep all records of waste disposal.

#### Hazardous Wastes;

When these wastes are generated, they are left in the temporary collection area at the waste site and within the period specified in the legislation, the Environmental Consultancy Firm or the Environmental Management System Officer contacted the contracted and licensed company and entered in the MOTAT system and sent with the transport control number. The relevant form of UATF and other documents are stored in the environmental folder.

#### Contaminated Waste


These wastes are used gloves, oakum and workpieces. When it is formed, it is collected in the barrel with the name of the waste at the exit of the production-warehouse and taken to the waste area. Within the time specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed firm, and it is entered into the MOTAT system and sent. The relevant form of UATF and other documents are stored in the environmental folder.

### 8.9. Emergency Drills and Records

Practice Practices; In order to be prepared for emergencies within the facility, the personnel in the emergency organization should be prepared for their duties with various trainings. Trainings should be carried out with the support of specialist organizations when necessary. In this context, the relevant personnel at the port received training on dangerous goods and were certified. In order to test the adequacy of the Emergency Plans and to be prepared for real situations, the drills should be carried out and implemented according to the worst scenarios that may occur in the facility.

- Training Scenarios; In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the port may encounter. In line with the prepared scenarios, exercises are implemented in the fastest and most effective way.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	48 / 129
	<b>Dangerous Goods Handling Guide</b>			

- Emergency Drills to be held within the port facility;
- The port should be specified in the annual training plans.
- It can be planned as a local or general intervention,
- Safety, spill etc. can be combined into exercise scenarios,
- Drills can be made with or without notice.
- The drills are based on various emergency scenarios.
- Drills can be done in practice, as well as in desk, seminar style,
- Different time, day, season and event scenarios are prepared for each drill.
- The drills to be held at our port facility are as follows.
- Fire drill
- First aid exercise

#### **8.10. Information on Fire Protection Systems;**


There are hydrants and portable fire extinguishers within the scope of fire protection systems in our facility. Information on fire protection systems is as in the "**Dangerous Cargo Emergency Plan**"

#### **8.11. Procedures for Approval, Inspection, Testing, Maintenance and Maintaining of Fire Protection Systems**

About the issuance of the Port Facility Dangerous Cargo Conformity Certificate in our facility. Fire risk analysis and foreseen national and international standards, taking into account the characteristics and number of ships and marine vehicles to be berthed, the type and amount of dangerous cargo to be handled and/or temporarily stored, the capacity/properties of the facility and all other risks within the scope of Article-9 of Annex-1 of the Directive. In line with the Regulation on the Protection of Buildings from Fire, published in the Official Gazette dated 19/12/2007 and numbered 26735, the fire plan is registered by the Chamber of Mechanical Engineers of TMMOB in the field of fire installation, working full-time in the Free Consultancy Engineering Office and holding the Chamber of Mechanical Engineers Fire Installation Engineer Authorization Certificate. Prepared and approved by mechanical engineer.

Regarding the approval and inspection of fire protection systems in our facility, the approval of Adana Metropolitan Municipality Fire Brigade Department and Port Facility Dangerous Load



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	49 / 129
	<b>Dangerous Goods Handling Guide</b>			

Compliance Certificate has been obtained by an accredited institution within the scope of ANNEX-1 Article 10 of the Directive.


Testing, maintenance and keeping the fire protection systems ready for use are carried out by our facility on a quarterly basis and recorded in the control forms.

#### **8.12. Precautions To be Taken When Fire Protection Systems Don't Work**

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

#### **8.13. other risk control equipment**

Other risk control equipment is not available.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	50 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 9. OCCUPATIONAL HEALTH AND SAFETY

### 9.1. Occupational health and safety measures:

We can list the aims of occupational health and safety studies in our facility as follows;

- Protecting Employees

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

- Ensuring Production Safety


Ensuring production safety in a workplace is especially 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 will be ensured as situations that may endanger the business such as machine malfunctions and shutdowns, explosion events, fire, which may arise due to work accidents or an unsafe and unhealthy working environment.

In occupational health and safety practices, the target of the port operator is "0" accident. 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. All personal protective equipment to be used in handling dangerous goods within the scope of the port operator's responsibilities are available at the port facility in sufficient number and quality at any time, ready for use. In this context;

- In accordance with the Occupational Health and Safety Law No. 6331 and the relevant Regulations, the Occupational Health and Safety Management System (OHSMS) is implemented in order to ensure the safety of life, property and the environment in our port within the framework of Occupational Health and Safety.
- Port users entering and leaving our port are required to wear Personal Protective Equipment (helmet, fluorescent vest, steel-toed occupational health and safety shoes) in accordance with TSE standards.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	51 / 129
	<b>Dangerous Goods Handling Guide</b>			

- The shore facility personnel in charge of dangerous cargo handling, other authorized persons regarding the cargo, have protective suits suitable for the physical and chemical properties of the cargo during loading, unloading and storage, and to the port field personnel working on the dangerous cargo in the use of personal protective equipment in training and drills/practices. information is provided.

### **Occupational Health and Safety Trainings**

- The personnel first get to work by receiving basic occupational safety training for the work at the port facilities before starting work.
- Apart from this training, Ergonomics training (by the Occupational Physician) for the works performed in our facility,
- First aid training, fire training, emergency response training in order to intervene in emergency situations,
- Work at height, electrical work, etc. for our maintenance team. awareness trainings are carried out.
- Apart from these, instant trainings are carried out by occupational health and safety experts.
- Training records are kept jointly with the HR department and the OHS department.

### **Health considerations**


Employees and new employees;

- Eye examination
- Lung X-ray
- Blood analysis
- Audiometry

Before the test is done and the results reach us, work cannot be started. Apart from this, all personnel are vaccinated against tetanus every year. When deemed necessary by our staff, the workplace physician may request further examinations (astigmatism examination, viewing angle, etc.) and submit them to the HR department for approval.

### **Field Security**

- It has an occupational safety specialist in its staff for all possible situations in the field. The occupational safety specialist creates field reports about the deficiencies they detect in the field and sends them to the relevant departments via e-mail.
- It notifies the maintenance team of the malfunction situations detected during the field tour through the malfunction module and follows the process until its elimination.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	52 / 129
	<b>Dangerous Goods Handling Guide</b>			

### **Risk analysis**

Occupational health and safety specialists identify all risks in the facility and waiting for the employees with a team formed in the field and try to develop measures related to them and minimize these risks. As a result of this study, the lack of education etc. identifies the situations and starts working to eliminate them.

It discusses the deficiencies found within the scope of the risk analysis and the deficiencies identified in the field reports with the other board members at the OHS boards held every month, decides on the corrections and publishes them.

### **Periodic Checks**

All cargo handling vehicles, grounding installations, fire extinguishers and lines in the field are checked at the times determined in legal frameworks and keep their records. It notifies the maintenance team of the deficiencies detected during the periodic controls and ensures that they are eliminated as soon as possible.

### **Dangerous Work Permits**

Hot work, working at height, excavation works etc. to be carried out in the facility. All work to be done in these matters is subject to work permits, and work does not start until the necessary controls are made and approval is given.

### **Legal Terms**

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


### **Near-Accident Situations**

All possible near-misses in the facility are reported by the personnel, and the OHS department is moved to the required OHS committee, and if necessary, immediate action is taken to correct them.

### **Subcontractor Management**

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

- Interviewing the occupational safety experts of the relevant companies,
- On-site physicians visit the facility,
- Relevant records of the companies are requested (Risk analysis, emergency plans, etc.) are recorded,
- Information is provided (training, PPE, etc.) to correct the necessary deficiencies.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	53 / 129
	<b>Dangerous Goods Handling Guide</b>			

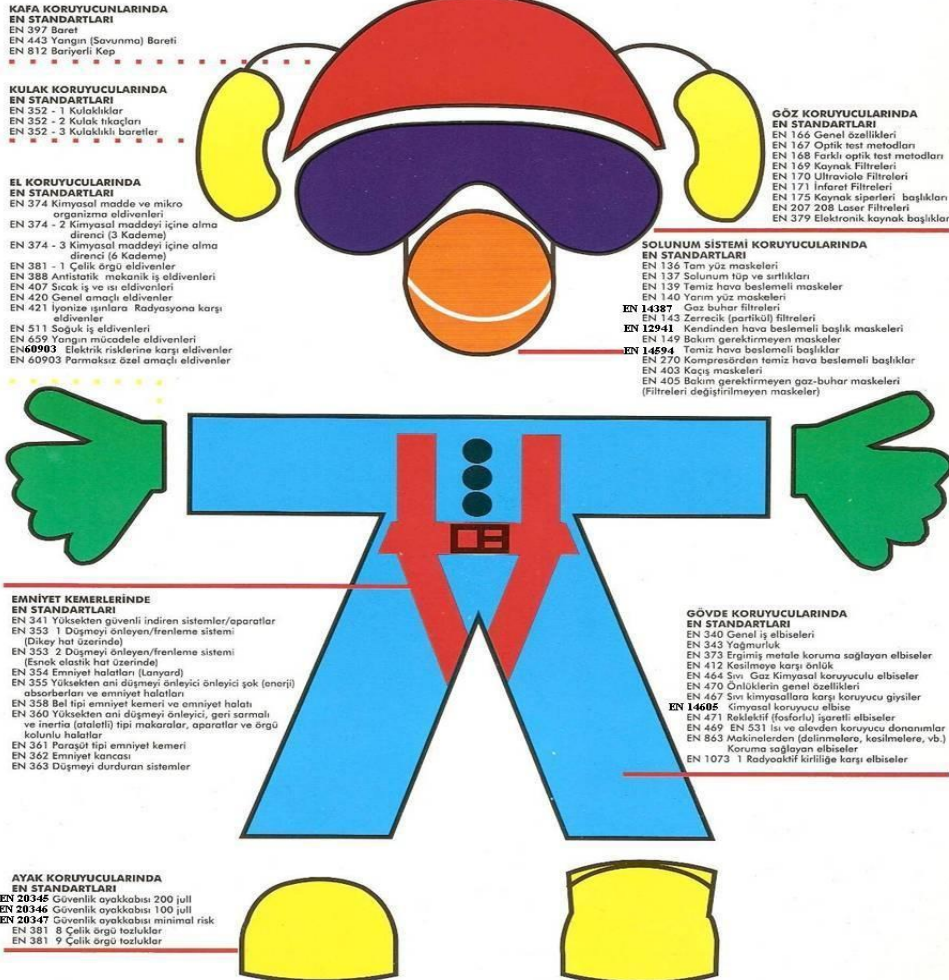
- Participation in OHS committees is ensured.


## 9.2 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 and by whom these clothes will be worn is as in ANNEX-15.

## 9.3. Confined space entry permit measures and procedures.

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 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	54 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 10. OTHER MATTERS

### 10.1. Validity of Port facility dangerous Goods conformity certificate

There is a Port Facility Dangerous Goods Conformity Certificate with document number BKN.892224.TMUB.206


### 10.2. Dangerous Goods Safety Consultant Work Description;

Monitors compliance with the requirements for the transport of dangerous goods.

- Provides suggestions to the Port facility regarding the transportation of dangerous goods.
- Prepares an annual report to the Port facility on the activities of the Port facility operator in the transport of dangerous goods (Annual reports are kept for 5 years and submitted to the Administration upon request).

#### It controls the following applications and methods:

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	55 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

**10.3. Issues For Those Who Carry The Dangerous Goods To Be Separated From The Port Facility To The Port Facility By Road (The Documents That Should Be Kept At The Entrance/Exit Of The Ports Or Port Facility Area Of The Road To The Ports Or Port Facility, The Equipment And Equipment They Have To Have At The Entrance/Output; MATTERS):**


**Documents to be Carried::**

- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5),
- Picture identification document (identity card, driver's license or passport) for each personnel on duty in the vehicle,
- Written instruction prepared by the transporter to be given to the driver,
- Valid ADR certificate of conformity for vehicles
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of dangerous goods,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance Policy for vehicles carrying dangerous goods

**Equipment and equipment that vehicles must have:**

- Portable fire extinguishers,



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	56 / 129
	<b>Dangerous Goods Handling Guide</b>			

- At least one chock suitable for the diameter and maximum mass of the wheel for each vehicle,
- 2 Sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves
- Eye protection goggles
- Emergency mask
- Shovel
- Drain seal
- Collection container

#### **Speed Limits in the Port Area:**

The speed limits determined by our facility and on the traffic warning signs will be obeyed.

#### **10.4. Issues For Those Carrying Dangerous Goods That Will Arrive/Leave The Port Facility By Sea (Day/Night Signs To Be Displayed By Ships And Sea Vehicles Carrying Dangerous Goods At The Port Or Port Facility, Cold And Hot Working Procedures On Ships, Etc.)**

Ships carrying explosive, flammable, combustible and similar dangerous goods use a B (Bravo) flag during the day and a red light that can be seen from all directions (360 degrees) at night.

#### **Cold and Hot Working Procedures in Ships Carrying Dangerous Goods in the Port Facility:**


Ships in the Port facility carrying dangerous goods will obtain the necessary permission from the Port Authority for the cold and hot works to be carried out and will inform the Port facility authorities.

The principles of hot work to be carried out on ships in the Port facility and carrying dangerous goods are as in Annex-21.

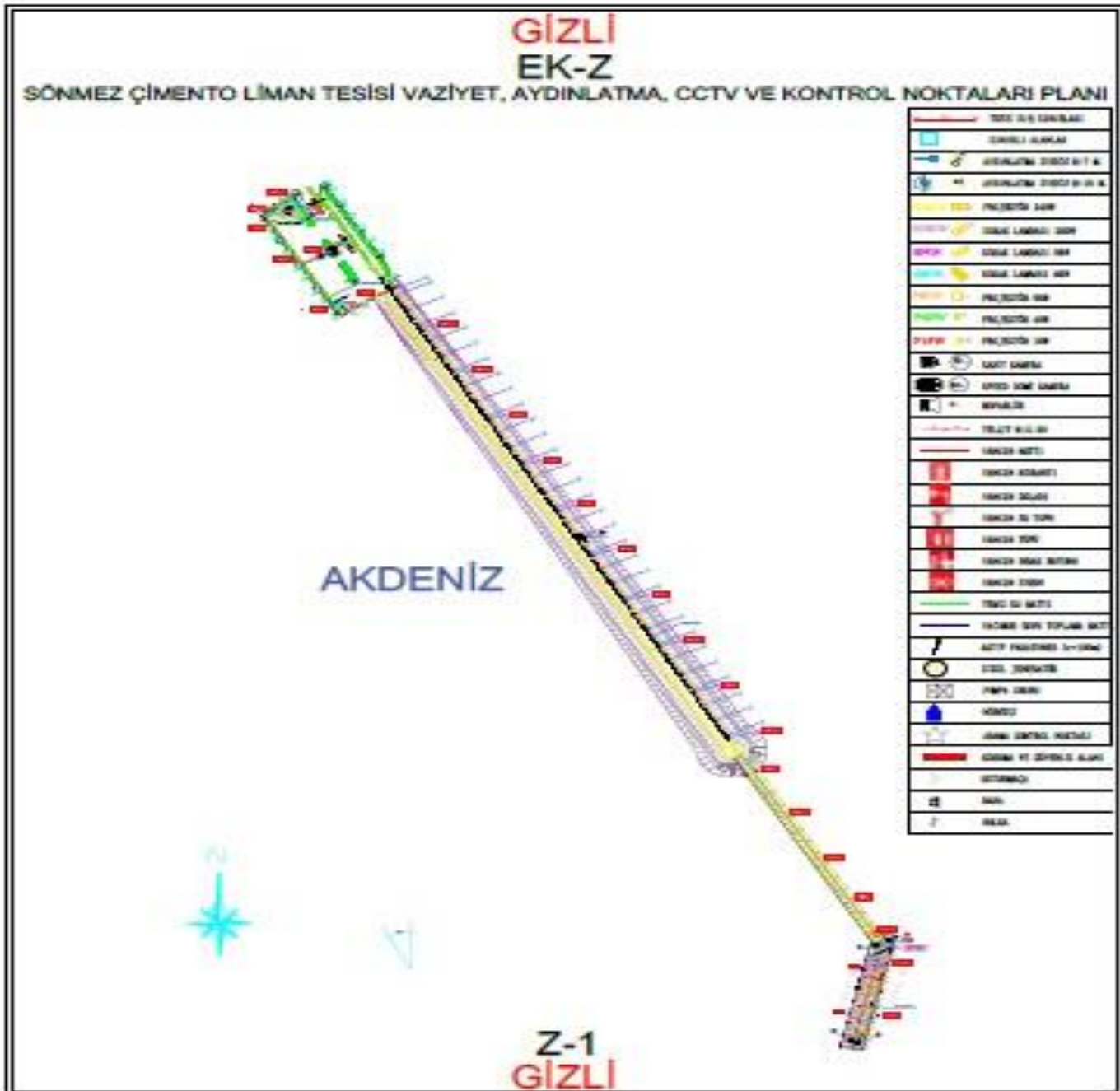
#### **10.5. Additional Considerations To Be Added By The Shore Facility.**


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 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	57 / 129
	<b>Dangerous Goods Handling Guide</b>			

## ANNEXES



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	59 / 129
	<b>Dangerous Goods Handling Guide</b>			

## ANNEX-2 GENERAL VIEW PHOTOS OF THE PORT FACILITY





**SÖNMEZ ÇİMENTO**

Revision No

Pub. Date

Revision  
Date

Page

08


01.02.2018

22.05.2023

60 / 129


**Dangerous Goods Handling Guide**



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	61 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

NAME SURNAME	RANK	MOBILE
EMRAH ERGEN	PORT MANAGER	05306994824
SAİT TEMEL	CHIEF OF ADMINISTRATIVE AFFAIRS	05354545662
ŞEYDA YAĞMUR GEYİK	ENVIRONMENTAL CHIEF	05306990956
GÖKHAN KOÇ	PORT MANAGEMENT SPECIALIST	05300107645
MUSTAFA ÖZGÜR TOPALOĞLU	HUMAN RESOURCES CHIEF	05306909051
OĞUZHAN ŞAFAK	MACHINE MAINTENANCE CHIEF	05306990926
MESUT ÇİL	OCCUPATIONAL HEALTH AND SAFETY	05306663055
CEMİL ÖZTÜRK	PROFESSIONAL	05331454352
SEYHAN TOPALOĞLU	OHS SPECIALIST (CLASS A)	05301000179
İSMAİL ANT	FORMEN	05392749881
HALİL AVŞAR	FORMEN	05434948580
FATİH YAMAN	FORMEN	05375407404
SEDAT ÇAKIROĞLU	FORMEN	05432490031

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	62 / 129
	<b>Dangerous Goods Handling Guide</b>			

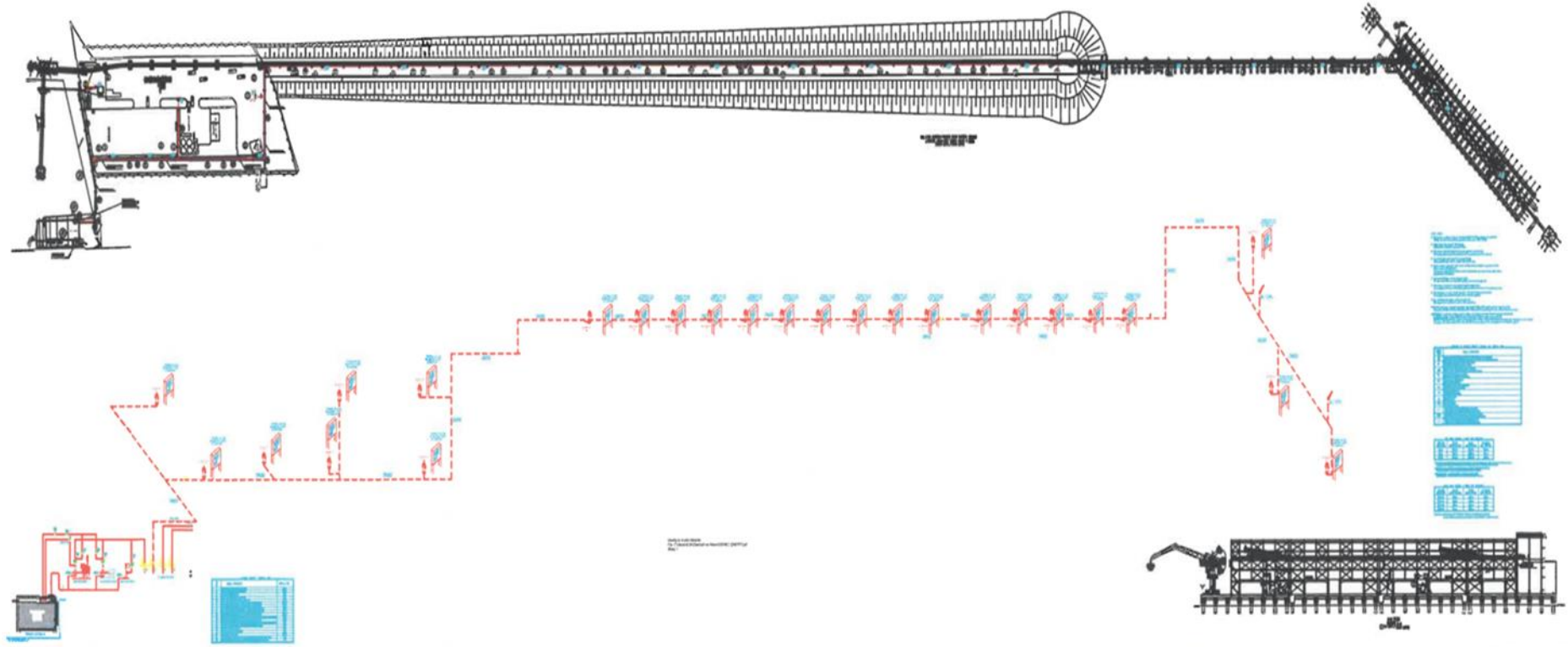
<b>T.R. Ministry of Transport and Infrastructure, General Directorate of Maritime Affairs</b>	
Tel: (0312) 203 10 00	Faks: (0312) 231 51 89
Web denizcilik.uab.gov.tr	GMK Bulvarı No:128/A Maltepe/ANKARA TÜRKİYE
<b>Main Search and Rescue Coordination Center (AAKKM)</b>	
Tel: 0 312 231 91 05 (24 saat) 0 312 232 47 83 (24 saat)	Faks: 0 312 232 08 23
e-posta: trmc@udhb.gov.tr	Ankara
<b>Ceyhan Regional Port Authority</b>	
Tel: 0 322 639 21 39 Faks: 0 322 639 21 40	Ceyhan/Adana
<b>Adana Governorate</b>	
Tel: 0322 459 27 43 Faks : 0322 458 83 52	Adana
<b>Southern Naval Area Command</b>	
Tel: 0232 446 01 00	İzmir
<b>Coast Guard Mediterranean Regional Command</b>	
Tel: 0324 237 22 22	Mersin
<b>Provincial Disaster Emergency Command</b>	
Tel: 0 322 227 28 54	Adana
<b>District Police Department</b>	
Tel: 0 322 613 10 06	Ceyhan
<b>District gendarmerie Commander</b>	
Tel: 0 322 613 11 08	Ceyhan
<b>Ceyhan District Governorate</b>	
Tel: 0 322 613 90 90	Ceyhan
<b>Ceyhan Mayor's Office</b>	
Tel: 0 322 613 40 22	Ceyhan
<b>Hospital Ceyhan</b>	
Tel: 0 322 613 13 62	Ceyhan
<b>Fire Department</b>	0322 112 00 00
<b>Emergency Ambulance</b>	0322 112 00 00
<b>Police</b>	0322 112 00 00










**ANNEX-6 FACILITY GENERAL FIRE PLAN**

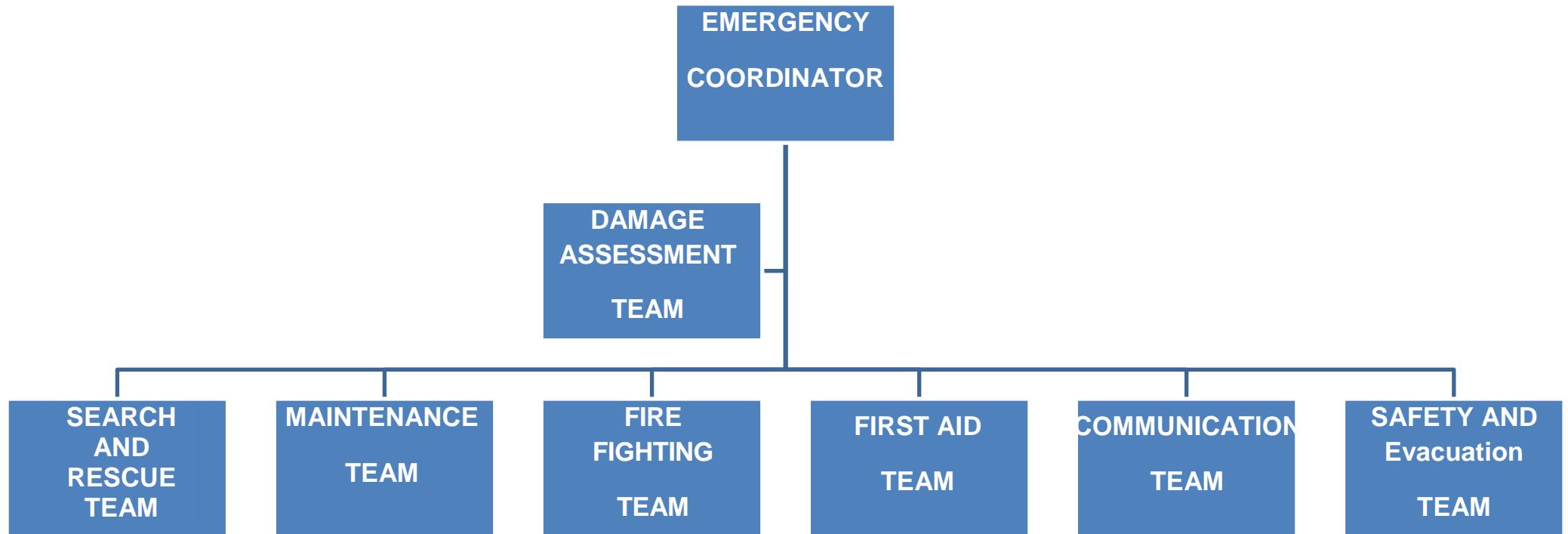
 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	66 / 129
	<b>Dangerous Goods Handling Guide</b>			


## **ANNEX-7 EMERGENCY PLAN**

Sönmez Cement Port Facility, Dangerous Goods Emergency Plan has been prepared in accordance with the "Directive on the Issuance of the Port Facility Dangerous Cargo Conformity Certificate" ANNEX-1 Article 22 and APPENDIX-9.

## PORT FACILITY MAIN ENTRANCE GATE



**ANNEX-9 EMERGENCY MANAGEMENT SCHEME**


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	70 / 129
	<b>Dangerous Goods Handling Guide</b>			

## ANNEX-10 DANGEROUS GOODS HANDBOOK

At the Sönmez Cement Port facility, the hazardous materials handbook was distributed to all personnel working at the Port facility.


The dangerous goods handbook contains information on dangerous goods classes, signs, emergency assembly places, notifications to be made inside and outside the facility in case of emergency, handling procedures, organizational chart, and points to be considered during general handling.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	71 / 129
	<b>Dangerous Goods Handling Guide</b>			


## **ANNEX-11 LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES**

**LEAKAGE AREAS ARE NOT AVAILABLE WITHIN THE SCOPE OF THE LOAD HANDLED IN THE FACILITY.**

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	72 / 129
	<b>Dangerous Goods Handling Guide</b>			

**ANNEX-12 INVENTORY OF PORT SERVICE VESSELS**

**THERE IS NO SERVICE SHIP IN THE FACILITY INVENTORY.**

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	73 / 129
	<b>Dangerous Goods Handling Guide</b>			

**ANNEX-13 / CEYHAN ZONE HARBOUR MASTER'S ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MARINE COORDINATES OF MAIL CAPITAL LANDING/EMBORY POINTS**

**A) Port administrative area border**

(Amended phrase: RG-6/8/2013-28730) The port administrative area of Ceyhan Zone Port Authority is the sea and Port area within the line formed by the following coordinates.

- a) 36° 34' 03" K – 035° 33' 24" D
- b) 36° 25' 15" K – 035° 35' 57" D
- c) 36° 44' 54" K – 036° 03' 12" D
- d) 36° 55' 18" K – 036° 02' 14" D

**B) Anchorage areas**

a) Anchorage area no. 1: The anchorage area of ships carrying dangerous cargo, military ships operating with nuclear power, ships to be quarantined and ships that will carry out degassing is the sea area formed by the coordinates shown below.

- 1) 36° 49' 06" K - 35° 57' 00" D
- 2) 36° 47' 00" K - 35° 58' 48" D
- 3) 36° 47' 00" K - 36° 01' 12" D
- 4) 36° 51' 12" K - 36° 01' 12" D
- 5) 36° 51' 48" K - 35° 59' 12" D

b) Anchorage area no. 2: The anchorage area of ships not carrying dangerous cargo and military ships is the sea area formed by the coordinates shown below.

- 1) 36° 49' 30" K – 035° 54' 42" D
- 2) 36° 49' 30" K – 035° 55' 17" D
- 3) 36° 48' 30" K – 035° 54' 24" D
- 4) 36° 48' 30" K – 035° 53' 50" D

c) Anchorage area no. 3: The anchorage area of ships carrying dangerous goods, military ships operating with nuclear power and ships that will carry out degassing is the sea area formed by the coordinates shown below.


- 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

ç) North anchorage area no.4: The anchorage area of ships not carrying dangerous cargo and military ships is the sea area formed by the coordinates shown below.

- 1) 36° 46' 00" K - 035° 52' 00" D
- 2) 36° 46' 00" K - 035° 53' 12" D
- 3) 36° 47' 36" K - 035° 54' 30" D
- 4) 36° 47' 36" K - 035° 53' 24" D


**C) Pilot pick-up and drop-off places**

- 1) 36° 52' 30" K – 035° 58' 48" D
- 2) 36° 51' 21" K – 035° 57' 18" D
- 3) 36° 50' 18" K – 035° 56' 24" D
- 4) 36° 47' 00" K – 035° 56' 00" D

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	74 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

NO	TYPE	PCS	QUANTITY
1	20 DC STANDARD LOAD CONTAINERS	Piece	2
2	SKIMMER (OIL SCRAPER)	Set	1
3	FILLER TYPE BARRIER	Metre	600
4	SORBENT PAD	Piece	400
5	SORBENT SAUSAGE	Metre	12
6	SPIK KIT	Piece	1
7	DRUM	Piece	8
8	SORBENT BARRIER	Metre	250
9	CLEANING SOLUTION	Liter	50
10	GAS MEASURING DEVICES	Piece	1
11	PRESSURE WASHING MACHINE	Piece	1

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	75 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **ANNEX-15 / PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE EQUIPMENT AND MAP**

A: Personal protective equipment distributed to all personnel working at the Port facility are as follows.

A: HELMET


B: POWDER MASK

C: WORK SHOES D: GLASSES

E: GLOVES


F: WORK DRESS

In our facility, there is a scuba gas mask for emergencies that may occur during dangerous cargo handling.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	76 / 129
	<b>Dangerous Goods Handling Guide</b>			


## ANNEX-16 / DANGEROUS GOODS INCIDENTS NOTIFICATION FORM

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	77 / 129
	<b>Dangerous Goods Handling Guide</b>			


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



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	78 / 129
	<b>Dangerous Goods Handling Guide</b>			


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

Dangerous Goods Transport Units (CTU) are not used in our Port facility.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	79 / 129
	<b>Dangerous Goods Handling Guide</b>			

## ANNEX-18 MULTI MODE DANGEROUS GOODS 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)		
		<b>SHIPPER'S DECLARATION</b> 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 <sup>3</sup> )				
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)
<b>CONTAINER/VEHICLE PACKING CERTIFICATE</b> I hereby declare that goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. <b>MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING</b>		<b>21.RECEIVING ORGANIZATION RECEIPT</b> Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon. <b>ORGANIZATION REMARK:</b>		
20.Name of company		Haulier's name Vehicle reg.no Signature and date	22.Name of company	
Name /status of declarant			Name /status of declarant	
Place and date			Place and date	
Signature of declarant		Driver's signature	Signature of declarant	

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	80 / 129
	<b>Dangerous Goods Handling Guide</b>			

## ANNEX 19 / INSTRUCTIONS FOR HANDLING HAZARDOUS SOLID BULK LOADS

### AIM

For the safe handling and loading/discharge of Dangerous Solid Bulk Cargoes, Dangerous Cargo Operations Officers and other personnel who will take part in the operation; to determine the safety measures to be taken and the principles to be applied.

### SCOPE


#### Legislation:

- IMDG-CODE (International Code of Dangerous Goods at Sea)
- IMSBC-CODE (International Solid Bulk Cargoes Code)
- Handbook for loading and unloading solid bulk cargoes for Terminal Representatives (MSC/CIRC 1160 and revisions 1230, 1356)
- Dangerous Cargo Handling Principles in the Port (MSC/CIRC 1216)
- Regulation on the Transport of Dangerous Goods by Sea
- Directive on Arranging Dangerous Goods Conformity Certificate

## PRINCIPLES OF OPERATION OF HAZARDOUS SOLID BULK LOADS

In charge of the operation related to the handling, loading and unloading of dangerous solid bulk cargoes in our port facility; Sedat ÇAKIROĞLU, Halil AVŞAR, Fatih YAMAN, İsmail ANT have been appointed and their duties and responsibilities are as in Annex-19.2. The persons named below apply the issues and precautions regarding the additional safety and security measures to be taken in our facility. Personnel and related officials responsible for dangerous goods are as follows;

Name Surname	Rank	Mobile
Emrah ERGEN	Port Manager	Tel: 0530 699 48 24
Ş. Yağmur GEYİK	Environment Chief	Tel: 0530 699 09 56
Gökhan KOÇ	Port Management Specialist	Tel: 0530 010 76 45
Sedat ÇAKIROĞLU	Formen	Tel: 0543 249 00 31
Halil AVŞAR	Formen	Tel: 0543 494 85 80
Fatih YAMAN	Formen	Tel: 0537 540 74 04
İsmail ANT	Formen	Tel: 0539 274 98 81

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	81 / 129
	<b>Dangerous Goods Handling Guide</b>			

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 the handling of dangerous goods arriving at the port, their temporary holding in the port area, and their storage.

SDSs of dangerous goods will be provided and examined. A coordination meeting will be held at least 1 day before the dangerous goods are accepted to the port facility, taking into account the information in the IMSBC Code book and SDS forms. Operations responsible, TMGD, Occupational Health and Safety Specialist and Environmental Engineer will attend this meeting of dangerous cargoes.


At the coordination meeting; Regarding the Dangerous cargo/s to be accepted at the port, the following items will be discussed within the scope of IMSBC CODE documents, and acceptance/rejection of the material or taking a manager's decision will be discussed.

- Risk arising from dangerous cargo,
- Interaction with Dangerous Goods present in the port,
- Interaction with cargoes planned to be accepted into the port in the near future,
- Material and equipment need for Emergency Response,
- Adequacy of Emergency Response teams,
- Interaction from neighboring facilities

If a decision is made to accept the dangerous cargo as a result of the meeting, the responsible persons apply and have the additional measures required within the scope of the IMSBC Code, taking into account the information in the SDSs. If a decision has been made at the meeting to accept the dangerous cargo, the management, operation, storage, security, emergency response units will be informed and the preparation and acceptance process will be initiated.

If there is a need to inform the Port Authority during the admission to the port, the situation will be notified to the Port Authority in writing along with the reasons. After the acceptance of the dangerous cargo, the need for equipment and materials in terms of emergency response will be determined in the IMSBC Code and MSDS. If there is a need for missing equipment, equipment and materials, the purchasing unit will be notified and their supply will be provided urgently.

After the acceptance decision at the meeting, the SDS (Safety Data Form) of the material, both IMDG-CODE and IMSBC-CODE, will be examined and the precautions to be taken in case of fire and leakage

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	82 / 129
	<b>Dangerous Goods Handling Guide</b>			

of dangerous goods will be determined and they will be kept ready for use at any time on the pier. For emergency first aid, the relevant tables and annexes of MFAG will be prepared according to the possible dangers.

Before the ship unloading operation starts, Cargo Information from the captain and the gas and temperature measurements (Gas Monitoring- CH<sub>4</sub> - Temperature) that the ship personnel measure daily during the cruise should be given to us.


Personnel working according to the characteristics of dangerous goods and the risks they carry will be informed, and information will be given about MFAG and emergency response methods. The protective clothing to be used during handling or in case of an accident will be determined and supplied in accordance with the load type and will be kept ready for use.

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

Respirators must be kept in the excavator. In addition, the gas measuring device will be kept in continuous operation in the excavator to be operated in the warehouse. Before the start of handling, all personnel (including vehicle/truck operators) who will take part in the handling will be informed about the dangers of dangerous goods, and warning signs indicating the danger will be posted in the handling areas.

The existing alarm system and the camera system that will keep the handling under control and recording will be checked. It will be checked that there are no obstacles on the transportation roads so that the Dangerous Goods will leave the port as soon as possible from the place where they are handled.

Before handling, the details of the unloading/loading plan will be discussed with the ship's captain, it will be confirmed whether there are remnants of the previous cargo or whether there are other dangerous cargoes that require separation in the warehouses, and it will be ensured that both the captain and the ship personnel are aware of the dangers of the dangerous cargo handled.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	83 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

It will be ensured that the dangerous goods are transported in vehicles equipped with proper labels and plaques and the necessary equipment. The handling of dangerous solid bulk cargoes and other issues regarding their loading/unloading will be carried out within the framework of the relevant legislation.

After acceptance of a new dangerous cargo to be handled, a handling procedure will be established, this procedure will be added to the TMR and training and information will be given to the relevant personnel. While creating the procedure, the purpose, the decisions to be taken during the meeting, the risks in terms of occupational safety and health, and the rules to be applied.

## **POSSIBLE HAZARDS OF DANGEROUS SOLID BULK LOADS**


The hazards of the Dangerous Solid Bulk Cargoes to be handled at the Port Facility are specified in the relevant SDS's and the IMDG CODE book. However, regardless of the characteristics of the dangerous goods, the precautions for the following hazards will be taken for each dangerous cargo.

### **Emission of hazardous dusts:**

All practicable measures shall be taken to prevent or minimize the generation of such dust emissions and to protect people and the environment from these emissions. All employees will be warned that personal washing and hygiene as well as used clothes should be washed after handling the dangerous cargo. During handling, appropriate protective clothing, respiratory protection and, when needed, protective creams will be provided to the employees according to the type of hazard.

### **Hazardous vapor emission/oxygen deficiency:**

Where the transport, handling or stowage of dangerous liquid bulk cargoes may result in toxic or flammable vapor emissions, all practicable measures shall be taken to prevent or minimize the generation of such vapor emissions and to protect people and the environment from such emissions. Appropriate instruments shall be available for measuring the concentration of toxic or flammable vapors when dangerous solid bulk cargoes that may emit toxic or flammable vapors are transported, transported or stacked. Except in an emergency; No one shall be allowed into a confined space where dangerous bulk solids emitting such toxic or flammable vapor are stowed or where oxygen is insufficient, unless it is

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	84 / 129
	<b>Dangerous Goods Handling Guide</b>			

determined that the atmosphere in the area is not hazardous to human health or safety. If it is necessary to enter this area during an emergency, a self-contained breathing apparatus will be used in accordance with the closed area entry procedures for the person entering this area.

#### **Explosive Dust Emissions:**

When dangerous solid bulk cargoes are transported or transported 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 does occur. Measures to be taken include indoor ventilation to limit dust concentration in the atmosphere, avoiding sources of ignition, minimizing material wall lengths, and hosing rather than sweeping.

#### **Simultaneously flammable substances and substances that react with water:**

Dangerous solid bulk cargoes which, in contact with water, can turn into flammable or toxic vapors or cause a simultaneous explosion, shall be kept as dry as possible. Such loads will only be transported under dry weather conditions.

#### **Oxidizing agents:**

Dangerous solid bulk cargoes, which are an oxidizing agent, will be transported, transported and stacked in such a way as to prevent contamination with flammable or carbon-containing materials. Oxidizing agents shall be kept away from any source of heat or ignition.

#### **Inappropriate materials:**


Dangerous solid bulk cargoes shall not be transported, transported or stacked in a way that prevents dangerous interaction with unsuitable materials.

#### **Segregation Rules for Solid Bulk Cargoes:**

An example of general principles for stowing and separating dangerous cargoes is shown below.

In a remote area, less stringent regulations may be acceptable. If a port is located near residential areas, chemical plants or tank farms, it may be necessary to enforce stricter stacking and separation requirements.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	85 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

## NOTES TO THE TABLE

- Class 1 (except division 1.4S), 6.2 and 7 cargoes are only allowed to stop in the port area for direct shipping or delivery. These classes are not included in the table. However, if due to unforeseen circumstances these cargoes have to be held temporarily, they must be in certain areas. Separation requirements of the individual class should be taken into account by the port authority when specific requirements are established as set out in the IMDG Law.

- Port receiving and holding dangerous cargoes of Class 1 (except those in section 1.4S), Class 6.2 and Class 7 should be subject to specific rules for each port, as the loading facilities available at each facility or quay vary considerably.


All cargo delivered in the port area must be documented, packaged, labeled, marked or labeled in accordance with the IMDG Code (International Code for Dangerous Cargoes Transported by Sea).

Separation of dangerous cargoes should be as follows in accordance with Chapter 7.2 of IMDG Code.

### For packages/IBC/trailers/flat racks or platform-based containers:

0 = not required to be parsed unless deemed necessary in individual charts.

a = kept away - must be separated at least 3 m apart.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	86 / 129
	<b>Dangerous Goods Handling Guide</b>			

s = must be separated - at least 6 m in open areas and at least 12 m in port holds or warehouses unless separated by an approved fire firewall.

- **For closed containers/mobile tanks/closed road vehicles:**

0 = does not need to be parsed.

a = should be kept away - does not need to be decomposed.

s = must be separated - at least 3 m longitudinally and laterally in open areas, at least 6 m longitudinally and laterally in port holds or warehouses unless separated by an approved fire safety wall. must be separated.


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

0 = does not need to be parsed.

a = should be kept away - at least 3 m. must be separated at a distance.

s = must be separated - in open areas, at least 6 m longitudinally and laterally, at least 12 m longitudinally and laterally in port holds or warehouses unless separated by an approved fire safety wall. must be separated.

- For freight containers, mobile tanks, trucks, flat racks or platform-based containers or railway wagons; consecutive railway cars, if longitudinal buffer space is required, a distance of 3 meters corresponds to the width of a standard 20' container or monorail, a trailer lane.
- In the segregation table shown, "0" is used to indicate those that do not need to be discriminated in general, together with the consultation of the separately specified requirements in the IMDG Coded Dangerous Goods list. However, according to the IMDG Code (7.2.1.16) these recommendations in the general distinction table use "X" instead of "0". This difference is intentionally made to highlight the difference in the use of parsing tables.


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	87 / 129
	<b>Dangerous Goods Handling Guide</b>			

## 1. COAL HANDLING INSTRUCTIONS

### During Coal Handling;

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

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	88 / 129
	<b>Dangerous Goods Handling Guide</b>			

- Before evacuation, hatch covers will be opened and ventilation will be performed.

SLIP ANGLE	BULK DENSITY (kg/m <sup>3</sup> )	STACKING FACTOR (m <sup>3</sup> /t)
It is invalid	654-1256	0.79-1.53
MATERIAL DIMENSIONS	CLASS	GROUP
It can be up to 50 mm.	MHB	B (and A)

#### **Hazards:**

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

#### **Stacking and Separation Conditions:**


1. Unless otherwise expressly stated, the walls of the cargo volumes where this load is carried will be resistant to fire and liquid leaks.
2. This cargo is included in classes 1 (section 1.4), 2, 3, 4 and 5 and will be "segregated" from packaged products (see IMDG Code) and solid bulk materials of Classes 4 and 5.1.
3. The products included in Class 5.1 will not be allowed to be loaded in packages above or below this load in solid bulk condition.
4. The captain will ensure that this load is not loaded adjacent to hot areas.
5. This cargo shall be "separated in the longitudinal direction by a complete bulkhead or hatch" from Class 1 products other than Division 1.4.

#### **Precautions Against Ventilation Conditions:**

Dangerous Solid Bulk Cargoes that will require ventilation conditions are not handled and stored in our port facility. It is not allowed to store the coal load in the closed area.

#### **Measures:**

- In case of fire, the measures specified in Article 8 of this document and in the Hazardous Material Emergency Plan are applied.
- All port personnel should be warned against the risks of METHANE and CARBON MONOXIDE gases that will occur in the warehouses, and the warehouses should be ventilated and entered into the warehouses upon arrival of the ship. In case of burning, a


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	89 / 129
	<b>Dangerous Goods Handling Guide</b>			

safe and suitable area should be determined outside the stock area where the goods can be taken from the warehouse and laid to be cooled.

- A side cooling system (pressurized water squeezing), breathing apparatus (excavators to work in the warehouse) should always be available at the port.
- Gas measurements are not only in the warehouses, if there will be work; It should also be done in closed areas adjacent to the warehouse, in closed areas such as roller shutters, warehouses, portholes on the deck. Port personnel should be reminded not to enter a closed area where measurements have not been made for any reason. Evacuation officers should not enter the void spaces between the holds, for whatever reason.
- Since methane gas is lighter than air, it will accumulate at the top of the closed section. Therefore, as long as the evacuation continues, gas measurements should be continued in the excavators working in the warehouses.
- A construction machine operator and those working in the warehouse should never be left alone in the warehouse. Employees inside the warehouse are constantly observed by the helm from outside the warehouse.
- Evacuation workers should be warned not to enter void spaces between holds and closed areas on the deck without measuring.
- If the combustion is close to the surface, the coal in this region can be extinguished by taking it to the beach. If the coal is on fire on the beach, it is appropriate to spray intense water, spray foam or throw sand on it.
- Water should not be sprayed into the warehouse. However, for cooling purposes, cold water can be applied to the outside of the warehouse.
- If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.

## **EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE**

If the Combustion Has Started Before the Ship Arrives, if the ship is near the port and plans to continue the voyage and berth to the pier, the necessary preparations should be started at the pier immediately. Emergency teams stand by ready to intervene. Upon arrival of the ship, it should be prepared for squeezing cold water on the side, keeping the hatch covers closed or opening and

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	90 / 129
	<b>Dangerous Goods Handling Guide</b>			

squeezing foam. Preparations should be made for transporting the heated/burning coal to the designated area outside the stock area, which is suitable for taking out of the warehouse and laying it out to cool. Cooling should continue in this area. This situation should be reported to the Port Authority and Customs. The following measures can be taken according to the region and location of the combustion;

- If the combustion is close to the surface, the coal in this region can be extinguished by taking it to the beach. If the coal is on fire on the beach, it is appropriate to spray intense water, spray foam or throw sand on it.
- Water should not be sprayed into the warehouse. However, for cooling purposes, cold water can be applied to the outside of the warehouse.
- If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.
- Closing the hatch covers to end the combustion, cooling the ship's side by spraying water from the outside, foaming to prevent contact with oxygen should be applied.

## 2. LIGNITE HANDLING INSTRUCTIONS (LIGNITE BRICKETS)

**DESCRIPTION:** Brown coal (lignite) briquettes are lignite particles compressed into blocks by drying and pressing.

### CHARACTERISTICS


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

### DANGER

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

### STACKING AND SEPARATION CONDITIONS

See the Appendix to this section.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	91 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **WAREHOUSE CLEANING**

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

## **PRECAUTIONS AGAINST WEATHER CONDITIONS**

There are no special conditions.

## **LOADING**

See the Appendix to this section

## **MEASURES**

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

## **VENTILATION**

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

## **TRANSPORT**

See the Appendix to this section.

## **EVACUATION**

See the Appendix to this section.

## **CLEANING**


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

## **EMERGENCY PROCEDURES**

### **SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE**

None



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	92 / 129
	<b>Dangerous Goods Handling Guide</b>			

### **EMERGENCY PROCEDURES**

None

### **EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE**

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

### **MEDICAL FIRST AID**

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

## **NOTES**

The use of CO2 or inert gas should not be resorted to until the fire is visible.


### **Considerations in Handling of Lignite Briquettes**

## **DANGER**

1. This load can easily ignite, self-heat and consume the oxygen in the load volume.
2. It is possible for this charge to be oxidized, resulting in an increase in the carbon dioxide ratio as oxygen is depleted in the charge volume (see also section 3).
3. This load may self-heat and ignite in the enclosed space. In the event of self-heating, various flammable and toxic gases may be produced, including carbon monoxide. Carbon monoxide is an odorless gas slightly lighter than air, 12% by volume with air -
4. Mixtures in the 75% range are flammable. Toxic if inhaled, it binds to hemoglobin in the blood 200 times more than oxygen. The recommended exposure limit (TLV) for carbon monoxide is 50 ppm.


## **STACKING AND SEPARATION CONDITIONS**

1. The walls of the cargo volumes where these loads are carried will be resistant to fire and liquid leaks.
2. This cargo will be "segregated" from packaged products in classes 1 (Section 1.4), 2, 3, 4 and 5 (see IMDG Code) and solid bulk materials in classes 4 and 5.1.
3. The products included in Class 5.1 will not be allowed to be loaded in packages above or below this load in solid bulk condition.
4. This cargo shall be "separated in the longitudinal direction by a complete bulkhead or hatch" from Class 1 products other than Division 1.4.
5. this load will not be stacked adjacent to hot areas.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	93 / 129
	<b>Dangerous Goods Handling Guide</b>			

## LOADING

1. Prior to loading, the loader or his designated agent shall give the Captain in writing the characteristics of the Cargo and the recommended safe handling procedures to be followed during the loading and transportation of the cargo . In this written declaration, at a minimum, the contract specifications in terms of moisture percentage of the load, sulfur content and material dimensions will be specified.
2. This load will be stored starting 7 days before loading. This practice significantly reduces the risk of self-ignition during subsequent transport, storage and handling.
3. Before loading this cargo, the captain will have fulfilled the following conditions:
  - It will be checked whether the hatches of open decks and hatches are regularly closed, and their air tightness will be maintained throughout the voyage;
  - All electrical wiring and components in load volumes and adjacent enclosed spaces shall be intact. Said electrical cables and components shall be of a safe type suitable for use in flammable and/or dusty atmospheres or shall be positively insulated. The provisions of this article do not need to be applied in engine rooms that are separated from the cargo volume by a gas-tight bulkhead and there is no direct access in between.
4. Smoking and use of open flames will not be allowed in cargo volumes and adjacent volumes, necessary warning signs will be hung in visible places. No fires or welding, cutting and similar operations using open flames will be permitted near or adjacent to the cargo volumes containing this cargo.
5. This load will not be dropped from a distance higher than one meter in order to minimize the negative effects such as dust and fine grain formation during loading.
6. Loading into a cargo volume shall be completed as soon as possible without interruption. Hot spots can occur in cargo volumes that are kept open for more than six days (or shorter if the temperature is above 30°C).
7. In order to prevent the formation of gas pockets in the cargo and to allow air to penetrate into the structure of the briquettes, the captain will see that the material surface is sufficiently leveled by spreading towards the walls of the cargo volume before sailing. Doors opening

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	94 / 129
	<b>Dangerous Goods Handling Guide</b>			

to the cargo volume will be closed sufficiently hermetically. The shipper will ensure that the loading terminal offers the captain the cooperation he will need.

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

## MEASURES


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

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

2. It is recommended to have equipment that can monitor the temperature range of 0°C to 100°C so that the load temperature can be measured during the voyage without the need to enter the load volume.
  - the number of cargo volumes where the problem is seen;
  - measurements of carbon monoxide, methane and oxygen concentrations;
  - load temperature, measurement location and measurement method used, if data is available;
  - date/time of gas analysis (follow-up chart);
  - the amount of cargo in the cargo volume(s) where the problem is experienced;
  - an explanation of the load based on the loader's declaration and the special precautions specified in that declaration;
  - loading date and estimated time of arrival (ETA) at destination port of discharge (port name to be specified); And
  - other comments, if any, or observations that the captain thinks should be reported.

## EVACUATION

1. Before and during evacuation:

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	95 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

### 3. PETROLEUM COKE HANDLING INSTRUCTIONS (calcined or uncalcined)

#### EXPLANATION

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

#### CHARACTERISTICS

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


#### DANGER

In case of not complying with the conditions specified in this section during loading and transportation, non-calcined petcoke may self-heat and catch fire.

This charge is not flammable or has a low risk of fire.

#### STACKING AND SEPARATION CONDITIONS

"Separate" from foodstuffs.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	96 / 129
	<b>Dangerous Goods Handling Guide</b>			

All products of Class 1, Divisions 1.1 and 1.5 shall be "separated in the longitudinal direction by a complete partition or hatch".

It will be "separated by a full compartment or warehouse" from all other dangerous materials and dangerous goods (in packaged and solid bulk).

### **WAREHOUSE CLEANING**

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

### **LOADING**

1- If this cargo is to be loaded into the cargo volume on a tank containing fuel or similar materials with a flash point below 93°C; When the temperature of the load is 55°C or higher, first some load with a temperature of 44°C or below will be laid at least 0.6 m thick and completely covering the surface to be loaded.

2- If the thickness of the remaining hot load will be higher than 1.0 m after the loading preparation is made in accordance with the above condition when the load temperature is 55°C or above, the hot load will first be loaded in a layer with a thickness between 0.6 m and 1.0 m.

3-After the laying of the layer(s) in accordance with the above paragraphs, the loading will continue as normal.

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

### **MEASURES**

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

### **SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE**

Protective clothing (fire resistant boots, gloves, overalls, hood).

Scuba gas mask.

Water spray nozzles.

### **EMERGENCY PROCEDURES**

Wear protective clothing, wear a scuba gas mask.


### **EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE**

Stuff the fire; Use if the ship has a fixed firefighting installation.

Airing may be sufficient to contain the fire.

### **MEDICAL FIRST AID**

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	97 / 129
	<b>Dangerous Goods Handling Guide</b>			

### **During Petrocoke Handling:**


- All personnel involved in the handling of petrocoke keep their protective clothing and equipment fully ready for use. These;

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

Skin : Gloves should be used.

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

- Additional protective equipment and equipment for petroleum coke for emergencies are kept ready in the handling area.
- It is ensured that the team in charge of responding to emergencies receives the necessary training in line with their duties. Personnel who are not informed about the emergency plan and medical first aid guide and who are not trained in how to use this guide will not be assigned to this operation.
- Personnel who do not have the necessary training and information regarding petcoke handling will not be assigned to this operation.
- All port personnel should be warned against the risks of carbon monoxide gases that will occur in the warehouses and handling should be started after the warehouses are ventilated upon arrival of the ship.
- Employees in the operation should not enter the void spaces between the warehouses for whatever reason.
- The port personnel are allowed to enter the warehouse for warehouse cleaning at the end of the operation, except for this condition, it is ensured that they do not enter a closed area for any reason.
- Onboard cooling system (pressurized water extraction), breathing devices (excavators to work in the warehouse) and first aid materials should always be available at the port.
- Gas measurements in excavators working in warehouses should be continued throughout the work. Protective clothing (fire resistant boots, gloves, overalls, headgear, equipment and gas mask) to be used for emergencies should be ready for use in the administrative building.
- The construction equipment operator and those working in the warehouse should never be left alone. It must be constantly observed by the cox from outside the hatch.
- Eating, drinking and smoking are strictly prohibited during handling. Remove the deformed and heavily soiled personal protective materials after the operation, wash them before reuse or inform the operation chief to obtain a new one.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	98 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### 4. ALUMINUM HYDROXIDE HANDLING INSTRUCTIONS

##### EXPLANATION

Alumina hydrate is a moist, white (light colored) and odorless powder in fine powder form. It is insoluble in water and is an organic liquid.

##### CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m3)	STACKING FACTOR (m3/t)
It is invalid	500-1500	0.67-2.0
MATERIAL DIMENSIONS	CLASS	GROUP
fine powder	MHB	A and B

##### DANGER

If the moisture in this cargo exceeds the Portable Moisture Limit (TLM) during shipping, it may liquefy. See Sections 7 and 8 of this Code. Alumina Hydrate powder is a very abrasive and sharp powder. Irritating to eyes, skin and mucous membranes.

This load does not ignite easily or has a low risk of fire.

##### STACKING AND SEPARATION

It should be kept separate from oxidizing agents.

##### WAREHOUSE CLEANING

Regarding the cargo, it should be kept clean and dry.

##### PRECAUTIONS AGAINST WEATHER CONDITIONS

When transporting this cargo on a ship rather than a cargo ship constructed meeting the requirements of subclause 7.3.2, the following provisions shall be met:


- .1 During loading operations and cruising, the moisture content of the load will be less than TML,
- .2 The load cannot be handled during precipitation,
- .3 Contrary to what is given under this heading, during the handling of the load, inoperative covers will be closed in the load sections where the load is loaded or will be loaded,
- .4 The load can be handled during precipitation within the conditions specified in section 4.3.3 of this load,
- .5 The cargo is discharged during precipitation, provided that all the cargo in the cargo section is discharged at the port.

##### LOADING

It is loaded in accordance with the relevant provisions required under Sections 4 and 5 of the IMSBC Code.

##### MEASURES

The bilge well will be clean and dry and will be closed to prevent the entry of cargo. The bilge system of the load section where the load will be placed will be tested to ensure that it is working. Appropriate measures will be taken to protect machinery and accommodation areas from cargo dust. Care will be taken

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	99 / 129
	<b>Dangerous Goods Handling Guide</b>			

to protect equipment from load dust. Persons who will be exposed to load dust should wear goggles or not wear dust protection equipment and dust filter masks to protect their eyes. If necessary, these people will need to wear protective clothing.

#### **VENTILATION**

There are no special requirements.

#### **TRANSPORT**

The surface of the load will be checked regularly during the voyage. If there is free water on the cargo or if it is observed that the cargo surface is in a liquid state during the cruise, the ship's captain will take measures to prevent the cargo from moving and the ship from capsizing, and will consider making an emergency entrance to the refuge area.

#### **EVACUATION**

There are no special requirements.

#### **CLEANING**

After unloading, the water used for cleaning the cargo area will not be pumped by the fixed bilge pump. A portable pump will be used to dewater the cargo area when necessary.

#### **EMERGENCY PROCEDURES**

##### **SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE**

Protective clothing (gloves, boots, overalls, hood).  
Self-contained breathing apparatus.

##### **EMERGENCY PROCEDURES**

Wear protective clothing and self-contained breathing apparatus.

##### **EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE**

None (not flammable).

##### **MEDICAL FIRST AID**

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

### **MSDS INFORMATION**

#### **First aid measures**


#### **Description of First Aid Measures**

Events to the detriment of personnel using the product are not known. If necessary, take the general precautions outlined below.

**INHALATION:** Remove person to fresh air. If breathing is interrupted, give artificial respiration. Get medical advice/help.

**INGESTION:** Get medical advice / assistance. Try to induce vomiting only on doctor's advice. If the person is unconscious, do not give anything by mouth.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	100 / 129
	<b>Dangerous Goods Handling Guide</b>			

**Eyes And Skin Contact:** Wash with plenty of water. If irritation persists, consult a doctor.

#### **Most important symptoms and effects, both acute and delayed**

No known health hazards from the product.

#### **Indication of need for medical attention and special treatment**

No information.

#### **Fire Extinguishers**

**Suitable Extinguishing Agents:** Fire extinguishing equipment is commonly used types: carbon dioxide, foam, powder and water vapour.

**Unsuitable Extinguishing Media :** No particularly unsuitable equipment.

#### **Special hazards arising from the substance or mixture**

Avoid inhaling combustion products.

#### **Advice for firefighters**

**General Information:** Cool containers with water jets to prevent product decomposition and formation of potentially harmful substances. Always use full fire protection equipment. Collect extinguishing water to prevent it from draining into the sewer system. Contaminated water and fire residues used for firefighting must be disposed of in accordance with applicable regulations.


**Special Protective Equipment for Fire Fighters :** Self-contained open circuit compressed air breathing apparatus (EN 137), fire fighting protective clothing (EN 469), protective gloves for firefighters (EN 659) and fire fighting boots (HO A 29). or A30) normal firefighting equipment.

#### **Handling And Storage**

Handle the product after reading all other sections of this safety data sheet. Prevent the product from spreading to the environment. Do not eat, drink or smoke during use.

#### **Conditions for safe storage, including any incompatibilities**

Store the product in clearly labeled containers. Keep containers away from potentially incompatible materials, checking the instructions in Section 10.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	101 / 129
	<b>Dangerous Goods Handling Guide</b>			

## Exposure Controls/Personal Protection

**Control parameters :** No exposure limit.

**Exposure controls :** Observe customary safety precautions when handling chemicals.

**Hand Protection:** Use nitrile rubber gloves.

**Skin Protection:** Use appropriate personal protective equipment.

**Eye Protection:** Eye protection goggles

**Respiratory Protection:** Not required unless otherwise specified in the chemical risk assessment.

**Environmental Exposure Controls:** Emissions from manufacturing processes, including emissions from ventilation devices, should be controlled for compliance with environmental protection normatives.

## 5. MONOCALCIUM PHOSPHATE

### EXPLANATION

The product consists of monocalciumphosphate, monohydrate. granular. Light grey. Odorless.

### FEATURES

PHYSICAL PROPERTIES			
DIMENSION	SLIP ANGLE	BULK DENSITY (kg/m <sup>3</sup> )	STACK FACTOR (m <sup>3</sup> / t)
0.2mm to 2mm	about 32°	900 to 1,100	0.91 to 1.11
Hazard classification			
CLASS	SECONDARY HAZARD(S)	MHB	GROUP
Not applicable	Not applicable	CR	A and B

### DANGER


Potential inhalation hazard and eye irritation from monocalciumphosphate powder during handling, placement and shipping.

This cargo is not flammable or has a low risk of fire.

### WEATHER PRECAUTIONS

When cargo is carried on a ship other than a ship complying with the requirements of 7.3.2 of this Code, the following provisions shall be complied with:

- the moisture content of the cargo should be kept less than its TML during loading operations and travel;

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	102 / 129
	<b>Dangerous Goods Handling Guide</b>			

- .2 cargo will not be handled during precipitation unless expressly stated otherwise in this particular program;
- .3 unless expressly stated otherwise in this particular program, all inoperative hatches of the cargo areas where the cargo is or will be loaded must be closed during cargo handling;
- .4 cargo may be handled during precipitation under the conditions specified in the procedures required in 4.3.3 of this Code; And
- .5 Cargo in a cargo space may be discharged during precipitation provided that the total amount of cargo in the cargo space is discharged at the port.

## **LOADING**

The relevant provisions required under sections 4 and 5 of the IMSBC Code apply.

## **MEASURES**

Appropriate measures shall be taken to protect machinery and accommodation spaces from the dust of the cargo. Bilge wells of cargo spaces shall be protected against cargo ingress. Due care shall be taken to protect the equipment from the dust of the load. Persons who may be exposed to the dust of the cargo will wear protective clothing, gloves, goggles or equivalent dust eye protection and dust filter mask when necessary.

## **VENTILATION**

No special requirements.

## **TRANSPORT**


The appearance of the surface of this load will be checked regularly during the journey. If free water or a liquid state of the cargo is observed during the voyage, the master will take appropriate measures to prevent the cargo from slipping and potential capsize of the vessel and consider seeking emergency access to a shelter.

## **DISCHARGE**

No special requirements.

## **CLEANING**

Avoid processes that generate dust.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	103 / 129
	<b>Dangerous Goods Handling Guide</b>			

## EMERGENCY PROCEDURES

<p><b>Special emergency equipment to be transported</b> Protective clothing (gloves, boots, overalls and hoods). Self-contained breathing apparatus.</p>
<p><b>Emergency procedures</b> Wear protective clothing and self-contained breathing apparatus.</p> <p><b>Emergency response in case of fire</b> Batten down; Use the ship's fixed firefighting installations, if available. It may be sufficient to leave the air outside to control the fire.</p> <p><b>medical first aid</b> <i>the Medical First Aid Manual (MFA) as amended .</i></p>

Chemical characterization / CAS no. / EC no. /  
Hazard classification & labelling according to  
Regulation (EC) no. 1272/2008.

10031-30-8 / 600-059-8




Warning! / Causes serious eye irritation, causes skin irritation  
and may cause respiratory irritation.

Threshold limit value: (TLV)	Occupational Exposure Limit - ACGIH TLV 10 mg/m <sup>3</sup> (inhalable) 8-hr TWA, 3 mg/m <sup>3</sup> (respirable) 8-hr TWA - OSHA PEL 15 mg/ m <sup>3</sup> (total dust) 8-hr TWA, 5mg/ m <sup>3</sup> (respirable) 8-hr TWA
	OSHA and ACGIH have not established specific exposure limits for this material. However, OSHA and ACGIH have established limits for particulates not otherwise regulated (PNOR) and particulates not otherwise classified (PNOC) which are the least stringent exposure limits applicable to dusts.


## Weather Precautions

Does not react with rain water

Eye contact:	Dust may irritate the eyes. Immediately flush eyes with copious amounts of water for at least 15 minutes. Assure adequate flushing of eyes by separating eyelids with fingers.
Skin Contact:	May be irritating after prolonged contact. Immediately flush skin with soap and copious amounts of water at least 15 minutes while removing contaminated clothing and shoes. Remove and wash contaminated clothing before reuse.
Inhalation:	Breathing dust may irritate the nose, throat and cause chest discomfort. Remove to fresh air not breathing give artificial respiration. If breathing is difficult, give oxygen.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	104 / 129
	<b>Dangerous Goods Handling Guide</b>			


Ingestion:	Ingestion of large quantities may cause abdominal cramps, nausea, vomiting and diarrhoea. Wash out mouth with water. Call a physician. Note: Do not give liquids to an unconscious person.
Chronic effects:	n/a
<b>4. Fire – fighting measures</b>	
Extinguishing media:	This product does not burn or support combustion. Use extinguishing media appropriate for surrounding fire.
Fire and thermal decomposition products:	Thermal decomposition may produce toxic fumes of phosphorous oxides and/or phosphine.
Fire fighting procedure:	This product is non – flammable.
Special protective equipment:	-
For fire – fighters :	Wear a self – contained breathing apparatus with a full face piece operated in the positive pressure demand mode with appropriate turn-out gear and chemical resistant personal protective equipment.
Unusual fire and explosion hazards:	N/A

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	105 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **ANNEX-19.1/ DANGEROUS GOODS OPERATIONS RESPONSIBLE WORK DESCRIPTION**

When assigning a Dangerous Goods Operations Supervisor, it is required to have the following qualifications.

1. Handling dangerous cargoes and instructing the port personnel/subcontractors on stopping and starting the ship operation, etc. must be authorized in writing.
2. Must have received IMDG CODE training and have the relevant certificate.
3. Must have sufficient experience that has taken part in port operations before.
4. Must be at least a college graduate and have a foreign language level to communicate with both ships and foreign senders.
5. Before coming to the port facility, the dangerous goods that will come to the port facility, by examining the documents coming to the reception facility:
  - a) Determines the name of the dangerous cargo/loads,
  - b) Revises the procedures related to the handling and loading/discharge of dangerous goods.
  - c) Determines the necessary safety measures to be taken by working on the dangers that may arise from the dangerous cargo.
  - d) Determines the protective equipment for the personnel who will load/discharge and handle the dangerous cargo.
  - e) It informs them by holding a coordination meeting with the persons who will carry out the loading/discharging and handling of dangerous goods.
6. It helps to implement the "Accident Prevention Policy" determined at the port facility in order to prevent accidents that may occur during the handling of dangerous goods, to ensure the safety of life, property and the environment, and to minimize the damage of possible accidents to people and the environment.
7. When a nonconformity is detected in the handling of Dangerous Goods, the handling operation is stopped and the nonconformity is eliminated.
8. It constantly controls the fire, safety and security measures taken in the facility and ensures that the deficiencies are eliminated immediately.
9. It ensures that the Port facility personnel and seafarers involved in dangerous cargo handling wear protective clothing during loading, unloading and storage.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	106 / 129
	<b>Dangerous Goods Handling Guide</b>			

10. It ensures that the persons who will fight the fire in the dangerous cargo handling area are equipped with firefighter equipment and that fire extinguishers, first aid units and equipment are always ready for use.

11. He/she is aware of the applications in the emergency evacuation plan for the evacuation of ships and marine vehicles from the Port facilities in case of emergency and coordinates the operation.

12. It checks that the persons involved in the loading, unloading and handling of dangerous goods have received dangerous goods training and have a certificate. It allows incompetent personnel to work for a short time only under the control of personnel with sufficient certificates.

13. It ensures that dangerous goods are transported, handled, sorted, stacked, temporarily held and inspected safely and in accordance with the rules by appropriately qualified, trained personnel who have taken occupational safety precautions.

14. It checks that all mandatory documents, information and documents related to dangerous goods are included with the cargo. When it detects a deficiency, it does not allow the cargo to be handled.

15. It checks the relevant documents in order to confirm that the dangerous goods entering its facilities are defined, classified, certified, packaged, labeled, declared, safely loaded and transported in accordance with the procedure.

16. It keeps the current list of all dangerous goods in the operation area.

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

18. It ensures that emergency arrangements are made and that all relevant persons are informed about these issues.


19. Reports dangerous cargo accidents to the port authority.

20. It provides the necessary support and cooperation in the controls made by the official authorities.

21. It prevents ships and marine vehicles carrying dangerous goods from berthing to the pier and quay without the permission of the port authority.

22. In case of an accident caused by dangerous goods, it initiates the necessary emergency response by taking into account the EmS and Emergency Plan.

23. It keeps the IMDG CODE and other documents ready for use at any time regarding the cargo handled at the port facilities.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	107 / 129
	<b>Dangerous Goods Handling Guide</b>			


24. During the handling and/or storage of dangerous goods at the port facility, it ensures the implementation of the procedure for hot work and processes, taking into account the procedure prepared for the hot work to be done at the facility.

25. It takes the necessary arrangements and measures to prevent the dangerous goods handled at the port facility from contaminating the sea, soil, water or areas where water is discharged.

26. It provides medical first aid to people who are affected by the damages of dangerous goods and those who require first aid as a result of accidents involving these loads, taking into account the "Medical First Aid Guide (MFAG)" in the annex of IMDG CODE, and transferring them to the nearest hospital as soon as possible.


27. Used in dangerous goods handling and stacking operations and operated with power.



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	108 / 129
	<b>Dangerous Goods Handling Guide</b>			


## **ANNEX-19.2 / DUTIES AND RESPONSIBILITIES OF SHIFT SUPERVISOR IN HANDLING HAZARDOUS SOLID BULK MATERIAL**

1. Controls the personnel equipped with the necessary protective equipment before the operation.
2. Makes the necessary warnings and controls the trucks so that they do not load excessively.
3. The drivers check that the vehicle is waiting for the specified point away from the vehicle during loading and unloading and that the driver has the necessary protection equipment and certificate.
4. It controls the occupational safety in the working area, the control of the equipment, the entrance and exit of the external persons, the safe handling of the load, the environmental cleaning and the proper execution of these works.
5. Organizes the working order with the 2nd Captain of the Ship.
6. Coordinates with the Planning Specialist, ensures the loading/unloading according to the approved cargo plan.
7. Performs the necessary separation according to the classes of dangerous goods.
8. Takes necessary precautions to prevent unauthorized persons from accessing the transport areas while dangerous goods are being transported.
9. If there is a problem in the containment of dangerous goods, it ensures that the necessary steps are taken to minimize the existing risks for people and their negative effects on the environment.
10. In case the ship evacuation is partially finished, gas measurements are made before the assignment is made for the discharge of the cargo remaining in the ship's hold.
11. During the handling of dangerous solid cargoes, it ensures that a tarpaulin is laid between the ship and the quay and appoints a responsible person for the cargo dispersed to the environment.
12. In the areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled, the concentration of toxic or flammable gas that they may form and their possible spread are regularly checked with gas measuring devices and the measurements are recorded.
13. It ensures that the areas where dangerous cargoes are stored, which burn by themselves but are not affected by water, are equipped with water cannons and irrigation operations are carried out in a way that prevents burning.
14. DGHG acts according to the checklists in Annex-19.3 and Annex-19.4.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	109 / 129
	<b>Dangerous Goods Handling Guide</b>			


### ANNEX-19.3 / DANGEROUS CARGO HANDLING PROCEDURES FORM (GENERAL)

NO	JOB	DGSC	OP. RES	Formen
<b>ACCEPTANCE OF LOAD</b>				
1	An operation meeting is held at least 1 day before loading and unloading.	X	X	X
2	SDS form of the load is provided.		X	
3	On a ship carrying packaged dangerous goods, a special list or manifest is requested, stating the dangerous goods, marine pollutants and their location on the ship. (IMO FAL form 7)		X	
4	The Certificate of Conformity for the ship carrying dangerous goods will be checked.		X	
5	A plan of approved cargo handling/discharge is requested		X	
6	Regarding the Dangerous cargo/s to be accepted to the port; 1. Risk arising from dangerous cargo 2. Interaction with Dangerous Goods present in the Port facility, 3. Interaction with the cargoes planned to be accepted to the Port facility in the near future, 4. Stacking conditions 5. Separation conditions 6. Material and equipment needs in terms of Emergency Response 7. Adequacy of Emergency Response teams 8. Interaction with/from neighboring facilities Acceptance / rejection or administrative decision is taken by considering the subjects within the scope of current IMDG CODE documents.		X	
7	If a decision is made to accept the dangerous cargo, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is started.		X	
8	The equipment, crane, crew, number of posts and berth to be used are determined.		X	
9	The personnel who will work in the operation and in the emergency response are informed about the danger of the load and the necessary protective equipment is provided.		X	
10	Necessary warnings and warning signs are provided around the handling area		X	

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	110 / 129
	<b>Dangerous Goods Handling Guide</b>			

#### ANNEX-19.4 / HANDLING OF HAZARDOUS SOLID BULK LOADS CHECKLIST

NO	JOB	TMGD	OP. RES	Formen
<b>HANDLING</b>				
1	Necessary warnings are made so that the trucks do not load excessively. After loading, the trucks will definitely be covered.		X	X
2	Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protection equipment.		X	X
3	Occupational safety, control of equipment, entrance and exit of external persons, safe handling of the load, environmental cleaning and control of these works will be carried out in the working area..			X
4	Loading and unloading control will be carried out in accordance with the cargo plan.			X
5	In case the ship evacuation is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.		X	X
6	A tarpaulin is laid between the ship and the quay, and a responsible person is determined in a cleaning for the loads scattered around.		X	X
7	While determining the areas to be handled according to the risks of dangerous goods; Administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.	X	X	X
8	The concentration of toxic or flammable gas and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded in the areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled.	X	X	
9	The areas around the areas where dangerous cargoes are stored, such as coal that burn by itself but are not affected by water, will be equipped with water cannons and irrigation operations will be carried out in a way to prevent burning. While declaring the temporary storage area, it will be taken into account whether the surrounding of the area has a drainage system to collect polluted water.	X	X	X
10	Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during discharging or loading onto the ship will be kept between the ship and the pier during the operation.		X	X
11	The master of the ship that will load/discharge the dangerous solid bulk cargo shall take the detailed loading/discharge plan, which includes the details of the position and quantities of the cargo in question on the ship,		X	X

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	111 / 129
	<b>Dangerous Goods Handling Guide</b>			


	ship's master and the operation manager regarding the said loading/discharge plan.			
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## ANNEX-20 / ACCIDENTAL PREVENTION POLICY

The basics of the Accident Prevention Policy on Hazardous Substances, which will be implemented in full compliance with the Occupational Health, Safety and Environmental Policy of the Port Facility, are determined to prevent fire and accidents, and not to harm people and the environment.


### **Especially during Dangerous Goods Handling, Loading and Unloading:**

- In all activities carried out at the facility, the first priority is to prevent accidents or minimize their risks,
- Preventing our employees from being injured in work accidents or being exposed to any negative effects.
- On ships and in the working areas at our shore facility; Taking all kinds of measures to be safe and secure for our employees, customers, stakeholders and the environment,
- Following a policy of continuous improvement to implement the best available technologies for accident prevention,
- 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 applying this continuously,
- Identification of all activities that may cause an accident in our facility and taking the necessary measures to fulfill the obligations for the prevention of such accidents,
- Critical works that will affect safety and security in operational business processes; assigning personnel with appropriate knowledge, skills, training and experience,
- Carrying out a risk assessment in order to identify and evaluate the accidents.
- We aim to ensure the continuous development of personnel with trainings and to comply with relevant national and international legislation and standards, and we are committed to fulfilling the following requirements in order to achieve these goals.
- By providing the Safety Data Sheet of all kinds of dangerous goods to be loaded/discharged and handled at the Port Facility; The definition of the hazard specific to that substance, first aid measures, fire precautions, response measures in case of leakage / spillage, special situations for handling, if any, precautions in case of personal exposure, prevention measures if there is damage to the environment

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	112 / 129
	<b>Dangerous Goods Handling Guide</b>			

will be analyzed in detail and the needs will be revealed.

- Necessary equipment and equipment will be provided in order to prevent the possible harmful effects of the dangerous goods in question.
- Necessary monitoring arrangements will be made and alarm systems will be controlled in order to keep the dangerous goods handled areas under constant surveillance by the relevant facility personnel and/or security guards.
- Adequate entry-exit opportunities will be provided to the dangerous goods handling areas so that the necessary intervention can be made in case of emergency.
- Implementation of our policy is the main task for the employees of our facility, and delivering this policy to other personnel working with us is among our priorities.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	113 / 129
	<b>Dangerous Goods Handling Guide</b>			

## **ANNEX-21 / INSTRUCTIONS FOR HOT WORKING WORKS AND OPERATIONS**

### **Aim**


The purpose of this procedure, which specifies the principles of hot works to be carried out in the 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 that may occur on the ship and pier.

### **Legislation**

- Ports Regulation Article 22 (9); “Ships and marine vessels in the port areas unless permission is obtained from the port authority; repair, blasting and painting, welding and other hot work cannot do the lifeboat and/or boat lowering or other maintenance work. If the ships and marine vehicles that will carry out these works are in the Port facility, they must coordinate with the Port facility management. With his statement, he determined the basis of hot processes.
- The minimum safety issues regarding hot work works and processes are specified in the ANNEX-1 Article 21 of the Directive on the Issuance of Dangerous Goods Conformity Certificate.
- Annex-4 of MSC.1/Circ.1216, which includes Revised Recommendations on Safe Transport of Dangerous Cargoes and Related Activities in Port Areas, states the minimum safety requirements for performing hot work.

### **Principles Regarding Hot Work and Operations at the Port Facility:**

- a. The port authority will only allow this issue when the request is made to carry out hot works or other maintenance or repair work on the berth that may pose a danger due to the presence of dangerous cargoes, only as long as it does not create a danger.
- b. Prior notification of the permit requirement and the period during which hot works are requested will allow all emergency agencies, for example the fire department, to be informed so that these agencies can provide information on additional measures or obstructions. In addition, OHS, Security and Emergency Response Units will be informed in advance about the hot work process in our facility.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	114 / 129
	<b>Dangerous Goods Handling Guide</b>			

c. Persons authorized to do hot work and operations will take the following measures together with the operation/shift supervisors before starting work.

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

1. Dangerous goods and other flammable materials will be removed from the hot working areas and adjacent areas. These include lime, sludge, sediment and other potentially flammable materials.

2. Effective protection of combustible structural elements (eg beams, wooden partitions, floors, doors, wall and ceiling coverings) in hot working areas and adjacent areas against accidental ignition shall be ensured.

3. Open pipes, pipe passages, valves, joints, gaps and open parts shall be sealed to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas.

to. A sign with the "permit of the work to be done and the safety measures to be taken" will be hung in the work area and also at all work area entrances, and these will be clearly understood by the personnel who will work and work. The subject matter will be duly fulfilled by the ISG unit.

f. While hot works are being carried out at the port facility, the following points will be taken into consideration by the ISG Unit and the Operations/Shift responsables.


(1) It will be constantly checked whether the current situation in the working environment has changed,

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

When the hot work and processes are completed, fire control will be carried out in the area where the hot work is done and adjacent areas by the OHS Unit officials and Operations/Shift responsables.

## **(2) Principles Regarding Hot Work and Operations on the Ship:**

a. Before starting the hot work on the ship's deck or on the quay, the company officer or the ship agency that will carry out the hot work must have obtained written permission from the port authority that the said hot work can be carried out.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	115 / 129
	<b>Dangerous Goods Handling Guide</b>			


b. In addition to the safety measures requested by the port authority, the company officer who will perform the hot work before starting the hot work should take all kinds of additional safety measures on the ship and / or dock. Informs the port officer about the measures taken.

**c. These measures include:**

- (1) Inspection of the local area and adjacent areas, including testing by accredited testing organizations to verify that areas are free from flammable and/or explosive atmospheres and, where appropriate, not deficient in oxygen;
- (2) Removal of dangerous goods and other combustible materials 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 open pipes, pipe passages, valves, joints, cavities and open parts to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas
- (5) A sign with hot work authorization information and safety precautions should be hung in the work area and also at all work area entrances. Authorization information and safety precautions should be easily visible and clearly understood by everyone involved in the hot work process.
- (6) The following points should be taken into account by the ship's captain and personnel while performing hot work:
  1. A checker should be run to verify that the states have not changed.
  2. ii. At least one fire extinguisher or other suitable fire extinguishing equipment should be readily accessible for immediate use during hot work.
  3. iii. During hot work, after the hot work has been completed and when sufficient time has passed after the completion of the work in question, a fire detector should be placed in the area where the hot work is being done and in adjacent areas where danger may arise due to heat transfer.
- (7) During hot works and operations, when the said works are completed and for a sufficient period of time after completion; Effective fire control should be carried out in the area where the hot work is carried out and in adjacent areas where danger may arise due to heat transfer.

**Principles Regarding Hot Work and Operations at the Pier**



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	116 / 129
	<b>Dangerous Goods Handling Guide</b>			

Our practices regarding not operating vehicles, equipment or tools that create/can create sparks in hazardous cargo handling, stacking and storage areas;


- Before performing a hot work at our facility, the responsible department officer who will perform the hot work shall have a written authorization issued by the port administration to carry out this hot work. Such authorization will include details of the hot workplace as well as the safety measures to be followed.
- In addition to the security measures required to be taken by the port administration, additional security measures required by the ship and/or the watch chief will be taken, together with the ship and/or shift supervisor responsible(s) who will be responsible for the hot work before starting the hot work. .

These additional security measures include:

- Removal of dangerous goods and other combustible materials from work areas and adjacent areas. Substances to be removed from the said areas; including sludge, sediment and other potentially flammable materials;
- Effective protection of combustible building materials (eg beams, wood partitions, floors, doors, wall and ceiling linings, rubber bands) against accidental ignition.
- In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas; sealing and sealing open pipes, pipe passages, valves, joints, cavities and open parts.
- A copy of the hot work authorization and safety precautions will be posted in the area adjacent to the work area, as well as at the entrance to each work area.
- Authorization and security measures to be taken will be posted in a place where all employees who will take part in the hot work can see them, and these will be clearly understood by the employees.

While performing hot work,

- Checks will be made to ensure that conditions have not changed.
- At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be available for immediate use in the hot workplace.
- Based on the completion of this work during the hot work and for a sufficient period of time after its completion, an effective fire control shall be carried out in the hot work area as well as in the


 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	117 / 129
	<b>Dangerous Goods Handling Guide</b>			

adjacent areas where a hazard from heat transfer may occur.

- Additional more detailed information about hot work and processes is defined in the “OHS PR-10 Work permit procedure”.

#### **Other Matters:**

- Hot works to be done on the ship are not allowed under normal conditions. However, in obligatory cases, it will be carried out under the control of the port facility by obtaining permissions in accordance with the legal regulations by the ship agency.
- In case of hot work on the ship, the Safety Requirements for Carrying out Hot Work on the Ship must be met.
- Written permission shall be obtained from the port authority that the said hot works can be carried out before the hot works and operations of the ships that are berthed in our port facility are started. In the hot work form, the details of the hot work and the place where the processes will be carried out, as well as the safety measures to be applied.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	118 / 129
	<b>Dangerous Goods Handling Guide</b>			

### HOT (FIRE) WORKS WORK PERMISSION FORM



Effective Date:	Between ...../...../..... and ...../...../.....
Valid Time:	.....: Between the hours of ..... to .....

Work Permit No:	
-----------------	--

#### 1. INFORMATION ABOUT THE WORK TO BE DONE

Area/Equipment of Work: .....	
Job Description: .....	
Persons within the Scope of Work Permit: (Please sign next to the name)	
I undertake to work by fulfilling the measures specified in this permission.	
1. ....	6. ....
2. ....	7. ....
3. ....	8. ....
4. ....	9. ....
5. ....	10. ....
Equipment/System(s) to be used:	
Electricity <input type="checkbox"/>	Grinding machine <input type="checkbox"/>
Compressed Air <input type="checkbox"/>	Welder <input type="checkbox"/>
Hand tools <input type="checkbox"/>	Cutting Machine <input type="checkbox"/>
Other: .....	

#### 4. PERSONAL PROTECTIVE EQUIPMENT

Beret <input type="checkbox"/>	Welding Goggles <input type="checkbox"/>
steel toe shoes <input type="checkbox"/>	Earplug <input type="checkbox"/>
glasses, visor <input type="checkbox"/>	Mechanical Work Gloves(Heavy Duty) <input type="checkbox"/>
Earphones <input type="checkbox"/>	Chemical Gloves <input type="checkbox"/>
Mechanical Work Gloves (Light) <input type="checkbox"/>	Half Face Mask <input type="checkbox"/>
Electrician Gloves <input type="checkbox"/>	Parachute Type Seat Belt <input type="checkbox"/>
Welding Gloves <input type="checkbox"/>	Flame retardant clothing, hood, gloves <input type="checkbox"/>
Dust mask <input type="checkbox"/>	
Welding mask <input type="checkbox"/>	
Visor <input type="checkbox"/>	
OHS Expert Control: .....	

#### 2. POTENTIAL HAZARDS

Compressed gas or liquid <input type="checkbox"/>	Sparking equipment Bare <input type="checkbox"/>
Toxic-toxic Chemicals <input type="checkbox"/>	flame or arc <input type="checkbox"/>
Flammable-Flammable substance <input type="checkbox"/>	Electric shock <input type="checkbox"/>
Defective equipment <input type="checkbox"/>	spark splash <input type="checkbox"/>
Hot Surfaces <input type="checkbox"/>	explosives <input type="checkbox"/>
<b>Environment Factors</b>	
Wind <input type="checkbox"/>	
Rain - Snow <input type="checkbox"/>	
Difficulty accessing work area <input type="checkbox"/>	
Noisy <input type="checkbox"/>	
Dust <input type="checkbox"/>	
Other: .....	
Other Work Permits for the Same Work	
Environment: .....	
other work permit authorities in the same environment were informed.	
Information Recipient	Signature

#### 5. WORK PERMIT APPROVAL

Work Area Supervisor The potential risks of the work area have been transferred to the person and persons who will do the work. Control methods for these potential risks have been determined and implemented. You can start working.	
Name: .....	History: .....
Signature: .....	Moment: .....
Work Responsible (Permission Issuer) The work will be carried out by carrying out the necessary controls, taking into account the potential risks of the work area and the work itself.	
Sonmez Cement Contractor <input type="checkbox"/>	
Name: .....	History: .....
Signature: .....	Moment: .....

#### 3. MEASURES TO BE TAKEN

Mark the measures to be taken in accordance with the work and check during the application. Add a page to add different information. <b>Before the Work Begins</b>	
Appropriate entrance and exit to the work area should be provided The environment should be separated with safety strips and signs Welding and cutting machines should be checked	Yes No <input type="checkbox"/> <input type="checkbox"/>
There should be no flammable / combustible materials, the environment should be cleaned	Yes No <input type="checkbox"/> <input type="checkbox"/>
Tube hoses and check valves should be checked.	Yes No <input type="checkbox"/> <input type="checkbox"/>
The environment should be ventilated against flammable gases.	Yes No <input type="checkbox"/> <input type="checkbox"/>
All employees must wear selected PPE	Yes No <input type="checkbox"/> <input type="checkbox"/>
Access to the area should be prevented during welding and cutting	Yes No <input type="checkbox"/> <input type="checkbox"/>
Acetylene tube should stay away from welding hose	Yes No <input type="checkbox"/> <input type="checkbox"/>
The electric welding environment should not be wet.	Yes No <input type="checkbox"/> <input type="checkbox"/>
Before the cylinder is opened, the regulating valve on the regulator must be emptied.	Yes No <input type="checkbox"/> <input type="checkbox"/>
There should be at least 2 fire extinguishers in the environment	Yes No <input type="checkbox"/> <input type="checkbox"/>
<b>After the work,</b>	
Work area should be checked after 30 minutes	Yes No <input type="checkbox"/> <input type="checkbox"/>
All equipment in the environment should be removed	Yes No <input type="checkbox"/> <input type="checkbox"/>
Gas cylinders should be filled and stored vertically	Yes No <input type="checkbox"/> <input type="checkbox"/>

#### 7. CLOSING WORK PERMIT AND RECEIVING DELIVERY

Work Area Responsible After the work we have done, I certify that the specified work has been done properly and that I have received all the equipment, machinery, area, electrical and mechanical systems affected by the work in a clean, safe and working manner. Work <input type="checkbox"/> COMPLETED <input type="checkbox"/> The job is NOT COMPLETED.	
Current Deficiencies: .....	
Signature: .....	Date: ..... Hour: .....
Work Responsible (Permit Issuer) I certify that the specified work has been duly performed and that I have delivered all equipment, machinery, space, electrical and mechanical systems affected by the work in a clean, safe and working condition. Job COMPLETED <input type="checkbox"/> The job is NOT COMPLETED.	
Signature: .....	Date: ..... Hour: .....

#### 6. DAILY WORK PERMIT APPROVAL

I visited the work area and the work will be carried out by fulfilling the necessary controls specified in this work permit.							
	Day 1 (Name/Time)	Day 2 (Name/Time)	Day 3 (Name/Time)	Day 4 (Name/Time)	Day 5 (Name/Time)	Day 6 (Name/Time)	Day 7 (Name/Time)
Work Area Responsible Work							
Responsible							
Authorization Issuer							


## ANNEX-22 / INSTRUCTIONS TO LEAVE VESSELS FROM THE PORT IN AN EMERGENCY AIM

Sonmez Cement Port plant dry pouring load, general cargo port services is operating. Fire that may occur in the loading and evacuation of ships of our enterprise, security And safety to the measures related boat And sea tools urgent cases coast from the facility evacuationto be for emergency evacuation plan And of organizations the definition of is to explain.

## YOUR FACILITY DEFINITION AND LOCATION

Sonmez Cement Port Its facility is located in the Southern Mediterranean Region of our country, Iskenderun Bay, Yumurtalık Free Zone E 36.928963<sup>0</sup> E= 36.919045<sup>0</sup> E=36.917308<sup>0</sup> B=36.0044870<sup>B</sup>=36.011850<sup>0</sup> B=36.011359<sup>0</sup> .



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	120 / 129
	<b>Dangerous Goods Handling Guide</b>			

- Marine Tug Services
- IMSBC Code In the scope of Dangerous your loads handling
- 5312 Numbered Coast plant Risk Evaluation And Urgent Intervention plan
- ISPS Port and Ship security
- Wind measurement device.
- Urgent situation radio system
- Boat communication radio Marine VHF
- Port field overall still And energetic camera with systems 24 hour CCTV Camera from his room is monitored.

## **URGENT SITUATION CONDITIONS AND PRECAUTIONS**


### **Emergency Situations That May Occur in Dry Cargo Operations**

During operation on Bulk Dry Cargo Ships or during the discharge of Dangerous Goods may occur and even if it is intervened, it may grow out of control or on board occur may come the one which... explosion, fire like cases of the ship terminal and around damage not giving for the purpose of from the pier removal required.

### **In our port received Safety measures**

To our port approaching with ships port security rules notification signed consensus aspect is done. Like ship shore safety checklist and safety declarations .

- IMSBC Code in the scope of dangerous pouring your loads necessary safety measures in the scope of from the ship evacuation subphalan aspect being done whether port in the field storage is not done.
- Laying a tarpaulin between the ship and the pier against possible spills, closing the core holes on measures are taken.
- Debris in cases surface into the waters able to interfere of pollution prevention for measures is taken.
- Dangerous pouring load of operations estimate and in the evacuation or in handling officer of staff loading, unloading in matters necessary trainings exists.
- Personnel in charge of dangerous cargo operations must be equipped with the necessary personal protective equipment and to your equipment they have.
- Port in our field fire alarm And announcement system exists.
- Fire pump station and moto that can feed our piers and docks in our port pump equipment is available.
- Likely fire in case of necessary equipment "fire extinguishers, fire pumps, monitors, firefighter and first aid unit equipment are always ready for use are kept.
- Port overall with dock And at the docks possible equipment, load And boat to the fires intervention

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	121 / 129
	<b>Dangerous Goods Handling Guide</b>			

to be used fire line And hydrants exists.

- On board, dock And at the docks occur may come fire in cases Uzmar Uzmanlar Denizcilik Tic. And San. Ltd. Sti. Ve Arpas Ambarlı Trailer Pilotage Tic. A.Ş. from tugboats support can be obtained.
- Port regarding the berthing of the ship to the pier and in case of emergency mooring / tugboat service to be taken to the appropriate place instructed and determined by the Presidency is taken.

### Other Causes;


Boat fire except cases direct aspect boat or from the terminal if not welded also indirectly by ways of the ship damage seeing the possibility of is in cases,

- Other in the facilities found on board or on site fire come out, explosion to be,
- Sabotage
- war situation
- Natural disasters
- Port otherness by necessary seen situations.
- your ship of your position disruption
- ship And terminal will affect medical problems or epidemic situations.
- Weather opposition ;

High wind at speed And storm in case of wind in the protocol determined measures is taken.

Weather Conditions	Operation	To do Process	Evaluation
Wind 20 kts	Approach your ship approach or separation	Permission not given.	Boat captain And with the pilot Contact is provided.
Wind 25 kts	estimate Evacuation transactions	Foreclosure Evacuation proceduresis stopped.	Terminal, wind speed < 20 kts
Wind 30 kts	estimate Evacuation transactions	Boat from the pier are separated.	Decision, Pilot's in consultation with the shipcaptain and operation supervisor by will be given .
Lightening	Dry load estimate Evacuation transactions	Foreclosure Evacuation proceduresis stopped.	If lightning terminal just off the field if near. There are lightning rods in Bedeschi crane and in various parts of the field .



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	122 / 129
	<b>Dangerous Goods Handling Guide</b>			

Ships from the pier urgent aspect is removed.


## COMMUNICATION

Communication inside and outside the facility in our Port facility is as in Annex-3.

## URGENT SEPARATION SYSTEM PREPARATION ;

- Boat load operations, ballast, oil fuel stores supply transactions must be stopped And separation process for PORT OPERATION AND BOAT TO THE CAPTAIN preparation to do about instructions is given.
- Boat fire circuit valves And with their equipment ready to the location should be taken.
- Ships' machinery, steering gear and berth breakout equipment are immediately to be used get ready should be brought.
- All urgent situations port to the presidency must be reported .
- In all emergencies, the required or the assistance that may be required exceeds the terminal facilities. immediately local police or should be reported to the fire department.
- Sonmez Cement Port facility ships to the pier in their approach And on their departure tug service is taken. at the pier found your ships Urgent situation in their evacuation tugs during the evacuation should be kept on hold.
- Before the separation is made, a representative of the port authority or the port manager the terminal officer, the ship's captain and the pilot came together to determine the time and time of the separation. shape agreement on to provide required.
- If the decision is made to leave the ship urgently, make sure that it can be carried under controlled conditions. your places port presidency by specifying required.
- Dangerous Bulk Load And General Cargo of their ships control decision to withdraw person of your life preservation founded on by being together This conditions as well should cover.
  - I. of tugboats proficiency And to operation ready their presence
  - II. Urgent in the situation of their ships can progress or will be drawn sure your places availability. (Port Presidency determined by)
  - III. with fire struggle proficiency
  - IV. Other ships with interaction / conflict
  - V. Steel rope / emergency towing arrangement
- In case of fire and emergency that may occur on Bulk Cargo or General Cargo ships After the removal or removal of the ship's unloading equipment, the Port Authority by order from the pier separation in the intervention can be found.

All This conditions scrutinized suitable seen if boat urgent aspect abolition to the process will be started.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	123 / 129
	<b>Dangerous Goods Handling Guide</b>			

**ATTENTION**


**SHIP EMERGENCY DISCONNECTION SHOULD BE CONSIDERED TO BE APPLIED AS A LAST REMEDY AND SEPARATION MUST NOT BE ACTIVATED UNTIL THE ABOVE CONDITIONS ARE FOLLOWED.**

## **URGENT SEPARATION PROCESS;**

### **Fire on the ship or in the pier and Port facilities under operation**

- The first porter to see or hear the fire (ship operation workers, crane operators, dock security personnel, technical personnel or any port employee who is on the pier due to his duty) presses the alarm button,
- In the fastest way, the Health, Safety, Environment Department and Port managers call the numbers in the 5th Communication Section of this document and make an emergency notification.
- If the operation is continuing, it is stopped and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the shore cranes on or near the ship are transported to a place away from the fire effect area and the crane booms are turned over.
- If the fire is on the shore crane and there is an operator in it, first the operator is safely lowered to the quay and the cranes near the burning crane are transported to a remote location.
- Port plant and ship urgent situation plan of the measures to the application insertion
- Firefighters and firefighting teams are informed about the fire extinguishing operations at the quay, gate operation personnel and customs guards are informed about the location of the fire and the entry of fire extinguishing vehicles into the port area.
- Available your situation abuse to go And above stated urgent separation of your terms availability.
- Between the master of the ship, the port facility officer, the port authority or the Harbor Master, the pilotassessment of the situation to be done
- Emergency with the approval of the Harbor Master to separate decision giving
- Environment facilities And other your ships informed to be made



 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	124 / 129
	<b>Dangerous Goods Handling Guide</b>			

- The authorized pilotage and tugboat organization and the mooring operators are informed and the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can idle.
- Of tugboats boat around urgent separation for deployment, your preparations to complete And ready is to specify

### **Strong Wind or Storm**


- Ship's rope cutting As the port operator, meteorological conditions are constantly followed.
- In case of severe storm notifications, the operation staff, operators and the duty personnel of the ships moored at the pier are informed.
- The priority is to increase the ship's ropes under all conditions and to ensure that the ship's machinery is always ready for action in the fastest way according to the severity of the storm to come.
- When the wind reaches the strength to prevent the safe operation of the shore cranes, the crane's wind alarm is activated and the operation is stopped and the cranes are secured.
- The operator advances the boom of the crane in the direction of movement in a way that corresponds to the speed of movement of the ship, and at the same time starts to bend the load in the hold in the fastest and safest way. After the cargo is removed from the ship, it is left on the quay at the closest place to ensure the safety of the crane.
- By making an emergency call by radio or telephone, the tugboats serving are requested to reach the position of the ship leaving the quay on the top row.
- Based on the ship's captain's decision, the ship is reconnected to the pier or the existing ropes are loosened, allowing the ship to leave the pier.
- In the event that the ship under operation leaves the pier for compelling reasons before the operation is completed, both the Port Authority and the Yumurtalik Free Zone Customs Directorate are informed.

### **ATTENTION**

**THE SHIP EMERGENCY SEPARATION PROCESS MUST BE CONSIDERED TO BE APPLIED AS A LAST REMEDY AND THE SEPARATION PROCESS SHOULD NOT BE ACTIVED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS ARE FOLLOWED.**

### **URGENT AFTER SEPARATION ;**

- Boat separation from the process later of the ship backing up And to be taken position about decisionbid by giving to be made.
- your ship tugboats accompanied by or own machine with allocation made to the region transfer / binding

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	125 / 129
	<b>Dangerous Goods Handling Guide</b>			

- Port plant by examining possible One damage or your lack detection
- In case of damage or non-compliance, meeting with the ship P&I and organizing a protest on the ship,
- Boat And port plant again load to handling ready halo the future of your time evaluation
- Urgent Separation during if any formed your negativities sharing

## **SITUATION PLAN**

It is as in Annex-1.

## **EMERGENCY PROTOCOLS:**

In the Emergency Evacuation plan, there are emergency protocols made with the tugboat companies specified in the facility information form.

## **ANNEX-23 / INSTRUCTIONS TO SUBMIT INSTANTLY INFORMATION ON DANGEROUS GOODS AT THE FACILITY OR ON SHIPS BERTHING AT THE FACILITY**

### **Aim**

The purpose of this Procedure is, Sonmez Çimento Yapı ve Madencilik San. Trade Inc. It is to determine how and by whom the information regarding the dangerous cargo will be requested, if requested, of the ships berthing or approaching their facilities.


### **Scope**

This procedure is carried out by Sönmez Çimento Yapı ve Madencilik San. Trade Inc. It is applied if dangerous cargo information is requested at the Port Facilities.

### **Application**

SDS forms are requested and examined by us before the dangerous cargo is accepted by our port.

Information about the dangerous cargo is requested from the cargo owner before the meeting.

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	126 / 129
	<b>Dangerous Goods Handling Guide</b>			

- Before the dangerous goods are accepted to the port, a coordination meeting is held on the general principles regarding the operation of the dangerous solid bulk cargoes mentioned in the Safe Handling of Dangerous Solid Bulk Cargo Procedure (ANNEX-19).
- If information about dangerous goods is requested before the ship approaches the port after the acceptance of the load, a cargo declaration is requested from the ship.
- In addition, before or after the ship berths at the port, if information about dangerous goods is requested, it is directly requested from the ship's master by the shift supervisor of Sönmez Port via VHF Channel 14/ VHF Channel 16.
- If requested, a loading/unloading plan is also requested from the captain during loading and unloading.
- When needed by the Sonmez port shift supervisor, instant information about dangerous goods can be requested from the weighbridge officer or the ship's captain.

## DEFINITIONS AND ABBREVIATIONS


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

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

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

**Port edge line:** Sandy, pebbly, rocky, stony, reed, swampy and swampy areas formed by water movements in the direction of land after the shoreline in sea, natural and artificial lakes and streams . the natural boundary of similar areas ,

**Port facility:** The shore edge line defined in the Port Law No. 3621 , where ships or marine vessels can safely take or take shelter . sea on the side found temporary storage fields including dangerous load

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	127 / 129
	<b>Dangerous Goods Handling Guide</b>			

handling port, quay, wharf, berth, fuel oil, liquefied gas or chemical pipeline and buoy system or dolfen/platform

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

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

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

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

**Dangerous Goods (dangerous goods):** Dangerous load;

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

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


**IMSBC Code:** International Maritime Solid Bulk Cargoes Code,

**IMDG Code:** International Maritime Dangerous Goods Code,

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

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

**ISPS Code:** International ship and port facility security code,

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	128 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

**VHF :** Radio communication made over very high frequency,

**CTU:** Freight Transport Unit

**IMO:** International Maritime Organization

**UN:** United Nations

**MSDS:** Material Safety Data Sheet

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


**TÜRKAK:** Turkish Accreditation Agency

**DGHG :** Dangerous Goods Handling Guide

## PRESENTATION

This guide is published by the Ministry of Transport and Infrastructure; It has been prepared within the framework of “Regulation on the Transport of Dangerous Goods by Sea and Loading Safety dated 14 November 2022 and numbered 31659” and “Dangerous Cargo Handling Guide Implementation Instruction dated 20 April 2022 and numbered 281879”.

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

 <b>SÖNMEZ ÇİMENTO</b>	Revision No	Pub. Date	Revision Date	Page
	08	01.02.2018	22.05.2023	129 / 129
	<b>Dangerous Goods Handling Guide</b>			

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

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

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