HABAŞ SINAİ VE TIBBİ GAZLAR İSTİHSAL ENDÜSTRİSİ A.Ş.

HABAŞ NEMRUT PORT DANGEROUS CARGO HANDLING GUIDE

PREPARING DATE: 17.04.2025
(See Revision Page for Revisions)

Deniz SARIOĞLU

Port Manager

SIGN

SEAL

REVISION PAGE

No	Revision No	Revision Content	Revision Date	Revisioned By	
				Name Surname	Sign
1	01	Dangerous goodsconformity auditdated 10.08.2022	05.10.2022	Cenk AKSOY	
2	02	Unscheduled Audit dated 18.05.2023	22.05.2023	Ahmet TUNCER	
3	03	All sections of the Dangerous Cargo Handling Guide have been revised. Chapter 4- A revision has been made to the section "Classes, transportation, loading/unloading, handling, separation, stacking and storage of hazardous substances".	01.04.2024	Ahmet TUNCER	
4	04	A revision has been made regarding Deniz SARIOĞLU, who was appointed as Port Manager.	13.06.2024	Ahmet TUNCER	
5	05	Changes in the Dangerous Goods Safety Advisor, changes in cargo handling equipment and capacities in the port operation, and revisions in dock/pier area naming and general headings were made.	17.09.2024	Hatice EROL	
6	06	1.1 Revisions were made to the 17th, 19th and 28th headings of the facility information form, which includes general information about the facility, and to the 2.6 heading and general headings.	17.04.2025	Hatice EROL	

TABLE OF CONTENTS

ANNEXES

1. INTRODUCTION:

1.1 General information about the facility:

FACILITY INFORMATION FORM

1	Name/title of facility operator	HABAŞ SINAİ VE TIBBİ GAZLAR İSTİHSAL END. A. Ş.		
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	Fuat Paşa Sokak No:1, 34880 Soğanlık / Kartal – İstanbul Phone: 0 216 453 64 00 Fax: 0 216 452 25 70 www.habas.com.tr		
3	Name of facility	HABAŞ LİMAN TESİSİ		
4	Province of the facility	İzmir		
5	Contact Information of facility (address, phone, fax, e-mail and web page)	Nemrut Cad. No:19 Çakmaklı Köyü, Aliağa/İZMİR Phone : 0 232 625 54 21 / 0 532 434 72 97 Fax: 0 232 625 54 26 E-mail: deniz.sarioglu@habas.com.tr www.habas.com.tr		
6	Geographical region of facility	Aegean Region		
7	Port Authority of facility and contact details	Aliağa Regional Port Authority Phone: 0 232 616 19 93 Fax: 0 232 616 41 06		
8	Municipality of facility and contact details	Aliağa Municipality Phone: 0 232 399 00 00 Fax: 0 232 616 37 19		
9	Free Zone or Organized Industrial Zone of facility	-/-		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	(DOCUMENT NO: 4406-D1) - 16.02.2026		
11	Facility operating status (X)	Own load and additional third party (X)	Own load (…)	Third party (….)
12	Name and surname and contact details (phone, fax, e-mail) of the facility manager	Deniz SARIOĞLU E-mail: deniz.sarioglu@habas.com.tr Phone: 0 232 625 54 20 / 0 532 434 72 97 Fax: 0 232 625 54 26		
13	Name and surname and contact detail (phone, fax, e-mail) of responsible person for dangerous goods operation of facility	Osman TURAN E-mail: osman.turan@habas.com.tr Phone: 0 507 489 35 98		

14	Name and surname and contact information (phone, fax, e-mail) of Dangerous Goods Safety Advisor of Facility	Hatice EROL Phone: 0 553 653 49 23 E-mail: hatice.erol@entegretmgd.com
15	Marine coordinates of facility	38°46.04'' N - 26° 54.84'' E
16	Type of dangerous goods handled in facility (goods under MARPOL Annex1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	Dangerous cargoes and scrap cargoes are handled in our facility within the scope of IMSBC Code.
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	UN 1408 Ferrosilicon (with 30% or more than 30% but less than 90% silicone) Direct Reduced Iron (A) Direct Reduced (B) Ferromanganese Silicomanganese Coal Zinc Oxide Enriched Flue Dust Our facility also handles scrap loads within the scope of dangerous cargoes.
18	Classes for cargo handled, subject to IMDG Code	-
19	Groups in characteristic table for handled cargo subject to IMSBC Code	UN 1408 FERROSILICON - (GROUP B) DIRECT REDUCED IRON (A) - (GROUP B) DIRECT REDUCED (B) - (GROUP B) SILICOMANGANESE (GROUP C) COAL (GROUP B AND A) ZINC OXIDE ENRICHED FLUE DUST (GROUP A AND B)
20	Types of Ship berthing to facility	General Cargo Bulk Cargo
21	Facility's distance to main road (kilometer)	Approximately 7 km to the Izmir-Çanakkale highway junction.
22	Facility's distance to railway (km) or railway connection (Yes/No)	There is no railway connection. Distance to Biçerova Train Station: 10 km.
23	Facility's distance to closest airport (km) and its name	İzmir Adnan Menderes Airport / 90 km.
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	9.000.000 (TONE/YEAR)
25	Scrap handling made/not made in facility	Yes
26	Is there border crossing (Yes/No)	No
27	Is there a bonded area?(Yes/No)	Yes

28	Goods Handling equipment and capacity	1 Adet KONE Gantry Crane: 30,0 tonnes 3 Adet SENNEBOGEN 880 Mobil Vinç: 30,0 tonnes 2 Adet SENNEBOGEEN 895 Mobil vinç 35,0 tonnes 2 Adet SENNEBOGEN 6180 Mobil Vinç: 35.0 tonnes 1 Adet SENNEBOGEN 6130 Mobil Vinç: 35.0 tonnes 1 Adet SENNEBOGEN 9300E Mobil Vinç: 90,0 tonnes 1 Adet LIEBHERR A 954 B Excavator: 7,0 tonnes 2 Adet SENNEBOGEN S 835 M Excavator: 3,6 tonnes 1 Adet SENNEBOGEN S 835 R Excavator: 3,6 tonnes 4 Adet HYUNDAI 210 LC-7A Excavator: 1,5 tonnes 2 Adet SIMUTOMO SH 21-LC-5 Excavator: 1,5 tonnes 1 Adet SIMUTOMO F.2800 Excavator: 1,5 tonnes 1 Adet CATERPILLER 215 Excavator: 1,5 tonnes 1 Adet KOMATSU LODER WA 320 Yükleyici: 7,0 tonnes 1 Adet SANY SW 305 Yükleyici 7,0 tonnes 1 Adet SANY SW 405 Yükleyici 13,0 tonnes 1 Adet CASE 721F Yükleyici: 7,0 tonnes 1 Adet CASE 721E Yükleyici: 7,0 tonnes 1 Adet MASSEY FERGISON Tractor: 5,0 tonnes 1 Adet SANY SCP350C2 Forklift 35 tonnes 1 Adet KONE SMV 33-1200C Forklift 35 tonnes 6 Adet TCM FD 70Z8 Forklift: 7,0 tonnes 2 Adet TCM FD 100 - 2 Forklift 10,0 tonnes 2 Adet HYSTER H7. 00XL Forklift: 7,0 tonnes 4 Adet BMC FATİH F.220 .26 (6x2) Kamyon: 16,0 tonnes
29	Storage tank capacity (m3)	-
30	Open storage area (m2)	30.000 m^2
31	Semi-closed storage area (m2)	-
32	Closed storage area (m2)	-

33	Determined fumigation and/or decontamination from fumigation area (m2)	-	
34	Name/title and contact information of pilotage and towage service provider,	Pilotage Service Company: Uzmar Uzmanlar Denizcilik Tic.ve San. Ltd. Şti. Phone: 0 232 445 76 00 E-mail: info@uzmar.com Towageservice Company: MARİNTUG Hizmetleri ve Sanmar Römorkör Hizmetleri	
35	Is a Security Plan in place? (Yes/No)	Yes. Dated 24.04.2023.	
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Waste Type	Capacity (m^3)
		Sludge	50
		Bilge Oil	150
		Bilge Water	75
		Garbage	9
		Waste Oil	25

Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Minimum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
Dock No: 1	124	---	7,50	6,50	7.000 DWT
Jetty No: 2	110	30	16,00	6,50	80.000 DWT
Jetty No: 3	190	30	30,00	16,00	80.000 DWT
Jetty No: 4	190	30	38,00	30,00	80.000 DWT
Jetty No: 5	190	30	33,00	20,00	80.000 DWT
Jetty No: 6	190	30	20,00	14,00	80.000 DWT
Jetty No: 7	110	30	14,00	11,00	80.000 DWT
Dock No: 8	114	---	8,50	8,50	7.000 DWT
Dock No: 9	100	---	8,50	8,50	50.000 DWT
Dock No: 10	120	---	8,80	8,60	50.000 DWT
Dock No: 11	200	---	12,50	8,80	50.000 DWT
Jetty No: 12	270	30	48	14,5	80.000 DWT
Jetty No: 13	270	30	48	10,00	80.000 DWT
Name of the pipeline (if available on site)			Number of(piece)	Length (meter)	Diameter(inch)
Not Available					

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

The Dangerous Cargo Handling Guide will be published on the website (https://www.habas.com.tr/Category/Alias/liman-hizmetleri) for the access and information of all relevant port personnel, public authorities and facility users..

In case of any change in the information contained in the TYER within the scope of the 20.04.2022 Dangerous Goods Handling Guide Application Instruction, it will be revised by the coastal facility within 1 (one) month at the latest and published on the website.

1.2. Loading/discharging and storage procedures for dangerous goods handled and temporarily stored at the coastal facility:

The cargo handled at the port and handling procedures are specified in Article 4 of TYER.

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

In the safe handling of scrap cargo, the requirements specified in the Imported Scrap Radiation Detection System Usage Instructions and the “Directive on the Issuance of Dangerous Cargo Conformity Certificate” Annex-5 are complied with.

There are no bonded storage areas in our port facility and no storage services are provided.

All cargo handling in our port facility is generally in the suphalan (on-board) style and since storage services are not provided, loading and unloading are done directly from the ship or to the ship.

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

Within the scope of the general rules of Habaş Port, cargo that poses a danger or harmful cargo that is not notified in advance with the Safety Data Sheet is not taken to the port facility.

Safe entry and exit arrangements between the ship and the shore facility are as follows;

The following rules will apply to personnel changes made by ships that have called at the port facility, seamen leaving the port to meet their needs and for excursions, arranging for people or vehicles to bring supplies, food, etc. to the ship, and ensuring the safe transportation of people, visitors, and employees of official institutions or organizations who will come to the port area for any business.

• One of the biggest reasons for accidents and damage to equipment and real estate that may occur within the port facility is the uncontrolled interaction between the moving port machinery, vehicles and pedestrians. Therefore, it is essential to comply with the following rules in order to maintain all kinds of safe entry and exit arrangements;

• Only authorized persons or vehicles are allowed to enter the operation areas. These persons are expected to strictly comply with the procedures and rules of the port.

• Regardless of whether they are on foot or in a vehicle, persons are required to wear reflective vests or carry any high visibility clothing while they are within the port facility.

• The number of people walking on foot inside the port facility will be kept to a minimum. People who are allowed to enter as pedestrians must use the special walkways allocated for them.

• Pedestrians inside the port facility must always pay attention to moving port machinery and suspended loads, even if they are walking on the sidewalks. Similarly, operators and vehicle drivers using these machines must also pay attention to pedestrians around them.

• Pedestrians are not allowed to pass, walk, sit or lie under suspended loads under any circumstances. Similarly, vehicle drivers must not pass, stop or park under such loads.

• Regardless of whether the load lifting machines are loaded or unloaded, they are not allowed to go towards pedestrians or vehicles under any circumstances.

• People within the port facility are not allowed to sit, squat, lie down or sleep anywhere in the dock or on board the ship where the operation is ongoing.

• All moving vehicles or work machines that will enter the port area and be in the areas where the operation is ongoing must have a yellow warning light that is clearly visible to everyone. Vehicles or machines that do not have these warning lights must turn on their hazard signals or operate warning signals that everyone nearby can hear.

• Operators or vehicle drivers cannot use the roads allocated for pedestrians while driving within the port facility.

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

• Within the framework of warning signs and signs at the entrances and surroundings of the operation areas, unauthorized persons are prohibited from entering these areas.

• It is dangerous and forbidden to enter the surroundings, near or in the areas of influence of the work machines operating in the areas where loading and unloading operations are carried out.

• During maintenance and repair work in these areas, including periodic checks of the facility, equipment or infrastructure, operations will not be carried out until the work is completed.

• Repair of non-functioning equipment is not allowed in areas where operations are actively carried out, however, if moving or transporting these equipment is dangerous or impossible, repair operations are allowed by stopping other operations in the vicinity and taking necessary safety measures.

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

Speed Limit in the Port Area:

The maximum speed limits allowed for all types of vehicles in the port area are as follows:

Inside the port : 10 km/h

On the port road : 20 km/h

2. RESPONSIBILITIES

2.1 GENERAL RESPONSİBİLİTİES:

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

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

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

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

2.2 RESPONSİBİLİTİES OF THE CARGO CONCERNED PERSON:

The responsibilities of the cargo handler are stated below:

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

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

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

2.3 RESPONSİBİLİTİES OF THE COASTAL FACİLİTY OPERATOR:

The responsibilities of the shore facility operator are stated below:

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

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

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

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

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

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

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

- Ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are documented by receiving the necessary training and does not assign personnel without documents in these operations.

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

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

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

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

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

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

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

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

- Ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be temporarily stored, are transferred out of the coastal facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to keep them waiting.

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

- Obtains permission from the port authority before the hot work and operations to be carried

out in the areas where dangerous cargoes are handled and temporarily stored.

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

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

2.4 RESPONSİBİLİTİES OF THE CARRİER:

The responsibilities of the carrier are stated below:

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

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

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

2.5 RESPONSIBILITIES OF THE SHIP PERSON:

The responsibilities of the ship masters are stated below:

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

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

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

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

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

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

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

- Notifies the port authority and the shore facility of the instant risk posed by the dangerous

cargoes on board the ship docking at the shore facility and the measures taken against it.

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

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

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

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

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

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

2.6 DANGEROUS GOODS SAFETY ADVİSOR RESPONSİBİLİTİES

- In addition to IMDG Code, DGSA shall have information about IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and dangerous cargo activities of the coastal facility in general. DGSAs shall notify the coastal facility operator in writing about whether the dangerous cargoes handled at the coastal facility are handled in accordance with the rules, provided that they do not exceed 6 (six) months in periods to be agreed between the coastal facility operator and the coastal facility operator.
- DGSAs shall prepare quarterly reports in the format determined by the Administration for the responsibilities of the coastal facilities where they work or provide service as specified in the Regulation and this Directive, and this report shall be approved by the coastal facility operator and notified to the Administration.
- Except for the coastal facilities that will receive DGSA for the first time, DGSA shall be present at the coastal facility during the DGSA inspections carried out within the scope of Article 8 and actively participate in the inspections.
- The DGSA working/serving in the coastal facility prepares the parts of the Dangerous Goods Handling Guide of the coastal facility related to dangerous cargo handling and / or temporary storage together with the coastal facility and checks their accuracy. DGSA's signature is also included in the parts of the guide related to dangerous cargo handling and / or temporary storage.

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

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

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

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

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

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

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

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

3.1 RULES TO BE FOLLOWED BY SHORE FACİLİTY OPERATORS:

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

- Ships cannot be docked without the permission of the Port Authority.

- Shore facility operators, if it is not possible to store hazardous materials in the area where they are unloaded at the pier or dock, ensure that these materials are transported out of the shore facility as soon as possible without waiting in the port area.

- Unrelated and unauthorized persons are not allowed to enter the port area and loading and unloading area.

- Coastal facility personnel, seafarers and other authorized persons involved in the handling of dangerous cargo wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.

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

- Shore facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vessels from shore facilities in emergencies and submit it to the approval of the port authority.

- Shore facility operators are obliged to take fire, safety and security measures.

- Shore facility operators shall have the matters specified in this article approved by the port authority and announce them to the relevant persons.

- They do not allow personnel who do not have the necessary training and certificates according to the Regulation on Training and Authorization within the Scope of the International Code on Dangerous Goods Carried by Sea to work and work in dangerous cargo handling operations and to enter the areas where these operations are carried out.

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

4.1 Classes of Dangerous Goods :

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

UN / IMSBC GROUP	NAME AND DESCRIPTION	CLASS / GROUP	PACKAGING GROUP
UN 1408	FERROSILICON with 30% or more but less than 90% silicon FERROSILICIUM	4.3 (6.1) / B	III
MHB	DIRECT REDUCED IRON (A)	B	-
MHB	DIRECT REDUCED IRON (B)	B	-
MHB	FERROMANGANESE	C	-
MHB	SILICOMANGANESE	B	-
MHB	COAL	B (and A)	-
MHB	ZINC OXIDE ENRICHED FLUE DUST	A and B	
-	SCRAP METAL	C	-

FERRO SILICONE HANDLING PROCEDURE

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

General properties of ferrosilicon charge,

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

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

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

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

LOADING: Load leveling will be done in accordance with the conditions specified in sections 4 and

5 of the IMSBC Code. Due to the extremely high charge density, tanktop sheets can be subjected to excessive stress if not spread out to ensure even weight distribution. During loading and during the voyage, due care will be taken to ensure that the tanktop sheets are not exposed to excessive stress due to load accumulation.

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

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

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

DISCHARGE : After the cargo ship containing ferrosilicon cargo arrives at our facility, the plate below is placed at the entrance of the ship. Prior to evacuation, the following conditions will be met:

• Before the discharge of this load, it will be checked by the establishment that it is dry in the warehouse.

• Operation of this load in rainy weather conditions will not start.

• Gas monitoring – cargo information from the captain before starting the ferrosilis operation will be requested.

• While this cargo is being transported, detectors suitable for the measurement of each individual gas or mixtures of these gases will be in operation for the measurement of hydrogen, phosphine and arsine gases. Detectors shall be certified to operate safely in environments with explosive mixtures. During the voyage, the concentrations of the mentioned gases in the cargo volumes where this cargo is carried will be measured regularly. The results of the measurements will be recorded and kept in the ship's archive. When requested, gas measurement records are available to us. Will be given.

• There will be a lifeline and gas detector, as well as scuba gas mask kits on board, and will be ready for immediate use. Will be held

• Test for the presence of toxic and flammable gases in the atmosphere in the cargo area before evacuation begins. will be.

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

• gas concentrations will be measured at least every eight hours in all outlet ventilators and in all

areas adjacent to the load area where this load is carried , and the results of the measurements will be recorded. Allows precise gas measurement in outlet ventilators without posing a danger to the operator.will be.

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

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

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

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

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

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

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

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

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

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

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

EMERGENCY PROCEDURES:

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE Scuba gas mask.

EMERGENCY PROCEDURES Put on a scuba gas mask.

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

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

GENERAL CONDITIONS FOR FERROSILICON SHIPPING

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

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

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

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

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

DETAILED TERMS

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

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

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

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

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

f) housings will be intact and placed in such a way that the atmosphere in the load area does not reach other load areas, living areas or work areas.

OPERATIONAL CONDITIONS:

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

2. All portable lighting elements are of safe type, suitable for use in explosive atmospheres. will be,

3. Cargo will be kept dry, cargo handling will be interrupted in rainy weather conditions, hatch covers will be closed,

4. There will be a lifeline and gas detector, as well as scuba gas mask kits on board, and will be ready for immediate use.will be held

5. Test for the presence of toxic and flammable gases in the atmosphere in the cargo area before evacuation begins.will be.

6. Concentration of dangerous gases is checked every 30 minutes while there are personnel in the cargo area. will be

7. Access to the cargo area is permitted if gas concentrations exceed the thresholds for phosphine (0.3 ppm) and arsine (0.05 ppm) or if the oxygen level falls below 18%. will not be given.

GASES RELEASED BY THE INTERACTION OF FERROSILICON WITH WATER:

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

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

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

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

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

Toxicity Phosphorus acts on the central nervous system and blood.

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

4.2 Packs and Packaging of Dangerous Goods

Dangerous cargo packing and packaging subject to the provisions of the IMSBC Code is not

carried out in our port.

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

4.3 Labels and Placards for Dangerous Goods

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

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

Hazard Identification;

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

Effects;

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

Advices;

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

Handling Rules;

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

4.4 Markings and Packaging Groups of Dangerous Goods

4.4.1. FERROSILICON, UN 1408, 4.3 +6.1, (III)

4.5 Segregation Tables for Dangerous Goods on Ships and in Ports According to Their Classes:

Dangerous goods handled in our port are handled as superficial cargo and segregation provisions are not applied within the facility.

4.6. Separation Distances and Terms of Hazardous Loads in Warehouses

Different bulk solid cargoes are not kept in the same hold in ship holds.

5. MANUAL FOR DANGEROUS CARGOES HANDLED IN SHORE FACILITY

In order to contribute to the safe performance of the port facility that handles dangerous cargo, the following activities are carried out:

- Dangerous goods classes,
- Dangerous goods packages,
- Packaging,
- Labels,
- Signs and packaging groups,
- Separation tables on ships and in ports according to the classes of dangerous goods,
- Separation distances of dangerous goods in warehouse storage,
- Separation terms,
- Dangerous goods zones,
- Dangerous goods emergency response action flow diagram.

Dangerous Goods Handbook is as in Annex-10.

6. OPERATIONAL ISSUES

6.1 Procedures for the safe berthing, mooring, loading/unloading, sheltering or anchoring of

vessels carrying dangerous cargo during the day and at night.:

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

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

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

6.2 Procedures Regarding Additional Measures to be Taken According to Seasonal Conditions for the Loading and Discharging of Dangerous Cargoes:

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

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

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

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

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

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

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

  - Avoiding work with fire (welding, cutting, etc.), taking technical safety precautions in mandatory situations and working in a controlled manner,
  - Use of exproof (non-sparking) hand tools,

- Working with experienced personnel,
- Informing the relevant units before the study,
- Briefing the personnel who will work in the field,
- Protective measures and equipment such as protective separation, mechanical ventilation, etc. are available for use,

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

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

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

7. DOCUMENTATION, CONTROL AND RECORD:

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

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

7.1.1.1. International Maritime Solid Bulk Cargoes Code (IMSBC CODE)

7.1.1.2. Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU CODE and BLU Manual)

7.1.1.3. "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31/12/2005 and numbered 62040

7.1.1.4. Handbook for Terminal Representatives on Loading and Unloading of Solid Bulk Cargoes (IMO-MSC/Circ.1160; IMO-MSC/Circ.1230; IMO- MSC.1/Circ.1356)

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

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

i. Dangerous Goods Notification Document
ii. Safety Data Sheet (SDS)
iii. IMSBC Code, BLU Code and BLU Manual and Annex 5 load information form

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

7.2 PROCEDURE FOR MAİNTAİNİNG AN UP-TO-DATE LİST OF ALL DANGEROUS

SUBSTANCES ON THESHORE FACİLİTY SİTE AN OTHER RELEVANT INFORMATİON ON A REGULAR AND COMPLETE BASİS:

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

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

Dangerous Cargo Notification Document:

- The shipping documents prepared by the shipper shall include a "Signed Certificate or Dangerous Cargo Notification Document" stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.
- The ship and marine vessel carrying dangerous cargo, at least twenty-four hours before entering the port administrative area; ships and marine vessels with a cruising time of less than twenty-four hours until entering the port area, immediately after departure from the shore facility, submit the notification document containing detailed information about their cargo to the port authority in writing through the relevant persons.
- The cargo person is obliged to notify the shore facility at least 3 hours before entering the shore facility regarding dangerous cargoes arriving by road and rail.
- In the event that the notification obligation is not complied with or the notifications made do not contain correct information, administrative action may be taken against the notifier and the berthing, departure and passage order, if any, may be lost.
- As of January 1, 2014, it is obligatory to have a Safety Data Sheet (SDS) containing the following information together with the dangerous cargoes to be transported in all modes of transport (by Road, Rail, Air and Sea) under the laws of our country.
- For all dangerous cargoes to be accepted to the port, it is checked that this document is present with the dangerous cargo and the forms are filed by the Port Chiefs.

UN Number,
IMSBC Code Danger Group,
PSN name,
Class,
Packaging Group,
Whether it is a Marine Pollutant,
Recipient,
Sender
Seal number,

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

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

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

7.3 PROCEDURES FOR CHECKING THAT THE HAZARDOUS CARGO ARRIVING AT THE FACILITY IS PROPERLY IDENTIFIED, THE CORRECT SHIPPING NAMES OF THE HAZARDOUS CARGO ARE USED, CERTIFIED, PACKAGED, LABELED AND DECLARED, AND SAFELY LOADED AND TRANSPORTED IN A SUITABLE PACKAGING, CONTAINER OR CARGO TRANSPORT UNIT, AND FOR REPORTING THE CONTROL RESULTS:

The administration requested that a report containing information on the dangerous goods handled in our port facility be reported to the Regional Port Authority on a 3-month basis.

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

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

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

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

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

➢ Number,

➢ PSN name (Required for marine transport),

➢ Class,

➢ Packaging Group,

➢ Marine Pollutants or otherwise,

➢ Tunnel Restriction Code (Required for road transport)

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

7.5 PROCEDURES FOR RECORDS AND STATISTICS OF DANGEROUS GOODS

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

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

7.6. Information on Quality Management System

Port activities continue in the ISO 9001:2015 Quality Management System process.

Certification Scope: Ship Loading, Unloading and Port Services, and the document validity date is followed and renewed.

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE:

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

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

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

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

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

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

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

8.2.1 Possibility, capability and capacity to respond to fire:

NO	MATERIAL TYPE	PIECES
1.	Dry chemical powder fire extinguishers	**108**
2.	Carbon dioxide fire extinguishers	**9**
3.	Fire hose	**84**
4.	Fire cabinet	**58**
5.	Fire hose wrench	**42**
6.	Fire hose nozzle	**42**
7.	Emergency alarm button	**13**

8.2.2 Capability and capacity against leakage and spillage:

As in Annex-14.

8.3 Regulations of First Response for Accidents Involving Hazardous Substances:

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

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

UN/GROUP	NAME AND DESCRIPTION	EMS (FIRE)
UN 1408	FERROSILICON	F-G
MHB GROUP B	DIRECT RESUCED IRON (A)	Intervene to fire according to IMSBC Code Annex-1
MHB GROUP B	DIRECT RESUCED IRON (B)	Intervene to fire according to IMSBC Code Annex-1
MHB GROUP C	FERROMANGANESE	fire according to IMSBC Code Annex-1
MHB GROUP B	SILICOMANGANESE	Intervene to fire according to IMSBC Code Annex-1
MHB GROUP B and A	COAL	Intervene to fire according to IMSBC Code Annex-1

MHB GROUP B and A	ZINC OXIDE ENRICHED FLUE DUST	Intervene to fire according to IMSBC Code Annex-1
-	SCRAP METAL	Intervene to fire according to IMSBC Code Annex-1

8.3.2 Precautions that can be taken against leakage/spillage that may occur due to Dangerous Goods:

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

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

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

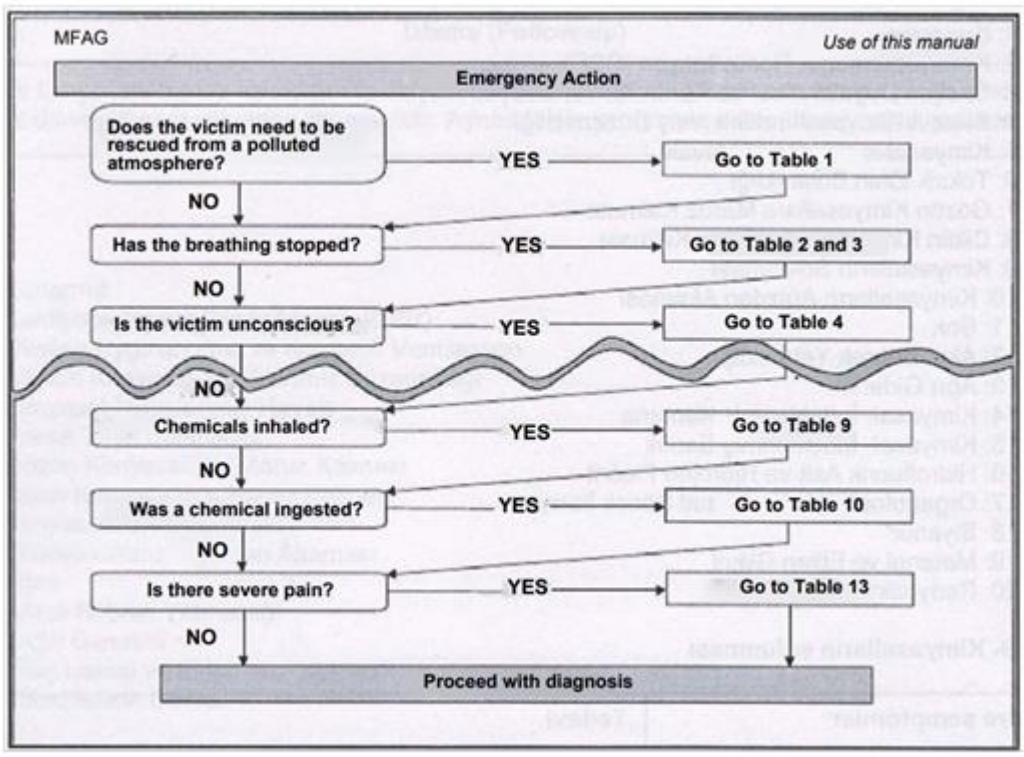
The points to be considered when using the manual are as follows.

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

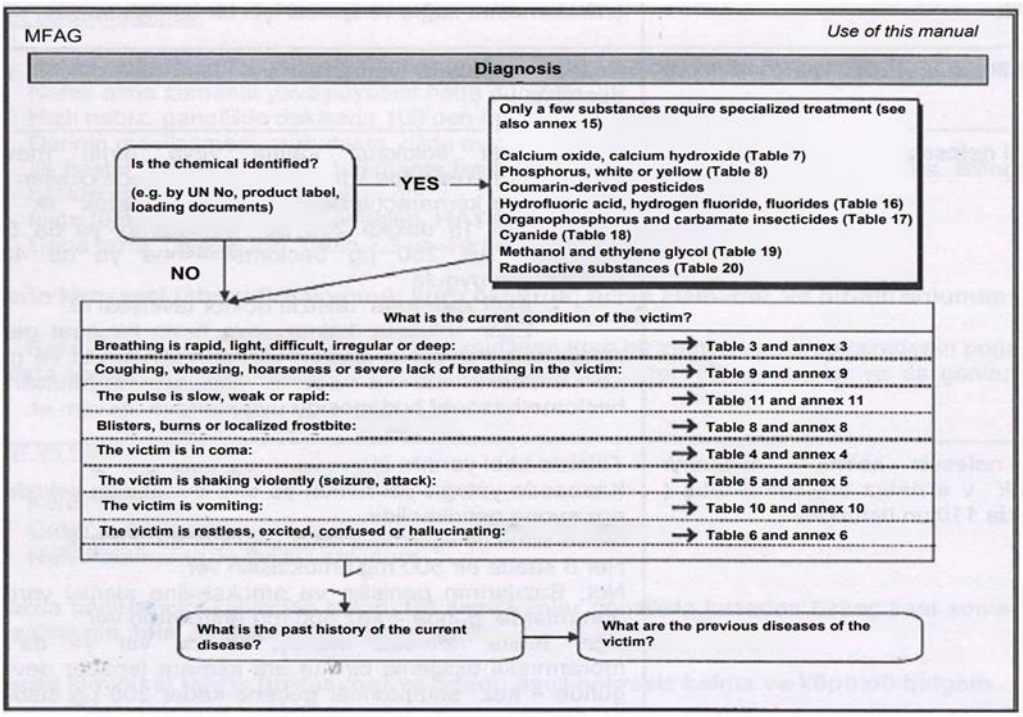
The medical first aid guide will be implemented in 3 steps.

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

Use the table below when performing an Emergency Treatment.



Use the table below for diagnosis.



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

Table 1 : Recovery
Table 2 : Cardiopulmonary Resuscitation (CPR)
Table 3 : Oxygen Administration and Controlled Ventilation
Table 4 : Chemically-Induced Dysregulation of Consciousness
Table 5 : Chemically-Induced Convulsion
Table 6 : Toxic Mental Confusion
Table 7 : Eye Exposure to Chemicals
Table 8 : Skin Exposure to Chemicals
Table 9 : Inhalation of Chemicals
Table 10: Oral Ingestion of Chemicals
Table 11: Shock
Table 12: Acute Renal Failure
Table 13: Pain Relief
Table 14: Chemically-Induced Bleeding
Table 15: Chemically-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluoride
Table 17: Organophosphate and Carbomate Insecticides
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol Table 20: Radioactive Substances

Annexes provide detailed information on medicines and chemicals to which exposure may occur. Information on annexes is as follows.
Annex 1 : Recovery
Annex 2 : Cardiopulmonary Resuscitation (CPR)
Annex 3 : Oxygen Administration and Controlled Ventilation
Annex 4 : Chemically-Induced Disorder of Consciousness
Annex 5 : Chemically-Induced Remittance
Annex 6 : Toxic Mental Confusion
Annex 7 : Eye Exposure to Chemicals
Annex 8 : Skin Exposure to Chemicals
Annex 9 : Inhalation of Chemicals
Annex 10: Oral Ingestion of Chemicals
Annex 11: Shock
Annex 12: Acute Renal Failure
Annex 13: Pain Relief
Annex 14: Drug List and Equipment
Annex 15: List of items

Location and Contents of First Aid Materials in the Facility

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

Contents of infirmary first aid supplies;

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

The contents of the first aid kits are as follows;

- Bandage 3 pieces
- Sterile Gauze Swabs 3 pieces
- Cotton 100 gr.
- Silk plaster 1 box
- Baticon solution 1 bottle (100 cc.)
- Band-aid 2 boxes (2x10 pieces)

8.4 NOTIFICATIONS TO BE MADE INSIDE AND OUTSIDE THE FACILITY IN CASE OF EMERGENCIES:

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

As in the Hazardous Substance Emergency Plan.

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

As in the Hazardous Substance Emergency Plan.

8.5 ACCIDENT REPORTING PROCEDURES:

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

8.6 COORDINATION, SUPPORT AND COOPERATION METHOD WITH PUBLIC AUTHORITIES:

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

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

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

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

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

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

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

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

8.9 EMERGENCY DRILLS AND RECORDS:

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

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

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

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

of dangerous goods shall be trained in the following matters:

- Those who handle dangerous cargoes in transit;

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

- **General Awareness/Familiarization Training**

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

- **Function-Oriented Training**

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

- **Safety Training**

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

- Accident prevention methods and procedures for the appropriate unloading methods of handling equipment and dangerous cargoes;

- Necessary emergency response information and how to use it;

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

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

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

8.9.4 Drills and Records Related to Dangerous Cargoes

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

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

- Emergency drills to be held within the port facility;

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

Our facility has storage tanks, hydrants, fire foam machine, portable fire extinguishers within the scope of fire protection systems. Information on fire protection systems is as in Article 8.11.

8.10 INFORMATION ON FIRE PROTECTION SYSTEMS.

There is a “Fire Extinguishing Plan” to be implemented in case of fire in our port facility.

8.11 Procedures for Approval, Inspection, Testing, Maintenance and Keeping Fire Protection Systems Ready for Use

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

The fire equipment in the facility shall be certified by the organizations accredited by TÜRKAK as an inspection body for fire protection systems in accordance with international standards and the Regulation on the Protection of Buildings from Fire, and the certificate shall be kept valid.

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

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

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

8.13 Other risk control equipment is not available

There is no other risk control equipment in our port facility.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Purposes of Occupational Health and Safety Measures:

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

- **Protecting Employees**

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

- **Ensuring Production Safety**

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

- **Ensuring Business Security**

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

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

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

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

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

9.1.1. Occupational Health and Safety Trainings

- Personnel start their work by receiving basic occupational safety training for the work in port facilities before they start work.

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

9.1.2. Health Issues

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

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

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

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

9.1.3. Field Security

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

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

9.1.4. Risk Analysis

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

9.1.5. Periodical Controls

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

9.1.6. Dangerous Work Permits

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

9.1.7. Legal Terms

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

9.1.8. Near-miss Situations

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

9.1.9. Subcontractor Management

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

In this context;

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

9.2 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 of these clothes will be worn by whom is as in Annex-15.

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

9.3. Closed Area Entry Permit Measures and Procedures

There are restricted areas within our port facility that are determined within the scope of ISPS legislation.

10. OTHER ISSUES

10.1 Validity of Dangerous Goods Compliance Certificate

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

Issue Date: 28.03.2024
Effective Date: 28.03.2027

10.2 Dangerous Goods Safety Advisor Defined Duties

- TMGDs authorized within the scope of IMDG Code prepare quarterly reports regarding the responsibilities of the coastal facilities they work or provide service in this Regulation and report this report to the Administration. If any deficiencies or errors are detected in the reports, the Administration or regional port authority is authorized to conduct inspections at the coastal facility.

- Prepares the Annual Activity Report of the facility and reports it to the administration.

- Prepares, updates and reports the Dangerous Goods Handling Guide to the administration.

- Attends inspections of the facility within the scope of the Dangerous Goods Compliance Certificate.

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

10.3.1 Documents required to be carried:

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

the transportation of dangerous goods

10.3.2 Equipment and tools that vehicles are obliged to have:

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

10.3.3 Speed Limits in the Port Area :

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

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

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

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

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

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

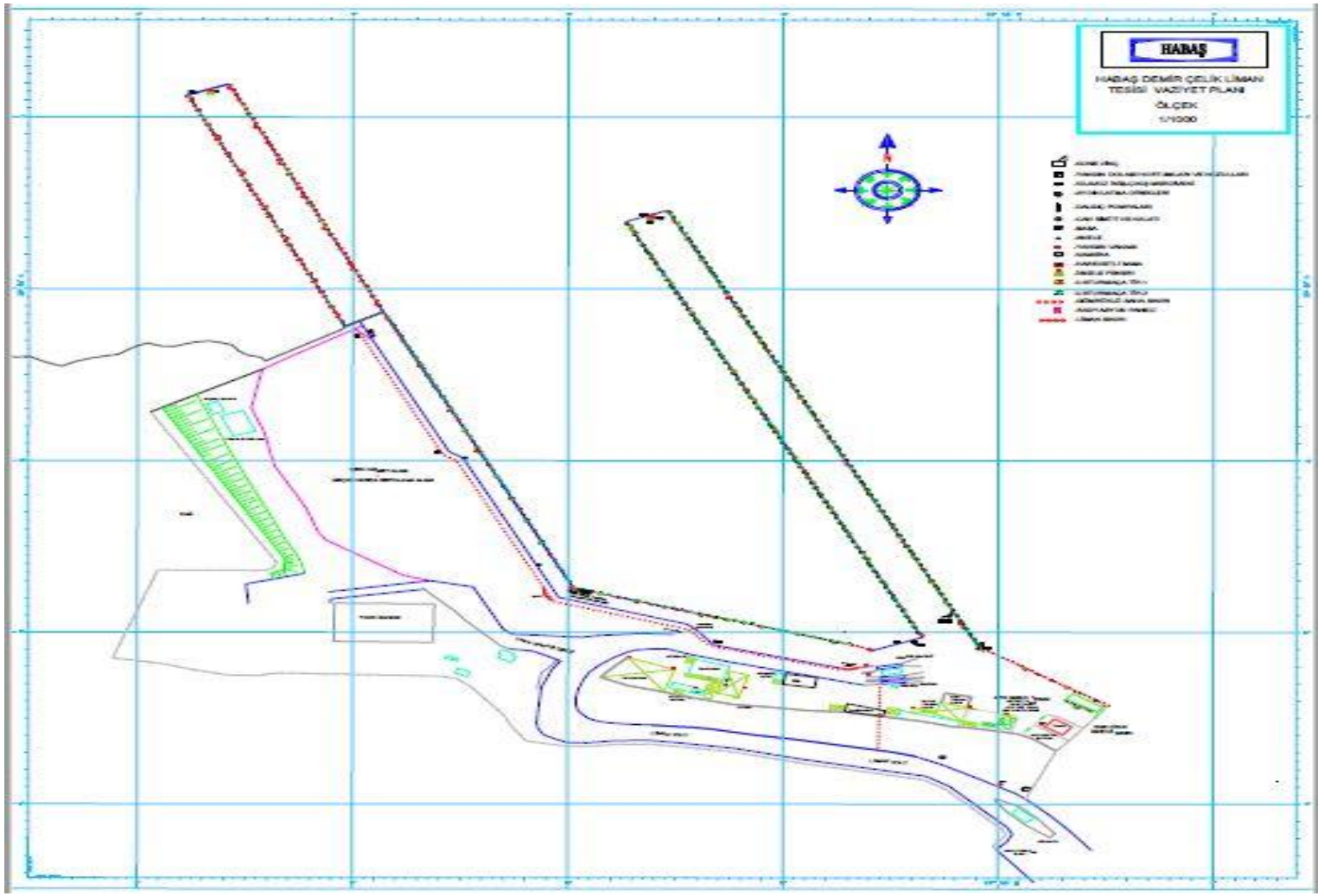
10.4.2.2 The hot working principles to be carried out on ships carrying dangerous cargo in the shore facility are as in Annex-22.

10.5 Additional issues to be added by the shore facility.

In the areas where dangerous cargo is handled in the Port Facility, special areas will be kept under constant surveillance by private security personnel. The camera plan monitoring the areas where dangerous cargo is handled is as in the annex of the Port Facility Security Plan prepared

under the ISPS Code. In addition, the security measures to be taken regarding dangerous cargoes at the port facility are as in Article 5.4.2 of the Port Facility Security Plan.

ANNEX-1 GENERAL SITE PLAN OF THE SHORE FACILITY



ANNEX-2 GENERAL VIEW PHOTOGRAPHS OF THE SHORE FACILITY

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

FULL NAME	POSITION	PHONE
Deniz SARIOĞLU	Port Manager	0 532 434 72 97
Osman TURAN	Port Operation Chief	0 507 489 35 98
Mehmet YENİLMEZ	Port Operation Chief	0 532 453 80 76
Yunus Emre EVRANOS	Port Operation Chief	0 507 287 53 81
Süleyman TURAN	Port Garage Chief	0 541 270 78 29
Özlem ÖZ	Port Occupational Safety Chief	0 543 350 08 09
Mehmet KOÇ	Port Technical Safety Officer	0 506 300 67 56
Zeki ERDURAN	Waste Reception Facility Responsible	0 555 596 24 35
Mustafa AHİR	Port Shift Supervisor	0 506 359 19 55
Galip SATILMIŞ	Port Shift Supervisor	0 536 375 36 62
Halit YILDIRIM	Port Shift Supervisor	0 506 906 71 24
Emrah KARADAĞOĞLU	Port Shift Supervisor	0 531 316 35 23
Ümit SAKA	Port Shift Supervisor	0 541 941 89 15
Ümit BOZDAĞ	Port Warehouse Officer	0 507 640 31 79
Naim KILINÇ	Port Office Clerk	0 537 375 62 96
Okan CENGİZ	Port Office Clerk	0 533 365 19 16
Ahmet DEMİR	Port Weighbridge Officer	0 535 837 22 67
Adnan MURAT	Port Weighbridge Officer	0 530 660 35 39
Mehmet ATAŞ	Port Weighbridge Officer	0 535 514 78 31
Oktay TURAN	Port Weighbridge Officer	0 533 653 80 06
Sinan AKGÜL	Port Weighbridge Officer	0 544 309 42 61
Halil BÜLBÜL	Port Weighbridge Officer	0 530 441 79 47
Bahadır GÜZEL	Port Weighbridge Officer	0 553 600 25 41
Hüseyin AKBABA	Port Weighbridge Officer	0 507 471 30 70
Tarık SİPAHİ	Port Weighbridge Officer	0 536 451 59 60
Cemal EKSİK	Port Electricity Personnel	0 542 571 74 30
Hüseyin DİKER	Port Electricity Personnel	0 532 702 79 40
Bayram ÖZEL	Port Electricity Personnel	0 537 841 15 43
Mehmet ÖZMEN	Port Warehouse Officer	0 541 524 77 58
Yavuz KÖK	Port Warehouse Officer	0 506 704 00 36
Celal ERYILMAZ	Crane Operator	0 535 208 34 57
Soysal CEBE	Port Ward Officer	0 507 083 61 91

Gültekin DUZAN	Port Logistics Personnel	0 545 372 55 07
Ahmet SAĞLAM	Port Logistics Personnel	0 544 507 33 38

SUBCONTRACTORS

FULL NAME	POSITION	PHONE
Erkan KOCABAŞ	Kocabaş Denizcilik Company Official	0 532 692 79 22
Onur KAVAKLI	NEG Engineering	0 506 323 07 19
Raşit ÖZKAN	SS ALİAĞA Yapı Kooperatifi Company Official	0 532 763 36 46
Selahattin İŞÇİOĞLU	SS ALİAĞA Yapı Kooperatifi Company Official	0 532 767 36 23
Fehim KAYA	Nemrut Kooperatifi Company Official	0 532 493 59 84
Hamza SARIGÖZ	Beşkardeşler Nakliyat	0 544 568 11 54

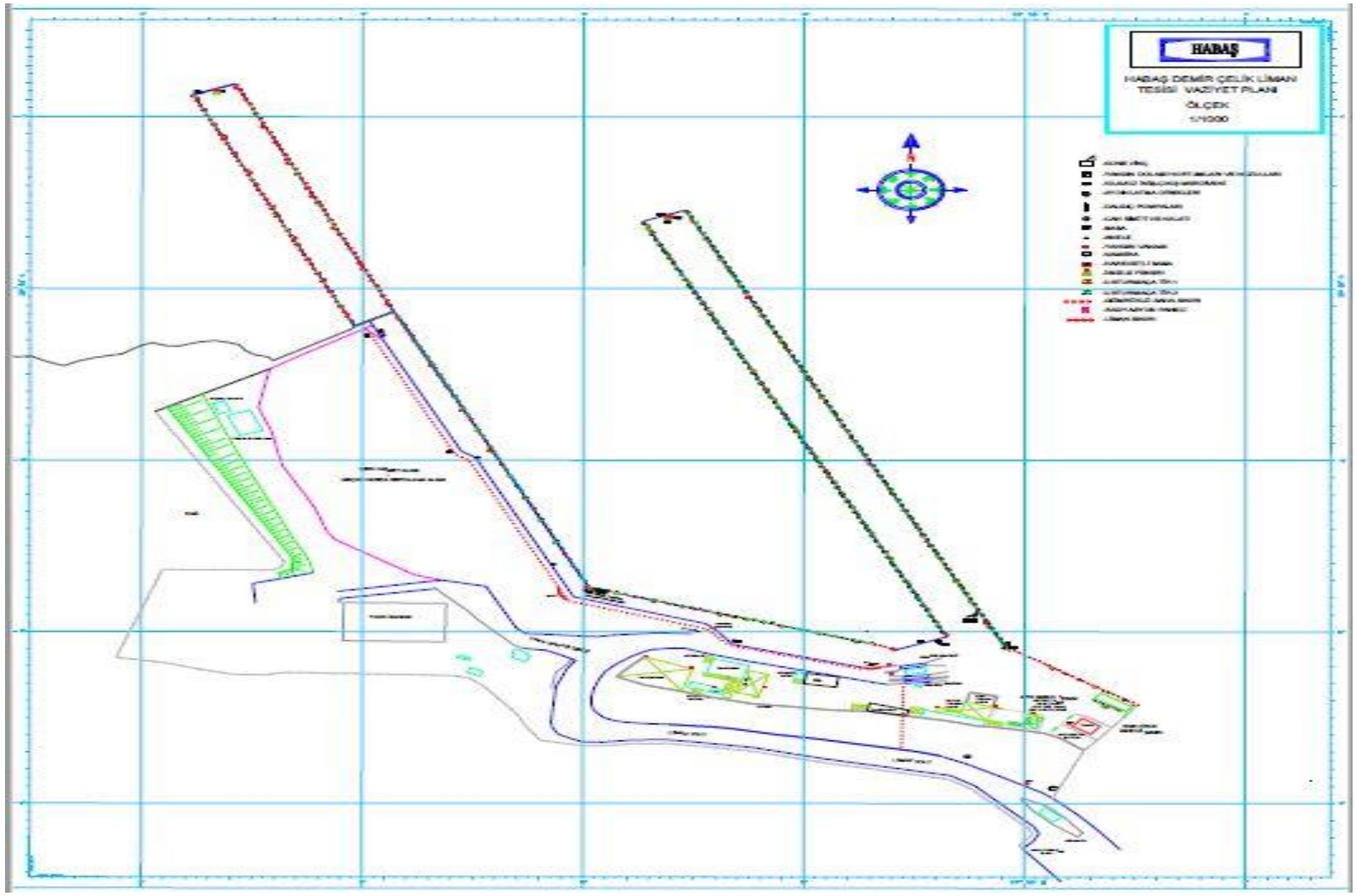
OFF-SITE

Republic of Turkey Ministry of Transport and Infrastructure - General Directorate of Transportation Services Regulation	
Phone: 0 (312) 203 10 00	Fax: 0 (312) 231 51 89
E-mail: -	Ankara
Main Search and Rescue Coordination Center (MSRCC)	
Phone: 0 312 231 91 05 /0 312 232 47 83	Fax: 0 312 232 08 23
E-mail: trmc@denizcilik.gov.tr	Ankara
Aliaga Regional Port Authority	
Phone: 0 232 616 19 99	Fax: 0 232 616 41 06 Aliağa/İzmir
Izmir Governorate	
Phone: 0 232 455 82 82	İzmir
Aliaga District Governorate	
Phone: 0 232 616 10 01	Aliağa
Coast Guard Aegean Sea Regional Command	
Phone: 0 232 616 81 37	İzmir
Provincial Disaster and Emergency Management	
Phone: 0 232 418 17 01	İzmir

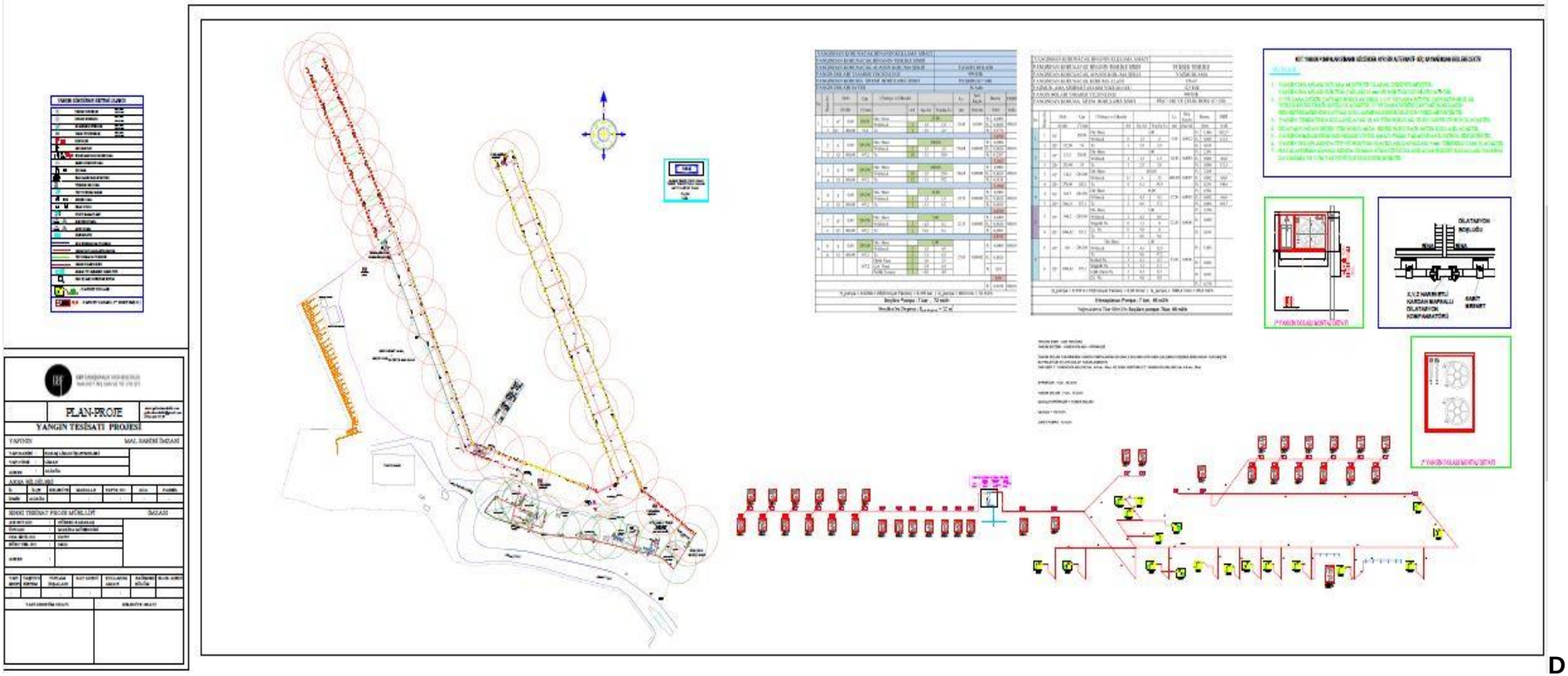
District Gendarmerie Command	
Phone: 0 232 616 19 82	Aliağa
District Police Department	
Phone: 0 232 616 21 65	Aliağa

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

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



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



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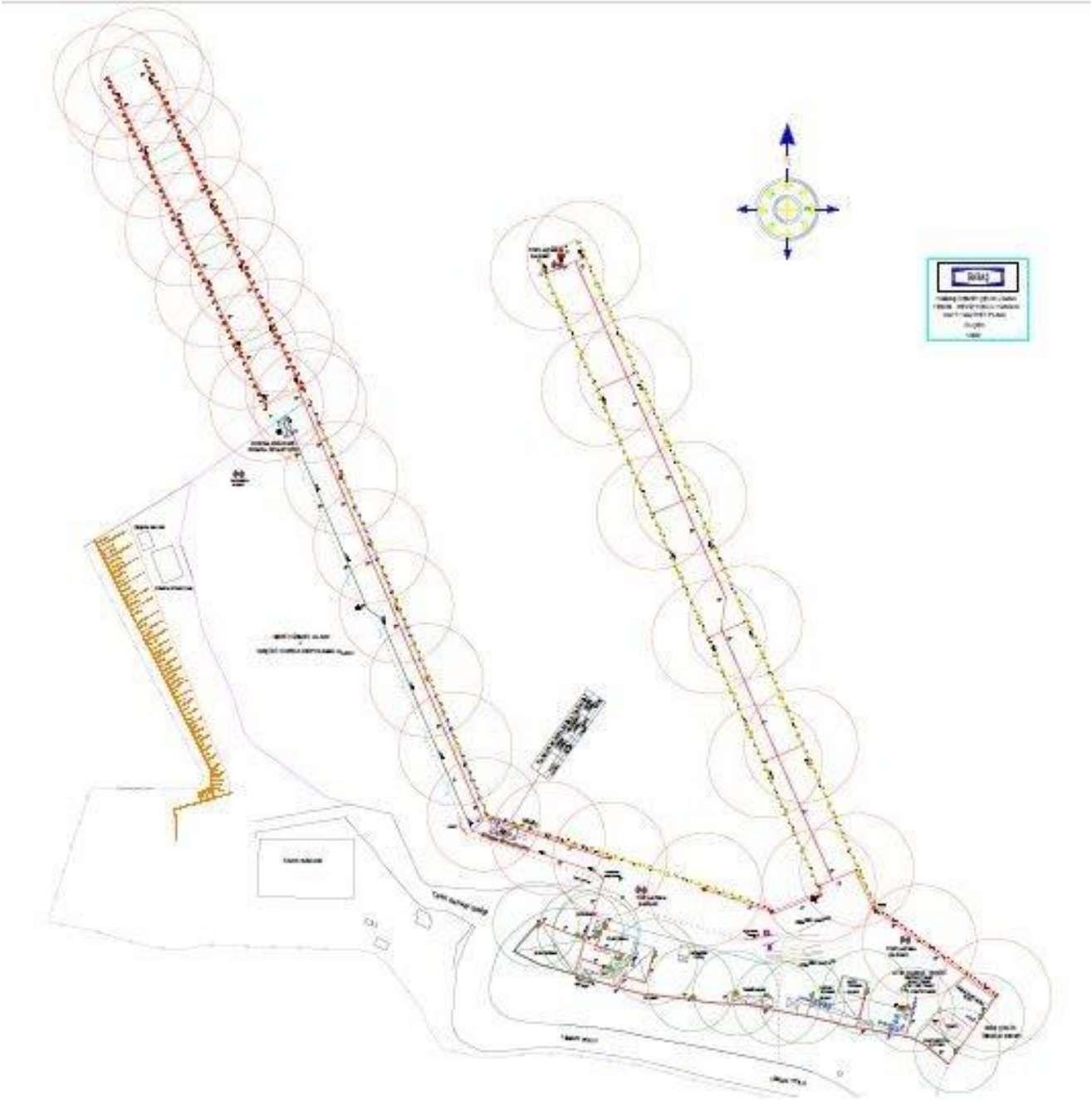
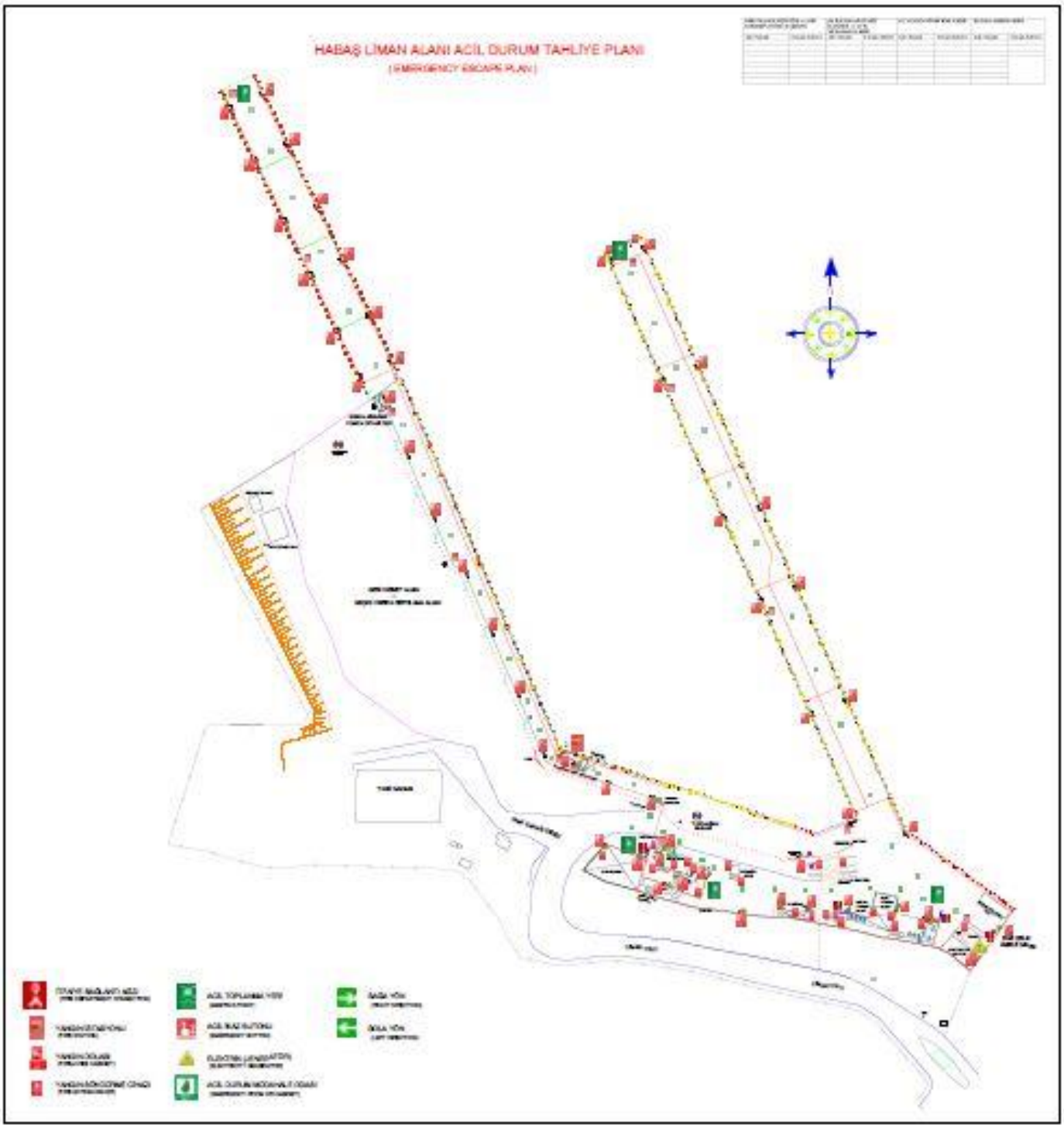
ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY



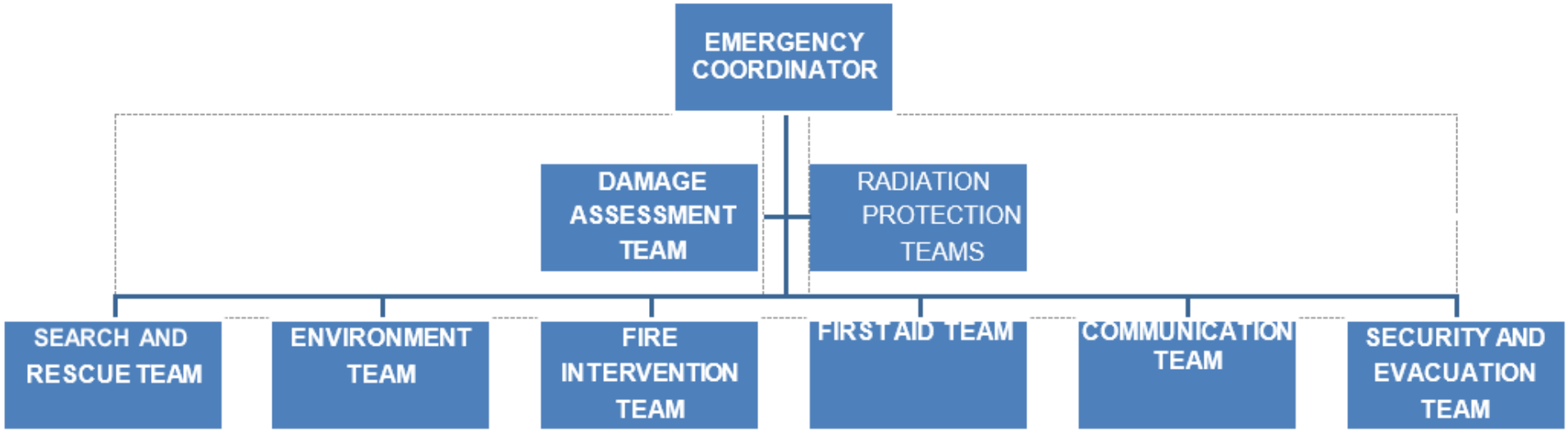
ANNEX-7 EMERGENCY ACTION PLAN

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

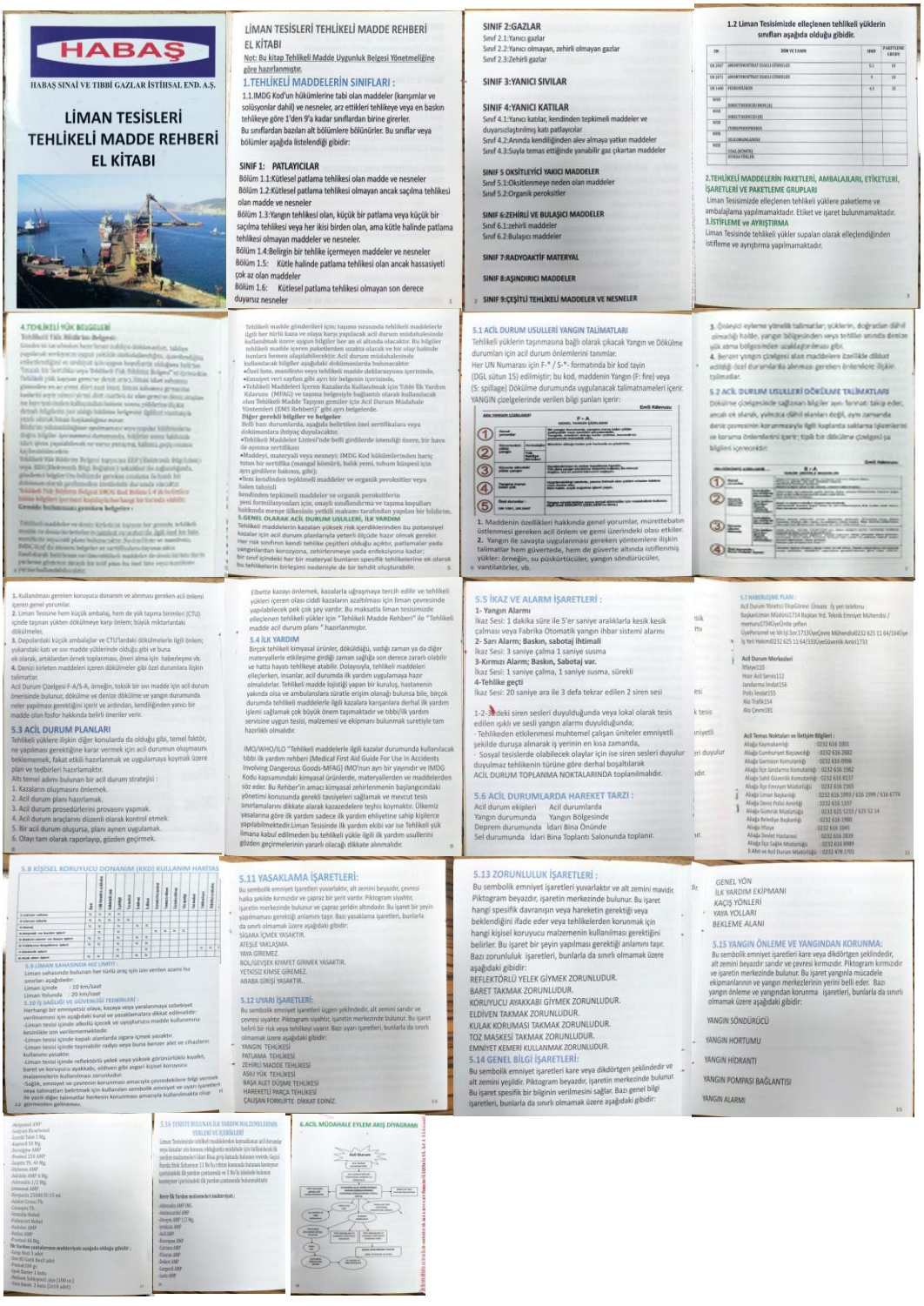
ANNEX-8 EMERGENCY GATHERING PLACES PLAN



ANNEX-9 EMERGENCY MANAGEMENT CHART



ANNEX-10 HAZARDOUS SUBSTANCES HANDBOOK



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

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

ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

THERE IS NO SERVICE VESSEL IN THE FACILITY INVENTORY.

ANNEX-13 PORT AUTHORITY ADMINISTRATIVE BOUNDARIES

SEA COORDINATES OF MOORING AREAS AND PILOT EMBARKATION/DISEMBARKATION POINTS

A) Port administrative area boundary

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

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

B) Mooring areas

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C) Maritime pilot embarkation and disembarkation points

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

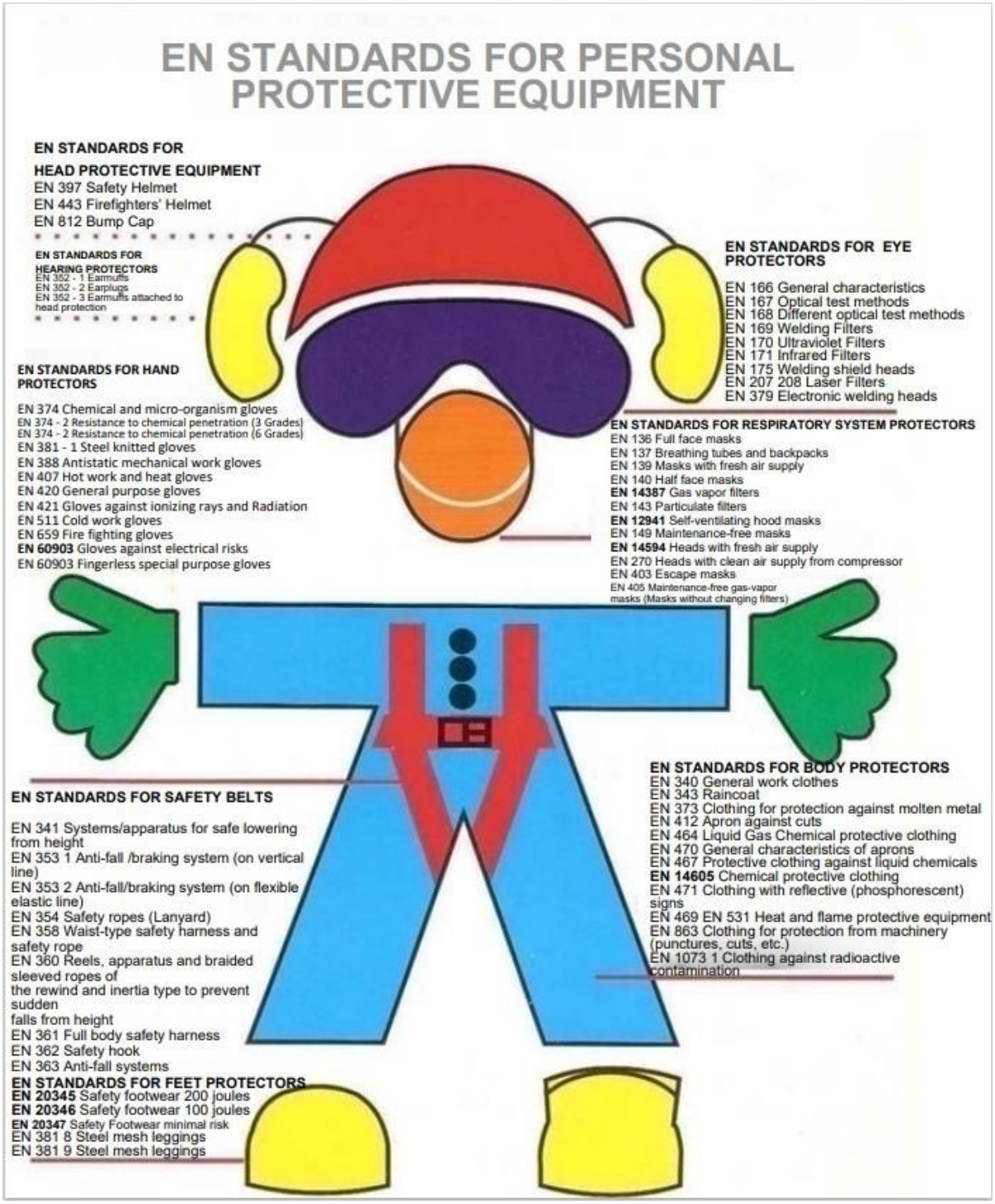
ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY

EMERGENCY RESPONSE EQUIPMENT LIST (CONTAINER)

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

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USEEQUIPMENT

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



ANNEX-16 HAZARDOUS SUBSTANCE INCIDENTS REPORT FORM

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

PORT FACILITY
"HAZARDOUS SUBSTANCE INCIDENT REPORT"

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

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

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

Not available.

ANNEX-18 OTHER REQUIRED ANNEXES

Not available.

ANNEX-19 DANGEROUS CARGO HANDLING GUIDE ADDITIONAL CARGO NOTIFICATION (WHERE NECESSARY)

Not available.

Dangerous Goods Safety Advisor
HATİCE EROL

Port Manager
DENİZ SARIOĞLU