İSDEMİR PORT
DANGEROUS CARGO HANDLING GUIDE

PREPARATION DATE: 24.03.2025

ÖNDER ÇAĞLAYAN

PORT MANAGER

(sign)

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PRESENTATION

The " The International Maritime Dangerous Goods " by the Ministry of Transport and Infrastructure was published in the Official Gazette dated 14 November 2021 and numbered 31659 and entered into force. In accordance with the Dangerous Goods Handling Guide Implementation Instruction (E-63137251- 010.07.01-281879) published on 20 April 2022 within the scope of the regulation, the obligation to prepare a "Dangerous Cargo Handling Guide" has been imposed on ports and coastal facilities. ISDEMIR Port Dangerous Goods Handling Guide has been prepared within the framework of the legislation.

AIM OF THE GUIDE

The purpose of the ISDEMIR Port Dangerous Goods Handling Guide is; To outline the procedures and principles determined for the safe handling of Dangerous Goods, to explain the main lines of the measures to be taken in order to ensure the safety of life, property and environment in case of emergency that may occur at the coastal facility.

SCOPE OF THE GUIDE

This guide covers relavant persons regarding Dangerous Goods, Ship Captains who bring dangerous goods to the Port and Coastal Facility Operator (Iskenderun Demir ve Çelik A.Ş. Port).

LEGAL FRAMEWORK

This guide is published by the Ministry of Transport and Infrastructure; It has been prepared within the framework of the “Regulation on the Transport of Dangerous Goods by Sea and Loading Safety” and “The Dangerous Goods Handling Guide Implementation Instruction (E-63137251-010.07.01-281879) published on April 20, 2022”.

When additional instructions regarding the "Dangerous Cargo Handling Guide" are published by the Administration or when there are technical and comprehensive administrative changes at the ISDEMIR Coastal facility, the Dangerous Goods Guide prepared by ISDEMIR will be revised.

It is obligatory to follow up the matters specified in this Dangerous Goods Handling Guide (TYER) 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 TYER. Iskenderun Iron and Steel Co. Inc. reserves the right to make changes in this guide without the need for any additional notice. The current version of the guide is in the port records. There is only a copy for INFORMATION on the Internet.

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.

REVISION PAGE

No	Revision No	Content of Revision	Revision Date	Revised by	
				Name Surname	Sign
1	01	Facility information form has been updated.	24.03.2025	Osman Erik	
2	01	Dangerous cargo officer lists have been updated.	24.03.2025	Osman Erik	
3	01	Appendix-12 updated.	24.03.2025	Osman Erik	
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1. INTRODUCTION

1.1. Port Facility Data Sheet

1	**Facility Operator Name / Title**	İskenderun Demir ve Çelik A.Ş.		
2	**Contact Informationof Facility Operator (Address, Telephone, Fax, E-Mail and Web Page)**	İskenderun Demir ve Çelik A.Ş. 31319 Payas / Hatay Tel: 326 758 30 80 – Faks: 326 755 37 59 isdemirlimani@isdemir.com.tr www.isdemir.com.tr		
3	**Facility Name**	İskenderun Demir ve Çelik A.Ş. Limanı		
4	**City where the facility is located**	HATAY		
5	**Contact Informationof the Facility (Address, Telephone,Fax, E-Mail and Web Page)**	İskenderun Demir ve Çelik A.Ş. 31319 Payas / Hatay Tel: 326 758 30 80 – Faks: 326 755 3759 isdemirlimani@isdemi.com.trwww.isdemir.com.tr		
6	**Geographical Region of the Facility**	Akdeniz		
7	**Port Authority and Contact Details of the Facility**	İskenderun Bölge Liman Başkanlığı Adres: Çay Mah. 5 Temmuz Cad., İskenderun Telephone: +90 326 613 27 40 - 614 11 92 Fax: 326 614 02 26		
8	**The Municipality to which the Facility is Affiliated and its Contact Details**	Payas Belediyesi Telephone: (0326) 755 78 00 - 755 10 11 Fax: (0326) 755 78 08 E-Mail: payasbel@gmail.com Address: Yıldırım Beyazıt Mh. Şehit Yüzbaşı Ali Oğuz Bulvarı No:48 Payas / HATAY		
9	**Name of Free Zone or Organized Industrial Zone where the facility is located**	Facility is not in Free Zone		
10	**Validity Date of Coastal Facility Operation Permit/Temporary Operation Permit**	24.10.2025		
11	**Activity Status of the Facility**	Own cargo and additional 3rd party **(X)**	Own cargo (…)	3rd party (…)

12	**Name and Surname of Facility Manager, Contact Details (Telephone, Fax, E-Mail)**	Önder Çağlayan 0532 663 90 29 ocaglayan@isdemir.com.tr
13	**Name and Surname of Dangerous Goods Operations Responsible of the Facility, Contact Details (Phone, Fax, E-Mail)**	Önder Çağlayan 0532 663 90 29 ocaglayan@isdemir.com.tr
14	**Name and Surname of Dangerous Goods Safety Advisor of the Facility, Contact Details (Phone, Fax, E-Mail)**	Orkun DÖKENER (Koordinasyon sorumlu TMGD) 0533 357 80 55 orkund@sttmgd.com Mehmet GÜR 0507 246 1817 mehmetg@sttmgd.com
15	**Marine Coordinates of the Facility**	36^0 43’ 30’’ N - 36^0 11’ 06’’ E
16	**Types of Dangerous Goods Handled at the Facility (Loads withinthe Scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, Asphalt/Bitumen and Scrap Cargoes)**	-IBC Code -IMSBC Code -Scrap Cargoes

17	**Dangerous Goods Handled at the Facility (Loads otherthan IMDG Code, which are among theCargo Types in Article 16, will be written separately. Additional Cargo Request will be submitted to the Affiliated Port Authority with Annex-1 Form. It willbe added to TYER when deemed appropriate)**	- Covered by the IBC Code - KATRAN (UN 1999 - Tars,Liquid) - Covered by the IBC Code - BENZOL (UN 1114 - CrudeBenzene Flammable Liquid) - Within the Scope of IMSBC Code - IRON (III) METAL SCRAP, SCRAP (UN - 2793 Ferrous Metal Borings, Cuttings) - Covered by the IMSBC Code – Ferrosilicon (UN 1408Ferrosilicon) - Covered by the IMSBC Code – Coal (MHB Groups A and B)
18	**Classes for Handled Cargoes Subject to IMDG Code**	According to the IMDG Code, there is no installation.
19	**Groups in the IMSBC Code Characteristic Table for Handled Cargoes**	- Within the Scope of IMSBC Code - IRON (III) METAL SCRAP, SCRAP (UN - 2793 Ferrous Metal Borings, Cuttings)(Groups B and A) - Covered by the IMSBC Code – Ferrosilicon (UN 1408Ferrosilicon) (Group B) - Covered by the IMSBC Code – Coal (MHB Groups A and B)
20	**Types of Ships ThatCan Dock at the Facility**	General Cargo, Dry Bulk, Chemical Tanker, Petroleum ProductTanker
21	**The Distance of theFacility to the Main Road (Kilometers)**	4 km
22	**Distance of the Facility to the Railway(Kilometer) or Railway Connection (Yes/No)**	Directly Connected to the National Railway

23	**Name of Nearest Airport and Distanceto Facility (Kilometers)**	Cukurova International Airport 150 km Hatay Airport 80 km	
24	**Load Handling Capacity of the Facility (Ton/Year;TEU/Year; Vehicle/Year)**	17.500.000 tons/year	
25	**Whether Scrap Handling Is Carried Out in the Facility**	Yes	
26	**Is There a Border Gate? (Yes No)**	Yes	
27	**Is There a Bonded Site? (Yes No)**	Yes	
28	**Cargo Handling Equipment and Capacities**	Harbor Cranes, Piping System, Conveyor System	
29	**Storage Tank Capacity (mt)**	35.000 m3 (Coal tar tank), 60 m3 (Benzole)	
30	**Open Storage Area (m²)**	786.896 m2	
31	**Semi Closed Storage Area (m²)**	Yok	
32	**Closed Storage Area (m²)**	4.186 m2	
33	**Identified Fumigation and/or Degassing Area (m²)**	No Fimugation	
34	**Guidance and Towing Services Counter's Name, Title, Contact Details**	İskenderun Demir ve Çelik A.Ş. 31319 Payas / Hatay Tel: 326 758 30 80 – Faks: 326 755 3759 isdemirlimani@isdemir.com.tr www.isdemir.com.tr	
35	**Has a Security Plan Been Created? (YesNo)**	Yes	
36		Waste Type	Capacity (m³)

	Waste Reception Facility Capacity (This section will be arranged separately according to the wastes accepted by thefacility.)	Dirty Ballast	0
		Slop	40
		Waste Oil	10
		Sludge Bilge	60
		Water	100
		Toxic Liquid Substance	10
		Dirty Water	2500
		Garbage	24

37	**Dock/Wharf etc. Properties of Fields**					
	Dock / Pier No	**Length (Meters)**	**Width (Meters)**	**Maximum Water Depth (Meters)**	**Minimum Water Depth (Meters)**	**The Largest Ship Tonnage and Length (Dwt-Gt/Meter)**
	Dock No 1	500	-	19,20	19	200.000 DWT
	Dock No 2	240	-	12,50	12	50.000 DWT
	Dock No 3	260	-	14,00	13	62.000 DWT
	Dock No 4	220	-	13,70	13,5	50.000 DWT
	Dock No 5	200	-	13,20	13	50.000 DWT
	Dolphin Jetty No 1	106	-	14,00	13,80	25.000 DWT
	Pipeline name (if available on site)			**Number (pcs)**	**Length (Meters)**	**Diameter (Inches)**
	Benzole pipeline over Dolphin Jetty			1	90	6
	Seabed pipeline 1 (Benzol)			1	110	6
	Coal tar pipeline over Dolphin Jetty			1	90	6

1.2. Loading / Unloading and Handling and Storage of Dangerous Goods Handled and Temporarily Stored at the Coastal Facility

All Dangerous Goods in the facility are handled according to IBC Code and IMSBC Code. There is no direct national road connection from the port responsibility area. Loads subject to ADR are processed within the scope of TMFB received by the factory. There is no handling of cargoes within the scope of MARPOL ANNEX-1, IMDG Code, IGC Code, Grain Code, TDC Code and waste, cargo waste and project cargoes.

A. Liquid Dangerous Goods and Measures to be Taken (IBC Code):

Instruction for Safe Handling of Dangerous Liquid Bulk Cargoes (Tar UN 1999),

Instructions for Safe Handling of Dangerous Liquid Bulk Cargoes (Benzol UN 1114),

Hot Work Permit,

Instructions for Using MFAG for Injuries Related to Dangerous Goods,

Instruction for Using EmS in Emergency Situations Related to Dangerous Goods

Within the scope of the above-mentioned procedures and instructions, work and transactions are carried out in accordance with the IBC Code.

1. **Measures to be taken for Tar (UN 1999 - Tars, Liquid):**

The process is operated in a detailed manner according to the Safe Handling Instruction of Hazardous Liquid Bulk Cargoes (Tar UN 1999). The important parts are listed below:

(1) It will be kept away from ignition sources,

(2) Damaged or leaking storage tanks and pipelines will not be used in any way and their maintenance will be done quickly,

(3) Storage tanks and pipelines will be protected from accidental damage or heating,

(4) Lighting, power cables and connections will be kept in good condition, unsafe cables and equipment will be disconnected to prevent dangers from short circuits, grounding leaks and sparks,

(5) Adequate ventilation shall be provided in order to prevent flammable vapors formed by forming explosive mixtures with air in the tanks from igniting and turning into a fireball,

(6) Working areas will be well ventilated, breathing the vapors will be avoided, approved respirators will be used in case the air pollution in the facility exceeds the acceptable level, and the contact of the product with the skin and eyes will be avoided,

(7) Contaminated clothes and shoes will be disposed of, precautions will be taken against static electricity discharges,

(8) Due to its flammable / combustible - oxidizing properties, it will be kept away from heat and flames, it will not be stored near places that produce heat, it will not be exposed to high temperatures, it will be protected from physical damage or friction, it will be used in cool and well-ventilated warehouses, and it will be stored in tanks designed and manufactured according to chemical properties. Considering that some product may remain in empty tanks, the warning signs will not be removed,

(9) No vehicles will be allowed to enter Dolfen Dock during loading.

2. **Measures to be taken for Benzole (UN 1114 - Crude Benzene Flammable Liquid):**

The process is operated as detailed in accordance with the Safe Handling Instruction of Hazardous Liquid Bulk Cargoes (Benzol UN 1114). The important parts are listed below:

(1) Control measurement will be made on the dock with a mobile gas detector before, during and after the loading begins,

(2) Damaged or leaking tanks and pipelines will not be used in any way and their maintenance will be done quickly,

(3) Tanks and pipelines will be protected from accidental damage or heating,

(4) A smoking ban will be applied in dangerous areas and clearly visible 'NO SMOKING' warning signs will be posted,

(5) Lighting and power cables and connections will be kept in good condition, unsafe cables and equipment will be disconnected to prevent dangers from short circuits, grounding leaks and sparks,

(6) Adequate ventilation shall be provided in order to prevent flammable vapors formed by forming explosive mixtures with air in the tanks from igniting and turning into a fireball,

(7) Due to its extremely flammable and toxic nature, personal protection measures will be prioritized and approved breathing devices will be used,

(8) It will be kept away from heating, sparks, open ignition and ignition sources,

(9) It will be kept away from pressure, cutting, heating, melting and ignition sources,

(10) Storage will be made in warm, dry and well-ventilated tanks, storages exposed to direct sunlight will not be preferred,

(11) Skin contact will be avoided, hands will be washed before eating, drinking, smoking and using the toilet, eating, drinking and smoking will be prohibited in the storage area, dirty clothes will be disposed of,

B. Dangerous Goods According to IMSBC Code and Measures to be Taken as per Code:

Instruction for Safe Handling of Dangerous Solid Bulk Cargo,

Instruction for Safe Handling of Dangerous Solid Bulk Cargo (Ferrosilicon UN 1408),

Instruction for Safe Handling of Scrap Cargoes,

Radiation Measurement Instruction,

Instruction for Detection of Radiation and Handling of Radioactive Materials,

Hot Work Instruction,

Instructions for Using MFAG for Injuries Related to Dangerous Goods,

Instruction for Using EmS in Emergency Situations Related to Dangerous Goods

Within the scope of the above-mentioned procedures and instructions, business and transactions are carried out according to the IMSBC Code.

1. General Procedures:

The general procedures and points to be considered regarding the cargoes being handled at the port facility within the scope of the IMSBC Code are shared in detail below.

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 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 hazardous material. During handling, appropriate protective

clothing, respiratory protection and, when needed, protective creams will be provided to the employees according to the type of hazard.

1.2. Hazardous Vapor Emission/Oxygen Deficiency:

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 a toxic or flammable vapor 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 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.

1.3.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 practicable 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 ventilation of the enclosed space to limit dust concentration in the atmosphere, avoiding sources of ignition, minimizing material wall lengths, and hosing rather than sweeping.

1.4. Simultaneously Flammable Substances and Substances Reacting wiht 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.

1.5. 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.

1.6. Inappropriate Materials:

Dangerous solid bulk cargoes shall not be transported, transported or stacked in such a way as to prevent dangerous interaction with unsuitable materials.

2. Precautions to be Taken for IRON (III) METAL SCRAP (UN - 2793 Ferrous Metal Borings, Cuttings):

Instruction for Safe Handling of Scrap Cargoes,

Radiation Measurement Instruction,

The process is operated in detail according to the Instruction for Detection of Radiation and Handling of Radioactive Materials.

The important points are listed below:

2.1. Unilateral discharges that may disturb the balance of the ship will be avoided,

2.2. Before unloading, the holds will be checked for emergencies such as fire, self-ignition, leakage, etc.,

2.3. Necessary measures will be taken to prevent leakage and dispersal of dangerous cargo,

2.4. The ship's captain will ensure that the bilge pipes and other life support pipes passing through the warehouses where the dangerous cargo is loaded are in good condition,

2.5. The ventilation system will be shut down during loading/unloading, additional measures will be taken to keep the polluted air level at a minimum, polluted air will be prevented from leaking into living spaces,

2.6. Necessary measures will be taken to prevent metal dust from adversely affecting the operation of working equipment, navigation aids and other moving parts,

2.7. Materials falling on the ground during transfer to the bunker will be collected at the end of each shift, and the bottom of the bunker will be delivered cleanly to the incoming shift.

2.8. Other detailed loading, unloading and storage activities will be carried out within the framework of IMSBC code requirements.

3. Precautions to be Taken for Ferrosilicon (UN 1408 Ferrosilicon):

The process is operated as detailed in accordance with the Safe Handling Instruction of Hazardous Solid Bulk Cargo (Ferrosilicon UN 1408).

The important points listed below:

3.1. Wetting or dampening of the material will be avoided,

3.2. After the hatch covers are opened and before the personnel enters each warehouse, a gas detector that detects PH3 will be checked, and if phosphine or arsine gas is detected, the ship will be abandoned and the ship's captain will be notified that gas has been detected,

3.3. Before starting the evacuation, the ramps will lean against the ship's side to prevent the material spilled from the bucket from falling into the sea,

3.4. Unilateral discharges that may disturb the balance of the ship will be avoided,

3.5. Before going down to the warehouse, the stairs and interior lighting will be checked,

3.6. Materials falling on the ground during transfer to the bunker will be collected at the end of each shift, and the bottom of the bunker will be delivered cleanly to the incoming shift.

3.7. Other detailed loading, unloading and storage activities will be carried out within the framework of IMSBC code requirements.

4. Measures to be Taken for COAL (bituminous, athracite etc.)

4.1. It is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.

4.2. 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 explode. 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.

4.3. Coals can oxidize, causing depletion of oxygen in the cargo volume and an increase in carbon dioxide or carbon monoxide concentrations. 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.

4.4. 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.

4.5. 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.

4.6. Other detailed loading, unloading and storage activities will be carried out within the framework of IMSBC code requirements.

2. RESPONSIBILITIES

2.1. General Responsibilities

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

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

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

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

2.2. Responsibilities of Shippers

(1) It prepares and has all mandatory documents, information and documents related to dangerous goods such as the Dangerous Goods Transportation Document, and ensures that these documents are present with the cargo during the transportation activity.

(2) It ensures that the dangerous goods are classified and defined in accordance with the legislation and the cargo documents are delivered to the ship in accordance with the criteria specified in the IMSBC, CSS and IBC Code.

(3) It ensures that dangerous goods are loaded, stacked, secured, transported and unloaded in tankers in accordance with the rules according to IBC CODE, IMSBC, BLU CODE and ISGOTT.

(4) It ensures that all relevant personnel for whom it is responsible are trained on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, security and similar issues, and that training records are kept.

It ensures that the necessary safety measures are taken for Dangerous Goods that do not comply with the rules, are unsafe or pose a risk to people or the environment. In this context, Dangerous Goods with leakage or product loss that do not comply with the rules, or with the risk of product loss, are taken into rescue packaging and stored in a separate safe area, and records are kept. If a leak/spill occurs and the coastal facility is in the sea area or in the form of leaking from the pier to the sea, it promptly informs the operator to collect the spillage by the contracted emergency response company.

(5) Necessary information and support to the business management/TMGD regarding the class of Dangerous Goods that spill/leak or cause explosion in case of emergency or accident, the

dangerous risks it creates, the amount of spilled/leaked and the extinguishing/collection and disposal methods to be taken depending on its class provides.

(6) Notifies the business management/TMGD about the accidents related to the dangerous goods.

(7) Provides the information and documents requested in the controls carried out by the official authorities and ensures the necessary cooperation.

2.3. Responsibilities of the Shore Facility Operator

(1) It does not dock the ships carrying dangerous goods to the facility without the permission of the Iskenderun Regional Port Authority.

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

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

(4) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present 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.

(5) Shares all the data that may be required according to the characteristics of the cargo with the ship's person and carries out the loading or unloading operation according to the agreement to be reached. The ship does not make any changes in the operation without the knowledge of the person concerned.

(6) 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 to ensure that the ship is safely moored at the pier and handling.

(7) 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.

(8) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel without documents in these operations.

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

(10) It ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the coastal facility.

(11) Performs activities related to dangerous goods at piers, piers and warehouses established in accordance with these works.

(12) 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.

(13) It keeps the updated list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives this information to the relevant parties upon request.

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

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

(16) It provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

(17) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible, and in cases where it is necessary to wait, it applies to the administration for permission.

(18) It 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.

(19) He obtains 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.

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

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

The List of Personnel Responsible for Dangerous Goods Operations at İsdemir Port and Their Job Descriptions are as follows:

PERSONNEL RESPONSIBLE FOR HANDLING HAZARDOUS SOLID BULK CARGOES			
NAME SURNAME	**DUTY**	**MOBILE PHONE**	**FIXED-LINE**
CEBRAİL AKKAYA	**Port Operations Manager** Dangerous Cargo Handling Guide plans, coordinates and manages operations related to hazardous solid bulk operations in accordance with all relevant national and international Regulations and Codes.	(533) 691-6430	4080 - 4680
HASAN ARSLAN	**Operator Manager** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2472	4080 - 4680
HÜSEYİN GÖR	**Operator Manager** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2472	4080 - 4680
AYDIN FATİH KAHVECİ	**Operator Manager** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2472	4080 - 4680
AHMET TOLGA RAY	**Operator Manager** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2472	4080 - 4680
İBRAHİM GÖK	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2472	4080 - 4680
ÜMİT KARADAŞ	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2472	4080 - 4680
MEHMET KURT	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2473	4081 - 4680
İBRAHİM TETİK	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2474	4082 - 4680

PERSONNEL RESPONSIBLE FOR HANDLING HAZARDOUS SOLID BULK CARGOES			
NAME SURNAME	**DUTY**	**MOBILE PHONE**	**FIXED-LINE**
HİLAL YARIZ	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2475	4083 - 4680
MEHMET GÖKAL	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2476	4084 - 4680
MUSTAFA YILKIRAN	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2477	4085 - 4680
ONUR GÜLER	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2478	4086 - 4680
ŞÜKRÜ GÜLTEKİN	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2479	4087 - 4680
DURSUN ÖZİL	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2480	4088 - 4680
ŞAKİR BEBEK	**Operations Officer** Ensures the preparation of appropriate equipment before hazardous solid dumping operations. Takes necessary precautions to prevent materials discharged from ships or loaded onto ships from becoming a source of pollution. Performs atmospheric control with mobile gas detectors before workers start working in ship holds and closed spaces. In emergencies, acts according to the ADP.0003 Port Emergency Plan.	(539) 551-2481	4089 - 4680

PERSONS RESPONSIBLE FOR HANDLING CONTAMINATED RADIOACTIVE SUBSTANCES				
REGISTRY NO	NAME SURNAME	DUTY	MOBILE PHONE	FIXED-LINE
200533	MEHMET TUĞGUM	**Chief Engineer** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(543) 845-9629	4010
205973	BURAK YALÇIN	**Engineer** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(536) 741-5460	5064
206312	MEVLÜT SAYICI	**Foreman** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(533) 035-4172	4210
202269	RECEP BAĞLAR	**Worker** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(505) 247-5798	4210
202307	BÜLENT ÇEZİK	**Worker** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(537) 294-0327	4210
202309	SALİH ALTAY	**Worker** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(542) 229-0077	4210
202347	HASAN DEMİR	**Worker** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(533) 475-1946	4210
204058	FATİH ULUS	**Worker** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(543) 626-2614	4210
207780	ÖMER FARUK ALAN	**Worker** In case radioactive material is detected, it is transferred to the Port and takes the necessary actions to quarantine the radioactive material and send it to disposal in accordance with the RADIOACTIVE MATERIAL DETECTION PROCEDURE IN Scraps.	(535) 696-4050	4210

PERSONS RESPONSIBLE FOR HANDLING GASOLINE AND TAR CARGOES			
NAME SURNAME	DUTY	MOBILE PHONE	LANDLINE
ONUR MARTI	Chief Engineer Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(532) 592-4085	3559
İbrahim SARI	Engineer Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(506) 304-3034	5284
MUSTAFA ATMACA	Shift Manager Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(543) 665-4842	4355
AYTAÇ AK	Employee Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(535) 238-1900	4355
CELAL KILINÇ	Employee Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(544) 923-0014	4355
HAKAN GÖÇER	Employee Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(538) 555-5708	4355
NEŞAT MIDIK	Employee Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures.	(532) 260-9212	4355
MÜSLÜM YILDIZ	Side Products Shift Manager Before and after loading Benzol, it checks the line, equipment, etc. and follows the loading procedures. It works in coordination with the Water Facilities Directorate in tar loading and follows the loading procedures.	(532) 693-1199	5533-5586
DURAN ŞİMŞEK	Side Products Shift Manager Before and after loading Benzol, it checks the line, equipment, etc. and follows the loading procedures. It works in coordination with the Water Facilities Directorate in tar loading and follows the loading procedures.	(541) 292-4511	5533-5586
ENDER ÖZ	Side Products Shift Manager Before and after loading Benzol, it checks the line, equipment, etc. and follows the loading procedures. It works in coordination with the Water Facilities Directorate in tar loading and follows the loading procedures.	(555) 629-1037	5533-5586
YAKUP AYAZ	Side Products Shift Manager Before and after loading Benzol, it checks the line, equipment, etc. and follows the loading procedures. It works in coordination with the Water Facilities Directorate in tar loading and follows the loading procedures.	(532) 780-0634	5533-5586
ADEM KARAÇAR	Side Products Shift Manager Before and after loading Benzol, it checks the line, equipment, etc. and follows the loading procedures. It works in coordination with the Water Facilities Directorate in tar loading and follows the loading procedures.	(543) 502-1906	5533-5586

2.4. Ship Masters' Responsibilities

(1) It ensures that the equipment and devices of the ship are suitable for dangerous cargo transportation and are in working condition.

(2) Requests all mandatory documents, information and documents related to dangerous goods from the coastal facility and the cargo person, and ensures that they accompany the dangerous cargo. Provides mutual agreement according to the ship - shore check list for the ship that will dock at the coastal facility.

(3) Ensures that the safety measures regarding the loading, stacking, handling, transportation and unloading of dangerous goods on board are fully implemented and maintained, and performs the necessary inspections and controls. It agrees with the Coastal Facility on the loading plan. It carries out the installation within the framework of this agreement.

(4) He checks that the dangerous goods entering his ship are duly defined, classified, certified, declared, approved and safely loaded and transported to his ship in accordance with the rules within the scope of the IBC or IMSBC code.

(5) It ensures that all ship personnel, including the watchkeeping officers, are informed and trained about the risks of transported, loaded and unloaded dangerous goods, safety precautions, safe working, emergency measures and similar issues.

(6) It ensures that persons who have received the appropriate training and qualifications for loading, transporting, unloading and handling of dangerous goods work in a manner that takes occupational safety precautions. During the dangerous cargo transfers, Deck and Machinery creates safety watch. In this context, it ensures that the personnel in charge carry out their activities within the framework of the agreement reached with the coastal facility according to the ship-shore control list.

(7) It cannot go out of the area allocated to it, cannot anchor, cannot approach the pier and pier without the permission of the İskenderun Regional Port Authority. If it will anchor, it gives the chain slack, taking into account the weather conditions and the size of the ship.

(8) It applies all shipping rules and precautions during navigation, maneuvering, anchoring, berthing and departures in order for the ship to carry the dangerous cargo safely. When necessary, it prepares emergency response measures for dangerous cargoes and ensures that they are implemented.

(9) Safe entrance and exit between the ship and the dock Oyak Denizcilik ve Liman İşletmeleri A.Ş. provides the instruction within the framework of its procedures and principles.

(10) Informs its personnel about the practices, safety procedures, emergency measures and response methods regarding Dangerous Goods on board. Informs the watch officer about possible dangerous cargo accidents. It ensures that smoking prohibited and free zones are determined and implemented. Gas measurement etc. within the scope of risks posed by Dangerous Goods ensures that safety measurements are made regularly.

(11) Keeps up-to-date lists of all dangerous cargoes on board, including loaded and unloaded dangerous goods, and declares them to the relevant parties.

(12) Takes the necessary safety measures for Dangerous Goods that do not comply with the rules, are unsafe, pose a risk to the ship, people or the environment, and inform the relevant people of İSDEMİR and the port authority.

(13) ISDEMIR notifies the relevant persons and the port authority of the dangerous cargo accidents that occur on the ship.

(14) Documents to be kept on board:

In accordance with SOLAS 1974 chapter VII/4.2 and MARPOL 73/78 Annex III Regulation 4.2 as amended, each ship carrying dangerous goods and marine pollutants shall have a specific list, manifest or stowage plan with the names and locations of Dangerous Goods and marine pollutants. This specific list and manifest will be based on the documents and certificates required in the IBC or IMSBC Code. In addition, it will include stowage locations and the total amount of Dangerous Goods and marine pollutants. A detailed stowage plan that determines the class and shows the locations of all Dangerous Goods and marine pollutants can be used instead of this special list or manifest. A copy of these documents will be made available to the Port Authority before departure.

(15) Emergency Response Information:

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 far from packages containing Dangerous Goods and will be available immediately in case of an event. In this context, a special list, manifest or entries suitable for Dangerous Goods declaration or Medical First Aid Guide (MFAG) for Use in Accidents Involving Dangerous Goods and Emergency Response Methods for Ships Carrying Dangerous Goods (EmS Guide) to be used in conjunction with the transport documents will be available.

(16) It provides the necessary support and cooperation in the controls made by the official authorities on the ship.

3. RULES TO BE FOLLOWED AND MEASURES TO BE TAKEN BY COASTAL FACILITY OPERATORS

Coastal facility operators that have/will receive the Dangerous Goods Conformity Certificate shall take the following measures:

A. Dangerous liquid bulk cargoes departing from İsdemir Port are loaded directly to the ship's tank with the help of a pump using the pipe circuit allocated for the relevant cargo. In the case of bulk solid dangerous goods; directly to İsdemir A.Ş. are stored in the allocated areas at the factory site. Operations regarding outgoing and incoming dangerous cargoes; related instructions, IMDG Code, IMSBC Code are managed within the framework of the rules.

B. It ensures that the shore facility personnel, seafarers and other authorized persons in charge of handling Dangerous Goods wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage. In this context, it ensures that the application is carried out within the framework of the procedures specified in the PPE usage map given in Annex -13.

C. Persons who will fight the fire at the Dangerous Goods handling site ensure that the equipment in the emergency container, first aid units and equipment are always ready for use. In this context, these activities will be carried out within the framework of the İSDEMİR ADP (Emergency Plan).

D. İSDEMİR Port carries out emergency evacuations within the framework of Ship Evacuation Procedures for the evacuation of ships and marine vehicles from coastal facilities in emergency situations.

E. They ensure that fire, safety and security measures are taken.

F. The control of the provisions of this article is carried out by the Iskenderun Regional Port Authority and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.

G. According to the Regulation on Training and Authorization within the scope of the International Code Regarding Dangerous Goods Transported by Sea, published in the Official Gazette dated 22/1/2016 and numbered 29601, personnel who do not have the necessary training and certificates are not allowed to work and work in dangerous goods handling operations and to enter the areas where these operations are carried out.

4. CLASSIFICATION, TRANSPORTATION, LOADING / DISCHARGE, HANDLING, SEPARATION, STACKING AND STORAGE OF HAZARDOUS CARGOES

4.1. Dangerous Cargo Classifications

According to Annex-1(1) of the "Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate" published with the Ministry's approval dated 31/05/2022 and numbered 330837: should be prepared, but Dangerous Goods that are not handled at the facility should not be included in Dangerous Cargo Handling Guide." Based on the expression, solid and liquid Dangerous Goods handled at the facility are as follows:

Under the IBC Code - Tar (UN 1999 - Tars, Liquid)

Under the IBC Code - Benzole (UN 1114 - Crude Benzene Flammable Liquid)

Covered by IMSBC Code - Iron (III) Metal Clippings, Scrap (UN - 2793 Ferrous Metal Borings, Cuttings)

Covered by the IMSBC Code – Ferrosilicon (UN 1408 Ferrosilicon)

Covered by the IMSBC Code – Coal (MHB Groups A and B)

Liquid bulk cargoes (benzol and tar) handled within the scope of the Directive's "Requirements for Safe Handling of Hazardous Liquid Bulk Cargoes" mentioned in the introductory part of

Annex-4 were examined with this perspective. As a result of the examination, benzol and tar liquid bulk cargoes are classified as hazardous dangerous liquid bulk cargoes with the phrase "safety-safety-S" in the "d" column titled "hazards" of the table in Chapter 17 of the IBC Code. There is no transfer of supala.

As stated in Article 2.4 of Annex-3, where the Requirements for Safe Handling of Hazardous Solid Bulk Cargoes are mentioned, “Solid bulk cargoes that release flammable or poisonous gas when in contact with water or that can ignite on their own should be kept dry. Such loads should only be handled in dry weather conditions and stored in dry areas that are not affected by rain/water.” Since it is stated in the IMSBC Code that the Ferrosilicon cargo handled at the İsdemir Port Facility releases arsine/phosphine gas when wet, when it gets wet, the discharge operation must be stopped in rainy weather.

4.2. Packages of Dangerous Goods

Packaging Procedures

Packaging is not done at the İSDEMİR Port.

4.3. Placards, Plates, Brands and Labels for Dangerous Goods

Class 3 Flammable Liquids	Class 4 Flammable Solids	Class 4.2 Marine Pollutants
		

4.4. Signs of Dangerous Goods and Packing Groups

Packaged dangerous goods are not handled at the İSDEMİR Port facility.

4.5. Separation Tables on Ship and in Port According to Classes of Dangerous Goods

Since ISDEMIR Coastal Facility and berthing ships handle bulk liquid dangerous goods, separation tables are not used.

4.6. Separation Distances and Separation Terms of Dangerous Goods in Warehouse Storages

Separation distances and terms are not used since the ISDEMIR Coastal Facility and berthing ships handle dangerous liquid bulk cargo and certain solid bulk cargoes via pipeline.

In case of a different load, no storage service is provided, including temporary storage. Cargoes are sent directly out of the port.

4.7. Dangerous Cargo Documents

a. Transport Document (including Multimodel transport document)

b. Documents required from ships

c. Emergency response information. Transactions are made within the framework of ADP.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

It is stated in Annex - 10.

6. OPERATIONAL MATTERS

6.1. Procedures for Safely Docking, Mooring, Loading/Discharging, Shelter and Anchorage of Ships Carrying Dangerous Goods Day and Night:

(1) Entry to the Port Area:

Before entering the Port Area, the captain of a ship carrying dangerous goods must:

(a) It should prepare itself and its personnel for the legal and administrative obligations regarding the handling of Dangerous Goods or the ships carrying Dangerous Goods in the port area,

(b) Checks the ship's suitability in terms of machinery, equipment and equipment,

(c) Checks the possibility of damage or leakage of dangerous cargo and its contents,

(d) It informs the Iskenderun Regional Port Authority about the non-compliance of machinery, equipment and equipment on board, damage or leakage of dangerous cargo, and faults in the protection system that will endanger the environment, property and life.

When entering the Port Area, the captain of a ship carrying dangerous goods must do the following, unless otherwise requested by the Iskenderun Regional Port Authority:

(a) Maintains communication by establishing communication with the port authorities on the relevant VHF channel,

(b) By day BRAVO shall display an all-round red light at night.

(2) Safety Shifts:

(a) The master of the ship should establish appropriate navigational watch at the entrance/exit of the port and deck and machinery safety watch during handling,

(b) The ship's master should make arrangements for safe surveillance shifts, taking into account all aspects of the issue and the amount of dangerous cargo stored.

(3) Mooring to Pier:

Unless otherwise requested by the Iskenderun Regional Port Authority, he must constantly show the appropriate danger signs as long as he is on the pier in the port area and during the time he is in the port;

(a) For emergencies, the ship with sufficient slack at the fore and aft of the ship should have a spare rope attached to the side of the ship with a thin hand and which can be easily dribbled in an emergency. One end of the tow rope should be extended from the deck to the water level and should be kept free and secured in such a way that it can be used at any time in any dangerous situation.

(b) Mooring equipment should be available to anchor in any emergency.

(4) The ship's master must keep the ship's machinery ready at all times for the safety of the ship or for the proper storage of the cargo or ship's ballast, and should not allow any smoke to escape from any gas or boiler pipes unless permitted by the port authorities:

The ship's captain must ensure safe entry/exit between the ship and the shore.

(5) Emergency Procedures:

While the ship's master is at berth, he must keep himself, the officers of the watch and his crew ready to properly implement the emergency procedures to be established.

The captain of the ship should consider the necessary arrangements for safe and quick escape, taking into account the nature (content) of the dangerous cargo and any special situation that may occur on the deck.

The ship's captain should establish emergency procedures on board to control/prevent incidents involving dangerous cargo carried on board or on deck. They should ensure that their officers and personnel are adequately trained so that they can best perform/achieve such emergency response procedures.

(6) Emergency Information Procedures:

The captain of a ship carrying dangerous goods should keep the following information in the same place in addition to the information specified in paragraph II-2/15.2.4.2 of the SOLAS contract.

(a) A list of dangerous cargo carried on board,

(b) A list of the dangerous cargo unloaded in the port area,

The captain of the ship should keep the appropriate safety information easily accessible in addition to the necessary emergency response procedures for dangerous cargo. This type of information includes, for example, the EmS Guide (Emergency Response Procedures for Ships Carrying Dangerous Goods), Medical First Aid Guide (MFAG) used in incidents involving

Dangerous Goods, and safety information sheets used in connection with the transport document.

The master of the ship should ensure that the deck officer is aware of the situation/exact number of the crew and passengers/visitors on board or on shore. (This measure ensures that the exact number of personnel on board or on shore or at rest in cabins is known in the event of an accident or emergency.)

(7) Fire Precautions:

Ship captain;

(a) Provide the identification of areas where smoking is prohibited.

(b) Ensure that non-smoking areas are clearly hung in pictorial diagrams in key areas and that smoking-free areas do not pose a hazard. (Considering that the dangerous cargo carried is a fire and explosion risk, it should be taken into account that empty tanks that still contain residues contain flammable vapors and hazard risks.)

(c) The master of the ship should ensure that equipment or tools used to check for flammable or explosive in an area or empty space do not cause fire or explosion.

(d) If there is a possibility of flammable or explosive in an area or in an empty place, the ship's master must ensure that the equipment or tools to be used, including any sampling or measurement, are safe mobile electrical equipment that can be used in a flammable atmosphere without causing fire or explosion.

The ship's master must ensure that electrical equipment is not used indiscriminately or accidentally in areas where flammable atmosphere may occur.

The ship's captain ensures that an adequate and appropriately tested fire station is established and ready for the dangerous cargo on the ship and that the relevant personnel are trained in firefighting and practice and practice in this regard.

A. Environmental Protection:

The captain of the ship carrying dangerous cargo should make sure that every precaution has been taken to prevent the accidental release of the dangerous cargo into the environment.

The master must ensure that all syphilis holes are well closed and that the absorbent and disposal material is available and appropriately ready for use, taking into account the safety of the ship and its personnel. It should be ensured that appropriate measures are taken for the spilled dangerous cargo during the cleaning of the spill area. In order to prevent the accidental release of dangerous cargo to the environment, the use of well-qualified and trained personnel who have sufficient knowledge of the risks arising from the dangerous cargo carried and the use of correct and safe intervention methods in Dangerous Goods accidents are of high importance. Personnel should be regularly trained in the correct and safe use of equipment.

B. Reporting of Accidents:

Within the ship's captain ship; If an accident has occurred due to the handling of dangerous cargo that endanger the safety of the ship's personnel or other ships in the port or the port or the property or the environment, the personnel responsible for the handling should immediately stop the operation until adequate safety measures are taken.

The ship's captain should remind the personnel of their obligations to report the accidents that may occur during the handling of Dangerous Goods to the personnel responsible for the operation and to the port authorities.

It is essential to identify the accident as quickly, fully and accurately as possible to the existing emergency response center in order to provide an immediate and effective reaction, treat the injured personnel and reduce the damage.

C. Coastal Facility

(1) Mooring Shore Facility Operator;

(a) Berth allocation for adequate and safe mooring (depth and sufficient safe area etc.)

(b) Provide the necessary support for adequate and safe installation between the ship and the shore.

(2) Control – Audit

When Dangerous Goods are opened by an authorized personnel for the control of the contents, the shore facility operator must ensure that the personnel assigned to open it are aware of the possible dangers that may arise due to the dangerous cargo.

(3) Classification, Packaging, Marking, Labeling and Labeling and Certification.

When the dangerous cargo enters its premises, the coastal facility operator must ensure that the cargo is documented/approved in accordance with the relevant national and international requirements.

(4) Safe Handling and Separation

The coastal facility operator appoints at least one authorized personnel who has sufficient knowledge about the national and international legal requirements for the transport or handling of dangerous cargo, and the separation distances of unsuitable dangerous cargoes.

(5) Emergency Procedures:

The coastal facility operator should ensure that appropriate emergency arrangements are made and bring it to the attention of the relevant parties. These regulations should include:

(a) Determination of the appropriate emergency operation point (Operation center / unit where the response operation will be managed when the emergency occurs)

(b) Notifying the accident or emergency to the appropriate emergency services inside or outside the facility, primarily verbally and then in the format specified in Annex-14,

(c) Notifying the Iskenderun Regional Port Authority of the accident or emergency or the users of the land or sea part of the port area,

(d) Availability of emergency response equipment specified in Annex-12 according to the danger of the dangerous cargo handled,

(e) In case of an emergency, coordinated arrangements are made for the ship to be released / to leave the pier immediately, in accordance with the procedures specified in the Port Operating Instructions,

(f) Ensure that arrangements are made to ensure safe entry and exit to the Ship and Port Facility at all times.

(6) Emergency Information

The coastal facility operator should have a list ready, which includes the quantity of dangerous cargo in its tanks and the shipping name, if any, its secondary risk, if any, and a list of the emergency services currently available.

The port facility operator must ensure that the emergency response procedures of the port or pier and the emergency telephone numbers of the port or pier are posted in the tanks or areas where the dangerous cargo is transported or handled, or in certain easily visible places.

The coastal facility operator must clearly mark fire and spill/leak fighting equipment and stations and ensure that they are hung in appropriate positions to attract the attention of the concerned.

The coastal facility operator should inform the ship captain about the emergency procedures in effect in the port area and the services at the pier.

(7) Fire Precautions Coastal facility operator;

(a) İsdemir fire department and emergency services are accessible to the ship at any time from any part of the pier,

(b) Establishing audible and visible alarms for emergency use in the port area, in other words, ensuring rapid communication with emergency services,

(c) For ships of 500 tons and above, regardless of the year of construction, the pier is properly equipped to provide the necessary water for fire fighting, compatible with the ship's equipment, within the scope of ship / shore contact regulations in accordance with international standards,

(d) All areas where dangerous cargo is handled are kept clean and dry,

(e) Before the dangerous cargo is handled, the captain of the ship is informed about the positions of the nearest emergency services that can be called,

(f) The fireballs are ready rotated towards the manifold at the berth and on the ship during loading,

(g) It should ensure that the lighting and other electrical equipment at the pier where the dangerous cargo is located are equipped with materials that are safe against flammable and explosive atmospheres.

Coastal Facility Operator Also;

(a) Identify areas where smoking is prohibited.

(b) Ensure that non-smoking areas are clearly hung in pictorial diagrams in key areas and that smoking-free areas do not pose a hazard. (Considering that the dangerous cargo carried is a fire and explosion risk, it should be taken into account that empty tanks that still contain residues contain flammable vapors and hazard risks.)

(c) The coastal facility operator must ensure that equipment or tools used to check for flammable or explosive presence in an area or empty space do not cause fire or explosion.

(d) If there is a possibility of flammable or explosive in an area or in an empty place, the operator of the coastal facility, the equipment or tools to be used, including any sampling or measurement, are safe mobile electrical equipment that can be used in a flammable atmosphere without causing fire or explosion, and a flammable atmosphere may occur. Make sure that electrical equipment is not used randomly or accidentally in areas.

(8) Fire Fighting:

The coastal facility operator ensures that the dangerous cargo transported or handled is established by establishing an adequate and appropriately tested fire station in compliance with the requirements of the regulatory authority of the region, and the relevant personnel are trained in firefighting and make practical and exercises in this regard. In addition, the fire line is tested by an independent accredited organization every year and the final report is shared with the Iskenderun Regional Port Authority.

(9) Environmental Protection Measures:

The coastal facility operator ensures that the dangerous cargo is handled in accordance with the requirements of the regulatory authority in the region.

The coastal facility operator must ensure that any damaged pipeline or tank carrying dangerous cargo is not transported or handled unless the damage is repaired in accordance with the regulations of the regulatory authority and the dangerous cargo is properly repackaged and made completely suitable and safe for subsequent transport and handling.

It should be ensured that appropriate measures are taken for the spilled dangerous cargo during the cleaning of the spill area. In order to prevent the accidental release of dangerous cargo to the environment, the use of correct and safe intervention methods in Dangerous Goods accidents by well-qualified and trained personnel who have sufficient knowledge of the risks

arising from the dangerous cargo carried is of high importance. Personnel should be regularly trained in the correct and safe use of equipment.

Spare large-scale drums, absorbers or cleaning equipment, liquid Dangerous Cargo prevention equipment (discharge inhibitors, absorbers and oil barriers, etc.) should be available at the Dolfen dock and Cargo building, and the relevant personnel should be regularly trained in the use of correct and safe equipment.

General Considerations for Transportation of Bulk Liquid Dangerous Goods

(1) The Following Documentation Should Be Particularly Considered

ICS/OCIMF/IAPH: International Safety Guide for Oil Tankers and Terminals (ISGOTT) - Sixth Edition 2020

OCIMF: Hull Check Questionnaire (VIQ) for Oil Tankers, Combined Carriers, Commercial Tankers, Chemical Tankers and Gas Tankers, Barges, Tugs for towing Barges and Packaged cargo boats

– Third Edition 2005

(2) International Certificates

International Oil Pollution Prevention Certificate (IOPP Certificate)

(3) Operational and Emergency Information

Ship Captain and Shore Facility Operator should have the following information for each dangerous cargo carried or handled within their area of responsibility.

(a) Production name of the cargo, UN Number if available, identification of the physical and chemical properties (including reactivity) of the cargo required for environmental protection and handling,

(b) Procedures for cargo transfer, slop transfer, gas freeing, inert gases, ballast retrieval and ballast discharge

(c) Special equipment required for the safe handling of certain cargoes;

(d) Appropriate emergency response procedures for

i. Precautions to be taken in case of spillage or leakage,

ii. Countermeasures in case of accidents,

iii. Firefighting measures and appropriate firefighting communication tools.

(4) Ships Carrying Liquid Bulk Dangerous Cargo

(a) Eligibility

i. The captain of the ship should cooperate with the Iskenderun Regional Port Authority and the Coastal Facility Operator to provide a suitable place during the handling of liquid bulk dangerous cargoes that react with other physically and chemically dangerous cargoes. Every precaution should be taken, such as the selection of the piping system, the selection of separate ventilation and pumping for transport and the pipeline system.

ii. The master of the ship must ensure that the non-liquid bulk dangerous cargo does not come into contact with any tank, pipe, valve, or any other equipment inside the ship that may pose a danger by leakage, chemical reaction or otherwise. The Master of the Ship should also be aware of the combined dangers of solidification of corrosive agents and substances that react with water in his cargo's onboard vent pipes.

(b) Handling

Ship Captain Must Provide:

i. The ingress of flammable and/or toxic vapors to a service or control station, empty spaces or engine room on board the ship must be prevented.

ii. Except for vent pipes designed to relieve excessive pressure or vacuum in a cargo space, all openings in the cargo space should be closed during the handling of flammable and/or toxic cargoes or ballast waters contaminated with such cargoes, except as permitted by the Harbor Master and Port facility operator.

iii. Any instrument or equipment used for sampling or shrinkage measurement should not cause ignition.

Unless operational needs necessitate, the port should be closed if it is seen that flammable cargoes are wasted. If it is necessary to keep it open for design reasons, the open parts should be protected with a flame curtain for a short time during waste, observation and sampling. The flame curtain must be kept in good condition, clean and in good condition.

ship captain; In case of an accident during the handling of liquid dangerous bulk cargo or in the event that the ballast waters are contaminated with liquid bulk dangerous substances, the cargo pumping system and connection equipments require a repair or in case of any interference with the uninterrupted flow of the liquid bulk dangerous cargo, the handling operation should be stopped and the port manager and should not restart until adequate safety measures approved by the coastal facility operator are taken.

(c) Gas Free, Tank Cleaning and Suffocation:

The master of a ship carrying or carrying liquid bulk dangerous cargo must ensure that gas freeing, tank cleaning (including crude oil washing) or cleaning with inert gases is in accordance with the ship's operational manual, which specifies the correct procedures. Such operational manuals should comply with established ship rules and also follow the recommendations of IMO and other organisations. Ship operational manuals must be approved

by the administration. Guidelines should the suffocating gas system contact the crude oil scrubbing system.

Gas freeing, tank cleaning and suffocating operations should not be done without the permission of the Iskenderun Regional Port Authority and the Coastal Facility Operator.

(d) Spill Prevention:

The ship's master must ensure that during the handling operation all syphilis vents, with the exception of only the necessary drain drains, are closed and that these syphilis are checked regularly. When corrosive liquids or refrigerants are handled, syphilis can be kept open, provided that the port head allows it and that sufficient support water is always available in nearby manifolds. However, the requirements of Annex I and Annex II of MARPOL 73/78 / Emergency Plan for Marine Pollution and the ship oil pollution emergency plan for toxic liquids shall always be taken into account.

6.2. Procedures Regarding Additional Measures Required to Be Taken According to Seasonal Conditions for Loading, Discharging and Limbo Operations of Dangerous Goods:

A. Dangerous Goods can be affected by high temperature (in summer) and rain, strong wind (all year) events depending on the seasons. Due to its geographical location, the port facility is rarely exposed to the effects of snow and icing during the winter months.

B. Filling / unloading activities are suspended in heavy rainy weather, taking into account personnel safety.

C. Loading and unloading operations are suspended in case of storm, sudden strong wind and lightning.

D. The relevant procedures are specified in the ship-shore checklist.

6.3 Procedures for Keeping Flammable, Flammable and Explosive Substances Away from the Operations that Create/Create Sparks and Not to Operate Vehicles, Equipment or Tools that Create/Can Create Sparks in Dangerous Goods Handling, Stacking and Storage Areas:

All hot works to be done in the port area or on the ship are subject to permission. All subcontractors or ship personnel who will work in the port facility area or on the ship are informed about a mechanism that will provide isolation and isolation in terms of security, information plates about the work to be done, a limited work area, evacuation plan and, if necessary, requesting work permits at height. If it is necessary to work in places where the risk of danger is high, loads containing Dangerous Goods are transported to a safe distance before starting the work. Smoking is strictly prohibited in environments with Dangerous Goods. Permits in this context will be taken within the framework of the HOT/COLD WORKING INSTRUCTIONS Document.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1. All Mandatory Documents, Information and Documents Related to Dangerous Goods, and Procedures for their Supply and Control by the Related Persons

The documents that are beneficial to have at the port facility for dangerous cargo handling are listed below:

a. IMSBC Code

b. IBC Code

c. The EmS Guide: Emergency Response Procedures for Ships Carrying Dangerous Goods, (with corrections)

d. Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), (with corrections)to. Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas

f. International Convention for the Safety of Life at Sea (SOLAS) 1974, (with annexes)

g. International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78), (with annexes)

h. MSC.1/Circ.1216 dated February 26, 2007 (Is this document available?)

ı. Regulation on Transport of Dangerous Goods by Sea and Loading Safety

j. Ports Directive

k. Relevant Law, Bylaw, Regulation, Circular, Communiqué, Directive and Implementation Instructions.

7.2. Procedures for Keeping the Up-to-Date List of All Dangerous Goods and Other Related Information in the Coastal Facility Site Regular and Complete

The port ship tracking file and the records of the Dangerous Goods received within the framework of the Port Management System are kept.

7.3. Procedures for Reporting Control and Control Results That Dangerous Goods Entering the Facility Are Properly Defined, Dangerous Goods' Correct Shipping Names Are Used, Properly Classified, Declared, Safely Loaded and Transported to the Cargo Transport Unit

The following notification rules are valid for Dangerous Goods that will enter the port facility. When the loads arrive, controls are carried out at the control points within the scope of port operation procedures.

Before Arriving at the Port by Land:

Dangerous Goods Transport to İSDEMİR Terminal by road is made by 3rd party cargo. Action is taken within the scope of ADR rules at door entrances and exits.

Before Arriving at the Port by Ship:

Before the ship arrives at the port, the site planner will determine the dangerous cargoes based on the ship's loading plan. The UN number of dangerous goods will be defined and entered into the port operating system. When the cargo is discharged, it will be transferred to the appropriate tanks or storage areas allocated for storage.

7.4. Preparation, Possession and Use of a Safety Data Sheet (SDS)

In addition to the general measures taken within the scope of dangerous cargoes of İSDEMİR PORT, a Safety Data Sheet is requested from the cargo officer at least 72 hours before the vessel arrives at the port, regarding any Dangerous Goods or cargo with dangerous content coming to the port facility from the sea. If it takes less than 72 hours for the ship to leave the loading port and arrive at ISDMEIR PORT, SDS is sent to the ISDEMIR PORT authorities as soon as the ship leaves the loading port. If deemed necessary by the HSSE officer or the SDS preparer, a special ISDEMIR PORT Dangerous Cargo Safety Data Form is prepared by the sender (or acting on behalf of the sender) in order to ensure occupational safety and health. It is the general standard for every cargo with dangerous content entering the port facility to have a Safety Data Sheet. The precautions specified in the Safety Data Sheet for storage, transportation and in case of emergency are taken immediately by the authorities of İSDEMİR PORT.

7.5. Procedures for Keeping Records and Statistics of Dangerous Goods

Information about dangerous goods is kept regularly and statistical information is prepared and reported as requested by the competent authorities. Reports are stored in a soft environment so that they can be accessed when requested.

Data entry is made for the statistical infrastructure by making data entry to the e-maritime applications of the Ministry of Transport and Infrastructure (UAB) every time a ship arrives. Data are entered into the Port Management System for the same purpose every time a ship arrives.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention Procedures for Dangerous Cargoes and Dangerous Situations involving Dangerous Substances that Create/Can Create Risk to Life, Property and/or Environment

İSDEMİR PORT is carried out within the framework of ADP (Emergency Plan).

Emergency response plans will always be in effect and in practice. The emergency response plan covers the following topics:

- Scope and relationships with other plans
- Dangerous goods in the terminal area
- Rules and responsibilities
- Types of emergency
    - Facility, Site, Cargo Fires

- Explosion
- Accident and injury
- Natural disasters such as earthquakes
- Adverse weather conditions such as storms
- Leakage or spillage of Dangerous Goods
- Marine pollution (For example: oil/fuel leakage) Power outage
- Ship fires

- Emergency response procedures
- Types of post-emergency response management
- Training and exercises
- Emergency response plan management
- Coordination with external parties and related parties

8.2. Information on the Possibility, Capability and Capacity of the Coastal Facility to Respond to Emergency Situations

The opportunity to intervene in emergencies that may be encountered during 24 hours is limited by the technical possibilities and manpower of the facility. In case of natural disasters or emergencies where the facilities of the facility may be insufficient, public or other private sector facilities are utilized. The facilities to be used in case of fire are as in Annex-17, and the equipment to be used in case of spillage is as in Annex-12.

8.3. Arrangements Regarding First Responding to Accidents Involving Dangerous Goods (First Responder Procedures, First Response Possibilities and Capabilities etc.)

In any accident or incident, the following rules will be observed:

• When the injury is caused by any Dangerous Cargo, the first aid measures written in Section 4 of the Dangerous Cargo Safety Data Sheet are applied. At the same time, the toxicological effects of the substance in Chapter 11 should be considered.

• When any person is injured, first aid personnel are informed. First aid rules are applied according to the nature of the substance with the first aid kit available at the Dolfen pier and the Cargo building by the personnel who have received first aid training, or a health personnel who can provide the closest first aid is called, but the injured person is definitely not moved if it is not necessary.

• Simultaneously, İsdemir Health Unit (0326 758 4444) is called. The scene of the incident should be clearly explained to the first aid team and an ambulance should be met if necessary.

• The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. If the injured person is affected by the environment (toxic gas, airless or smoky environment) by

persons with appropriate protective equipment, they should be taken out of this environment as soon as possible.

• If the injured has come into contact with a corrosive substance, he must get rid of the contaminated clothes as soon as possible.

• The necessary ones are called from the phones written in Section 8.4 and expert support or an ambulance is called.

• Although it may seem insignificant, all injuries that require first aid and accidents and incidents that do not cause injury must be reported to the İSDEMİR PORT MANAGEMENT.

8.4. Notifications Necessary to Be Made Inside and Outside the Facility in Emergency Situations

• In case of emergency, the following units and numbers can be reached within the facility. In case of emergency, the following units and numbers can be reached within the facility.

Port Operations Shift Supervisor	*+90 (326) 758 46 80 – 4780 – 4880 – 4080* *+90 (530) 763 46 49*
OYAK Maritime and Port Management Inc. Chief of Operations *OYAK Maritime and Port Management INC. Operations Responsible*	*+905309154073* *+905395512472*
İsdemir Health Center *İsdemir Protection Center* *İsdemir Fire Brigade Headquarters*	*0326-758 4444* *0326-758 5555* *0326-758 3333*
Iskenderun Regional Port Authority	*Tel: +90 (326) 614 11 92* *Faks: +90 (326) 614 02 26*
Police, Ambulance, Fire Brigade, Coast Guard	*112*

8.5. Notification Procedure of Accidents and Incidents Distribution:

This method; It is distributed to the unit manager and unit responsible of the personnel who carry out the loading/unloading and handling operations of the dangerous goods responsible for performing the duties given by this procedure, and the personnel who will implement this procedure.

Aim:

This method; It aims to explain the principles of notification to the relevant Port Authority of accidents and incidents that occur during the loading/unloading and handling of dangerous goods.

Scope:

This method; It covers all personnel who have duties and responsibilities during the loading/unloading and handling of dangerous goods.

Reference:

Regulation on the Transport of Dangerous Goods by Sea

Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate

Definitions:

Handling: Relocation of dangerous cargo, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing cargo transport units and packages, and similar operations without changing its essential qualities,

Accident: During the transportation of Dangerous Goods by sea or their handling and/or storage in coastal facilities; The chain of events or events that have harmful consequences such as death, injury, material damage and environmental pollution, originating from Dangerous Goods or involving Dangerous Goods,

Coastal facility: Docks, piers, buoys, platforms and anchorages, approach areas, closed and open storage facilities, the boundaries of which are determined by the Administration, where ships can safely load and/or evacuate cargo and/or passengers, and where they can carry out maintenance-repair operations or shelter. areas, buildings and structures used for administrative and service purposes,

Incident: A non-accident event or series of events that occur in connection with operations and activities at a coastal facility and that endanger the safety of the facility, people in the facility or the environment, or that may endanger the environment if not corrected,

Dangerous Goods Conformity Certificate (TYUB): The document issued by the Administration, which the coastal facilities engaged in Dangerous Goods handling and temporary storage are obliged to obtain within the scope of the regulation,

Dangerous Cargo: Petroleum and petroleum products within the scope of Annex-I of the "International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL 73/78)", packaged goods listed in the International Code for Dangerous Goods Transported by Sea (IMDG Code), "International Maritime Level The bulk materials with the UN Number given in Annex-1 of the Bulk Cargo Code (IMSBC Code), the substances given in the "International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapter 17" and the "Ships Carrying Liquefied Gas in Bulk" Substances given in Chapter 19 of the International Code on Construction and Equipment (IGC Code) and substances that have not yet been included in these lists, but that have the potential to harm life, property, the environment or other materials during transportation due to their physical, chemical properties or mode of transport, and improperly cleaned packaging and cargo transport units,

Regulation: “Regulation on the Transport of Dangerous Goods by Sea and Loading Safety” Expresses the regulation that entered into force by being published in the Official Gazette dated 14 November 2021 and numbered 31659.

RESPONSIBILITIES:

Unit chief: To plan the loading and unloading work and operation processes of dangerous goods in accordance with the legislation, to notify the relevant authorities in line with the accident and incident notification in case of any accident or incident.

Unit Supervisor: To follow and control the loading and unloading of dangerous goods in accordance with legal regulations, to report the accident and incident to the unit supervisor as soon as possible in case of any accident or incident,

Unit Personnel: To carry out the loading and unloading work and process of dangerous goods in accordance with the legal regulations, to report the accident and incident to the unit manager as soon as possible in case of any accident or incident,

APPLICATION:

İsdemir; According to the Regulation on the Transport of Dangerous Goods by Sea, the cargo person and the coastal facility operator have responsibilities and obligations.

In the clause (f) of the 11th article of the regulation, there is the provision of "notify the administration of dangerous goods accidents occurring in the area of responsibility". Again, in the clause (I) of the 11th article of the same regulation, there is the provision that the Coastal Facility Management ″Notifies the Dangerous Goods Accidents that occur in the field of operation responsibility to the Port Authority″.

In this context, reporting of accidents and incidents will be carried out in accordance with the following principles.

1. **Communication**

Communication channels for determining the communication methods inside the port and outside the facility in case of emergency that may occur at the port facility and for the effective management of emergencies;

- Fixed and Mobile Phones
- Computers
- Radio
- Siren
- Determined as messengers.

In case of emergencies in the port, internal communication is primarily provided by radio and internal telephones. The communication between the Port and the Ship is maintained by the radio provided by the Port or by the VHF marine band radio.

In case of an emergency that may occur in the port, secure communication is ensured as soon as possible with the official authorities, neighboring facilities and relevant persons.

2. **Reports**

Emergency Management Center; It will operate the reporting system that will accurately inform the relevant authorities of the Emergency that will occur in the port as soon as possible. It will create a healthy record of these reports, which contain the information that should be reported in an emergency. Dangerous cargo accidents must be reported to the Port Authority. Although the report to be submitted to the Port Authority does not have a specified format, it will completely cover the following information about the accident.

- When the accident occurred,

• If the accident is known, how it occurred and the reason,

• The place where the accident occurred (coastal facility and/or ship), its position and area of influence,

• Information (name, flag, IMO number, owner, operator, cargo and quantity, captain's name and similar information), if any, of the ship involved in the accident,

• Meteorological conditions,

• UN number of Dangerous Goods, proper transport name (based on the legislation specified in the definition of Dangerous Goods) and amount,

• Hazard class of Dangerous Goods or sub-hazard division, if any,

• Packing group of the Dangerous Goods, if any,

• Additional risks of Dangerous Goods, such as marine pollutants, if any,

• Sign and label details of Dangerous Goods,

• The package, the cargo transport unit and the container, if any, the characteristics and number of the Dangerous Goods, the manufacturer, sender, carrier and receiver of the Dangerous Goods,

• The extent of the damage/pollution,

• Number of injured, dead and missing, if any,

• Emergency response applications made by the coastal facility for the accident.

Accidents and incidents at İsdemir coastal facility; First of all, the Port Manager/Operation Chief will verbally notify the Port Master or the relevant personnel over the wire lines. In the verbal notification, the nature of the accident, the reason for its occurrence, the time, the number of dead or injured personnel, if any, and the measures taken or to be taken shall be stated.

After the verbal notification, the reports of accidents and incidents related to dangerous goods that will occur following the completion of accident prevention activities and emergency procedures will be prepared by the Port Operations Chief and will be sent to the port authority following the approval of the Port Manager.

8.6. Coordination, Support and Cooperation Method with Official Authorities

When there is an emergency response requirement, the organizational structure that will manage the emergency and provide coordination, support and/or cooperation with the official authorities will be carried out within the organization specified in Annex-7.

The Operations Coordinator manages the emergency response operation and the entire team under him. It carries out all the activities to be carried out in accordance with the Emergency Response Plan. It is also the point of contact for the communication to be established with the relevant official institutions and authorities.

In the absence of the Operations Coordinator, the person to manage the operation is the Incident Site Coordinator.

Institutions that can be contacted, coordinated, requested for support or just given information in case of emergency, and their contact details are as follows:

Main Search and Rescue Coordination Center –AAKKM	0312 231 91 05 - 0312 232 47 83
İSKENDERUN Regional Port Authority	0326 614 11 92
İSKENDERUN District Governorate	0326 614 18 26
İSKENDERUN Chief Public Prosecutor's Office	0326 618 55 00
İSKENDERUN District Gendarme Command	0326 614 10 65
İSKENDERUN Coast Guard Group Command	0326 614 23 11
İSKENDERUN Police Department	0326 614 21 23 - 0326 614 63 62
İSKENDERUN Customs Directorate	0326 758 30 00 – 0326 758 30 02
İSKENDERUN Coastal Health Inspection Center	0326 613 63 63
İsdemir Maritime Border Gate – Marine Police	0326 758 57 06
İsdemir Fire Brigade	112 / 0326 758 33 33
Emergency Ambulance Service / İsdemirAmbulance Service	112 / 0326 758 44 44
İSKENDERUN State Hospital	0326 615 37 50
İSKENDERUN District Health Directorate	0326 616 84 65 – 0326 616 84 80
Hatay Provincial Directorate of Environmentand Urbanization	0326 216 06 06
Marine Pollution Emergency Hotline (MareMarine Cleaning Services Inc.)	0533 434 88 48 – 0532 446 82 19 – 0532 748 58 92
Pilots – Tugboats	0326 645 25 37 – 0505 724 88 72

8.7. Emergency Evacuation Plan for Removal of Ships and Marine Vehicles from the Coastal Facility in Emergency Situations

The emergency situations that may occur for the removal of ships and marine vehicles from the coastal facility and the notifications and operation plans to be made before, during and after the evacuation are as follows:

- Fire on the ship or at the pier and coastal facilities under operation:

The first porter to see or hear of the fire (ship operation workers, crane operators, quay security personnel, CCTV personnel, technical personnel or any port employee who is on the quay due to his duty) is the fastest way to contact the Port Operator and the port operator within working

hours, using the numbers in article 8.4 of this document. He/she calls the Shift Supervisor outside of the working hours and makes an emergency notification.

If the ship needs to leave the port with the notification, the ship's captain decides according to the size and development of the event and in consultation with İSDEMİR Relevant Persons and Harbor Master, and the following processes are completed:

- 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 connections on or near the ship are closed safely and quickly and the crane booms are turned over.
- Firefighters and firefighting teams are informed about the fire extinguishing operations at the pier, and the operation personnel are informed about the location of the fire and the entry of the fire extinguishing vehicles into the port area.
- The 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.
- Tugboats equipped with fire extinguishing equipment are requested to come to the scene of the incident in order to respond to the fire from the sea.
- The Port Authority is called and informed that the ship will leave the port due to an emergency.
- If the ship's machinery is in working condition and can be freed from the dock by its own means, it is ensured that the quay ropes are released and leave the port as soon as possible.
- All operations are directed by the Port Operator official during working hours and by the Shift Supervisor out of working hours.

Rope cutting of the ship moored to the quay due to a sudden strong wind or storm:

As a 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. Primarily, it is ensured that the ship's ropes are increased under all conditions and that the ship's machinery is always ready for action according to the severity of the upcoming storm. In case the ship connected to the quay cuts the rope and starts to leave the quay before the operation is stopped or while it is still in progress, the following processes are followed:

- If the loading or unloading of the ship continues, then the shore connections are closed quickly and safely, and the radio is informed that the ship will leave the pier.
- Although the ship has informed via the VHF call channel of the pilotage and tugboat organization, an emergency call is made by radio or telephone as the port operator, and the tugboats serving are requested to reach the location of the ship to leave the pier as soon as possible.

- Based on the ship's captain's decision, a new rope can be placed on the pier and the ship can be reconnected, or the existing ropes can be pulled out and the ship can be separated from the pier.

- In case the ship under operation leaves the pier for compelling reasons before the operation is completed, the Port Authority is informed.

8.8. Procedures for Handling and Disposal of Damaged Dangerous Goods and Wastes Contaminated by Dangerous Goods

It will be done within the framework of ANNEX - 19 / Waste Management Instruction.

In case of leakage of any Dangerous Goods during unloading operations, the following hazards may occur:

- suffocating, suffocating effect,
- poisoning,
- Infection and burning effect on living tissues,
- Corrosion and skin burns,
- Fire in working areas,
- The effect of increasing or spreading the fire,
- Explosion

For this reason, it is ensured that the Dangerous Cargo leaking Dangerous Cargo is handled safely and securely, the protective materials and equipment are complete, complete and in working condition, leak cases are reported appropriately, leaking flanges, connection unions, piping circuits are checked and the leak is eliminated, and finally In addition, it is necessary to ensure that the leak area is professionally cleaned in accordance with the rules and regulations.

The methods and steps to be followed until the end of the process, including cleaning the leak, are outlined in the following work flow chart:

The Role of the Peripheral Unit in the Handling of Dangerous Goods with Leakage:

- The Environmental Officer checks the situation at the leak site.
- In case of serious leakages and spills, the Safety Data Sheet of the flowing/poured Dangerous Goods is obtained before the leakage is checked.
- Environmental Officer The type of activity to be carried out is decided according to the hazard class of the Dangerous Goods and the nature of the substance.
- When necessary, the fire truck is kept ready.
- Leaking Dangerous Cargo or wastes contaminated with Dangerous Cargo are removed from the leakage area when the exit procedures from the door are ready.
- Records regarding leakage and shipment are kept for access when necessary.

• The area where the leak is first detected is also checked by the Environmental Officer, and if there is environmental pollution, it should be cleaned properly.

• If necessary, appropriate personal protective materials are used during the operation, depending on the nature of the material.

• After the leakage is stopped, every area contaminated by the leak is cleaned appropriately, either by the emergency equipment of the facility or by the Emergency Response Company, depending on the level of the spill.

General Processes and Provisions to be Followed in Case of Environmental Pollution are as follows:

• After the leak is detected, the crime scene will be surrounded first:

• The area where the leak occurred is surrounded by a security strip, preventing unauthorized personnel entry and informing the relevant units.

• Risk is determined by making a risk assessment:

• The type of leaked or spilled material, the source and amount of the leak are determined. Safety Data Sheet for dangerous cargo is provided.

• Required Personal Protective Equipment is provided:

• Appropriate personal protective equipment and materials are provided before responding to the leak.

• Leakage is limited and propagated where possible:

In order to prevent the leakage from spreading further, it is surrounded by barriers first.

• Leakage is stopped if possible:

• Leak cleaning processes are initiated:

The leak is never cleaned with flammable materials such as sawdust; Dry, neutral absorbent materials such as absorbent kit, sand, sorbent pads are used. In small amount of liquid spills, absorption is made by adding absorbent substance/material on it. In large spills, a border/barrier is created around it. It is prevented that the leaked/spill material mixes with the soil, underground and surface waters.

• Disposal of Wastes:

The salvage packages in which the Dangerous Goods will be placed and sent for disposal must be UN type approved. The cleaned Dangerous Goods are collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area within the port facility.

It is delivered to companies with hazardous waste transport licenses and taken out of the port to be disposed of in hazardous waste disposal facilities licensed in accordance with the Environmental Law and the regulations related to Waste Disposal.

8.9. Emergency Drills and Their Records

The exercises, inspections and tests given below will be held with the relevant participants at the specified frequency. The exercises and controls will be recorded by the Port Operator, distributed to the relevant participants, kept for 3 years, and then the records will be destroyed.

8.10. Information on Fire Protection Systems

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors, Emergency Lamps and Glass Breaking Units in the Fields
- Electric Fire Pumps
- Diesel Fire Pumps Other

Emergency supplies:

- Emergency Phone Lists
- Pier Fire Plan
- Emergency Safety Signs
- Emergency Sirens

8.11. Procedures for Approval, Inspection, Testing, Maintenance and Ready-to-Use of Fire Protection SystemsAcil durum ve yangın ekipmanları:

Fire Hydrants: The Port Authority will keep a list of all fire hydrants. Quarterly checks and tests and monthly checks will be carried out and the records will be kept.

Fire Extinguishers: A list of all fire extinguishers will be kept and monthly checks will be made. A label with the last control date and the identification number of the personnel performing the control will be affixed on all fire extinguishers.

Fire Cabinets and Fire Hoses: It will keep a list of all fire cabinets. 3-month checks and tests, monthly checks and repairs and maintenance will be carried out. Control records will be kept.

Fire Alarm Detectors, Emergency Lamps and Glass Breaking Units in the Fields:

Maintenance and attitudes will be made according to the maintenance schedule.

Electric Fire Pumps: Maintenance and attitudes would be made according to the maintenance schedule and all records would be kept. Pumps are checked on a weekly basis.

Diesel Fire Pumps: Maintenance and attitudes will be made according to the maintenance program and all records will be kept. Pumps are checked weekly.

Other emergency supplies:

Emergency Phone Lists – Responsible for ensuring that relevant departments and emergency phone lists are accurate and up-to-date.

Harbor Fire Plan – A copy of the Applicable Fire Plan is at the entrance of the administrative building. It is the responsibility of the Port Manager or the relevant unit manager to always keep the fire plan up to date.

Emergency Safety Signs – The manager of each department or unit manager is responsible for ensuring that all safety signs are at the location of their unit.

8.12. Precautions to be Taken in Cases of Fire Protection Systems Not Working

When there is a need for an emergency response and the fire protection systems do not work, the nearest team is informed by calling the telephone numbers written in Article 8.4.

8.13. Other Risk Control Equipment

Combating Marine Fires

ACCORDANCE WITH PORTS REGULATION ARTICLE 32;

1) Against sea fires that may occur in the administrative area of the port. All public and private institutions intervene in accordance with the provisions of the Regulation on Prevention, Extinguishing and Rescue Measures that can be taken. Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready and working condition in coastal facilities.

2) Extinguishing fires that may occur in coastal facilities are carried out by fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant legislation. Organizations engaged in tugboat operations also participate in extinguishing activities in line with the instruction of Iskenderun Regional Port Authority.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures

All occupational health and safety rules are valid and strictly enforced inside the terminal.

Success in this regard depends on the understanding, acceptance, and active participation and implementation of the port facility's health, safety, security and environmental protection management system. For this, we work in coordination with İsdemir Occupational Safety and Environment Directorate.

It should not be forgotten that others, as well as the environment, may be adversely affected by your work or mistakes. The following rules and prohibitions should be observed in order to pay attention to these and not to cause any unsafe event, accident or injury:

The use of alcoholic beverages and drugs is strictly prohibited within the port facility.

Smoking is prohibited except in specially designated "Smoking Areas".

- The areas listed below are non-smoking areas.
- All buildings used by İSDEMİR, including workshops.
- All facilities or machines owned by İSDEMİR
- Deck and open areas of ships calling at the port
- Storage and Tank farm area
- Areas where flammable liquids or substances are handled, used, transported or stored
- Areas where batteries are charged and UPS devices are located
- The personal protective materials that should be used at the minimum level in the port facility are as follows:
- Reflective vest or high-visibility clothing
- Helmet Protective Glasses and Chin Guard
- Protective shoes

Symbolic Safety Signs

Symbolic safety signs are used to inform people around or to indicate instructions, thanks to their size, color and appropriate symbols. Images and pictures (pictograms) are used for the practical solution of the problems encountered in giving information for the purpose of health, safety and protection of the environment, and especially to overcome different language barriers. These types of signs are used to protect everyone:

- Do not ignore symbolic safety signs!
- If you are not a person authorized to do your duty, do not remove the symbolic safety signs!
- Do not scribble, erase, paint or falsify symbolic safety signs.

Work Permit:

Work permit documents should include the following topics:

- Details of the work to be done
- Precautions to be taken when the work will be done
- Situations of foreseen hazards

- Conditions of control measures to be applied

Permission should be used for work to be done on matters not covered by standard operational procedures. A work permit is required for routine and non-standard work that poses potential

risks and dangers in workshops, terminal areas, docks, on the sea or anywhere on the facility. Work permits are available for different jobs. Issues that require work permits, including but not limited to the following jobs:

- Works to be done in limited areas
- Hot works
- Works to be done regarding Dangerous Goods
- Works to be done on or near the sea
- Works to be done in pressurized systems
- Excavation works throughout the terminal
- Electrical work
- Working at height
- Fuel and Oil Supply

For all non-routine work, not all subcontractors may do business without a work permit.

9.2. Information on Personal Protective Clothing and Procedures for Their Use

The types, standards, places of use and usage procedures of Personal Protective Equipment to be used to protect the employees from the hazards in the work environment and the dangers caused by the activity are as in ANNEX -13 / Personal Protective Equipment Instructions for Use. In case of any emergency or spillage, work clothes resistant to acid, fire and static electricity at Dolfen dock and cargo building are used.

9.3. Closed Space Entry Permit Measures

1. In the Works to be Carried out in Closed Areas;

- Entry-exit opportunities will be provided from at least 2 points, if possible, for works carried out in closed areas.
- Oxygen value was measured before entering the closed area. If it is under 19.5, the closed area will not be entered.
- It will be ensured that the indoor temperature is below 50 C.
- Scaffolding/platform/stairs/step etc. for safe entry and exit to the indoor environment. will be prepared.
- In the works to be carried out indoors, the mobile lighting will be prepared to be 24V.
- Communication and coordination of the employees in the closed environment will be ensured completely.
- Works carried out in a closed environment will be carried out under the supervision of an observer.

• CO, O2, Temperature, explosive atmosphere measurements will be made and working conditions will be appropriate for the works to be carried out in closed environments.

• Adequate ventilation will be provided in the closed area.

• An evacuation rehearsal will be made for the safe evacuation of employees from the closed area.

• Appropriate personal protective equipment, emergency escape mask, fresh air mask, gas measurement detector, etc. for all personnel working indoors. Work equipment will be provided.

2. If Welding and Cutting Work will

• The area where the work will be carried out will be limited by using warning and warning systems from a safe distance, and if necessary, lookout personnel will be assigned in order to prevent the entry of irrelevant and unauthorized personnel.

• The inlet and outlet valves of the tank will be closed and the blind will be discarded.

• Ventilation pipe or covers will be opened.

• The tank will be thoroughly cleaned, ventilated and cooled. Cleaning will be done with water, detergent, caustic soda and steam. Cutting and welding works will be allowed after making sure that there is no soluble substance left in the tank where welding and cutting will be performed.

• Oxygen will never be used to clean closed vessels, pipelines and clothing.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

Obligation to Obtain Documents and Permits (General)

Within the framework of the Regulation on the Transport of Dangerous Goods by Sea, coastal facilities handling Dangerous Goods must obtain a Dangerous Cargo Conformity Certificate.

• In case of temporary non-compliance with the provisions of the relevant directive, it is obligatory to obtain special permission from the Administration.

Obligation to have Dangerous Goods Conformity Certificate

ISDEMIR port facility carries out transport, storage, handling, loading, unloading, labeling, marking works and operations related to dangerous goods. In this respect, Dangerous Goods Conformity Certificate will be obtained within the framework of the Directive on Obtaining Dangerous Goods Conformity Certificate to be published by the Administration.

10.2. Defined Duties for Dangerous Goods Safety Advisor

O The main task of the Consultant is, under the responsibility of the Operating Officer, to identify the appropriate tools and activities within the limits of the enterprise and to facilitate the management of these activities in the safest way appropriate.

O In terms of activities within the business and national and international legislation, the specific duties of a consultant are:

O Within the scope of activities within the enterprise,

O The consultancy services carried out by TMGD are to control the implementation according to the IMSBC, IBC and CSS code provisions, which are authorized to transport within the port. The responsibility of carrying out the activities within the enterprise is the responsibility of the coastal facility operator and the cargo authorities.

O Within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety,

O Article 6 (2) TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve as determined in this Regulation and notify this report to the Administration. In case of deficiencies or inaccuracies in the reports, the Administration or the port authority is authorized to conduct inspections at the coastal facility.

O Article 21 (5) Port authorities carry out an unscheduled inspection of the coastal facilities to see if they are able to maintain the TYUB conditions. These inspections are carried out in periods not longer than six months and the results are reported to the Administration.

O Within the scope of the Directive on the Regulation of the Coastal Facility Dangerous Cargo Conformity Certificate,Madde 11 (2) TMGD, IMDG Kod'a ek olarak kıyı tesisinde elleçlenen tehlikeli yükler kapsamında ilgisine göre IBC Kod, IGC Kod, IMSBC Kod ve MARPOL 73/78 uygulamaları ve genel olarak kıyı tesisinin tehlikeli yük faaliyetleri hakkında bilgi sahibi olur. Kıyı tesisinde elleçlenen tehlikeli yüklerin kurallara uygun elleçlenip elleçlenmediği hususundaki değerlendirmelerini kıyı tesisi işleticisi ile aralarında anlaşacakları periyotlarla 6 (altı) ayı geçmemek şartı ile kıyı tesisi işleticisini yazılı olarak bildirir.

O Article 11 (3) TMGDs prepare quarterly reports in the format determined by the Administration regarding the responsibilities of the coastal facilities they serve or serve in the Regulation and this Directive, and this report is approved by the coastal facility operator and notified to the Administration.

O Article 11 (4) Except for the coastal facilities that will receive PIUB for the first time, TMGD is present at the coastal facility and actively participates in the audits carried out within the scope of Article 8 of the PIUB. Coastal facilities whose TMGD does not participate in the inspection will not be audited and the inspection fee will not be refunded. In this case, the coastal facility operator must re- apply under Article 7 and pay a re-inspection fee.

O Article 11 (6) TMGD, working/serving at the coastal facility, prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. TMGD's signature

is also included in the sections of the guide regarding the handling and/or temporary storage of dangerous goods.

• Within the scope of the Regulation on Dangerous Goods Safety Consultancy Services,

O Article 8 (2) TMGD is independent in carrying out its duties and cannot be influenced by the enterprise or TMGDK in relation to these duties.

O Article 8 (3) The findings and recommendations reported by TMGD to the service provider via the e-Government system are deemed to have been notified to the enterprise.

10.3. Issues Regarding Carriers of Dangerous Goods Carrying Dangerous Goods Coming to/Leaving the Coastal Facility by Land (Documents Required to be Carried at the Entry/Exit of the Highway Vehicles Carrying Dangerous Goods to/from the Port or Coastal Facility Area, Equipment and Equipment Required by These Vehicles; Speed Limits in the Port Area, etc.).

Considerations, Measures to be Taken Regarding Dangers, Threats and Attacks from Land and Sea)

The dangers, threats and attacks from land and sea and the precautions to be taken are included in the port ISPS plan. Action will be taken against threats from land and sea within the framework of the approved ISPS Port security plan.

10.4 Issues Regarding Carriers of Dangerous Goods Carrying Dangerous Goods Coming to / Leaving the Coastal Facility by Sea (Day/Night Signs to be Displayed by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc.)

If a ship will participate or participate in an operation related to the transportation or handling of dangerous goods in the port area, a special sign that can be seen day and night will be used.

The reason for using the day or night signal is to inform the maritime traffic and personnel within the port area about the increased danger due to the presence and handling of dangerous goods. The signals and signs to be used are as follows:

- Daytime: “B” flag (I am taking, unloading or carrying dangerous cargo) and
- At night, strobeless red light, visible from 360°

Cold and Hot Working Methods for Ships Carrying Dangerous Goods in Port:

Ships and marine vessels that will carry out degassing for the purpose of maintenance or repair with hot and cold processes shall comply with the provisions of the Regulation on Degassing of Ships and Watercraft, published in the Official Gazette dated 17 January 2020 and numbered 31011.

Hot working and gas freeing are not allowed at the İSDEMİR Port, except for special cases to be allowed. The HOT WORK INSTRUCTIONS is applied and the HOT WORK PERMISSION FORM in Annex-20 is filled.

10.5. Other Considerations to be Added by the Shore Facility

According to the Port Regulation, the following rules must be followed.

Forbidden Activities:

ACCORDANCE WITH PORTS REGULATION ARTICLE 21

(1) In the approach channels of the coastal facilities, at the mouths of the moles, at the berthing and mooring areas and at the anchorage areas; Fishing, sailing, rowing or other water sports activities and swimming are prohibited.

(2) Boats for sports, leisure and entertainment purposes must navigate at a speed that does not interfere with the activities of other ships and marine vessels in the port area, within the area limited by the breakwaters and in the bays. The Port Authority determines the appropriate speed limit when and where it deems necessary.

(3) Ships and marine vehicles arriving or leaving the buoy to be moored, and ships and marine vehicles other than those used in coastal facility services cannot pass between buoys and buoy lines.

(4) Ships and marine vessels cannot be moored or berthed to places that do not have a coastal facility operation permit or to places that are not operated or owned by any institution/organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency.

(5) Ships and marine vehicles that have an excessive trim or dangerous inclination and that have the risk of environmental pollution due to any damage, vessels and marine vehicles that do not have the documents related to towing and carrying dangerous cargo, but carry dangerous goods, are granted port authority permission cannot approach or leave without it.

(6) Testing of life rafts and lifeboats by launching or releasing them is prohibited.

Other Matters Subject to the Permission of the Port Authority

ACCORDANCE WITH PORTS REGULATION ARTICLE 22

(1) Before the construction of coastal structures and the establishment of aquaculture production areas to be carried out after the necessary permits and approvals are obtained from the relevant institutions/organizations, the relevant persons shall obtain permission from the port authority to start operations.

(2) It is obligatory to obtain permission from the port authority before buoying, diving, seabed and underwater studies, seabed dredging and similar activities. Ships and marine vehicles used in such activities show the daytime signs and sound signals with a light in accordance with the legislation.

(3) It is obligatory to request permission to the port authority at least 15 days before for races that will start from one port administrative area and end at another port administrative area, and at least 7 days before for other competitions and activities.

(4) Unless permission is obtained from the port authority, no races and similar activities or organizations can be organized in the port administrative area.

(5) Water sports to be held in the port administrative area are carried out within the scope of the Regulation on Sportive Activities for Tourism Purposes and other relevant legislation published in the Official Gazette dated 23/2/2011 and numbered 27855. The powers of the port authority to ensure the safety and security of life, property, navigation and environment related to water sports for tourism purposes are reserved. The port authority is authorized to make all kinds of restrictions in these activities and to stop these activities, taking into account the safety and security of life, property, navigation and the environment.

(6) Unless permission is obtained from the port authority, other ships and marine vehicles cannot be aboard the ships and marine vehicles located at anchor or in coastal facilities. The abode of agency and supply engines, public vessels, refueling vessels, water tankers and coastal facility service vessels is outside the scope of this paragraph, and these types of vessels carry out their services in coordination with the coastal facilities operators, with the knowledge of the port manager.Yakıt, yağ ve su ikmali yapacak olan gemi kaptanı veya acentesi ikmal operasyonundan önce ilgili liman başkanlığına bildirimde bulunur.

(7) Fishing boats and yachts; In coastal facilities, they can be adjacent to each other's sides, they cannot tie in double rows.

(8) 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 be carried out to sea lifeboat and/or boat lowering or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management.

(9) Coastal facilities located in the administrative area of the port make a notification to the Naval Forces Command Navigational Hydrography and Oceanography Department for their geographical location to be recorded on the relevant sea maps.

(10) Ships and marine vessels cannot change their anchorage areas without permission from the port authority. However, those who cannot stay where they are due to adverse weather and sea conditions can leave their places and anchor at safer anchorage areas. Those concerned shall notify the port authority as soon as possible. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a ship traffic services center.

(11) Ships and marine vessels that will not carry out any activity in the coastal facilities but anchor in the anchorage areas due to force majeure such as adverse weather conditions and situations that may endanger the safety and security of navigation, life, property, and the environment, shall immediately submit the necessary necessary information to the relevant port authority and/or the pilotage organization. makes the notification. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Ship Traffic Services Center.

(12) Ships and marine vehicles cannot approach the bow of the ships and marine vehicles approaching from the stern. Floating equipment to be used to determine the swimming area boundaries in beach areas within the port borders and in front of coastal hotels, motels, holiday villages, sites, and in sea areas up to 200 meters from the shore are determined by the relevant persons and prepared and preserved completely between April 1 and November 15 each year. Ships and sea vehicles cannot enter the designated swimming areas. The port authority is authorized to make changes to the swimming area boundaries based on navigation, life, property, and environmental safety and security.

(13) Limbo activities in the administrative area of the port are subject to the permission of the port authority.

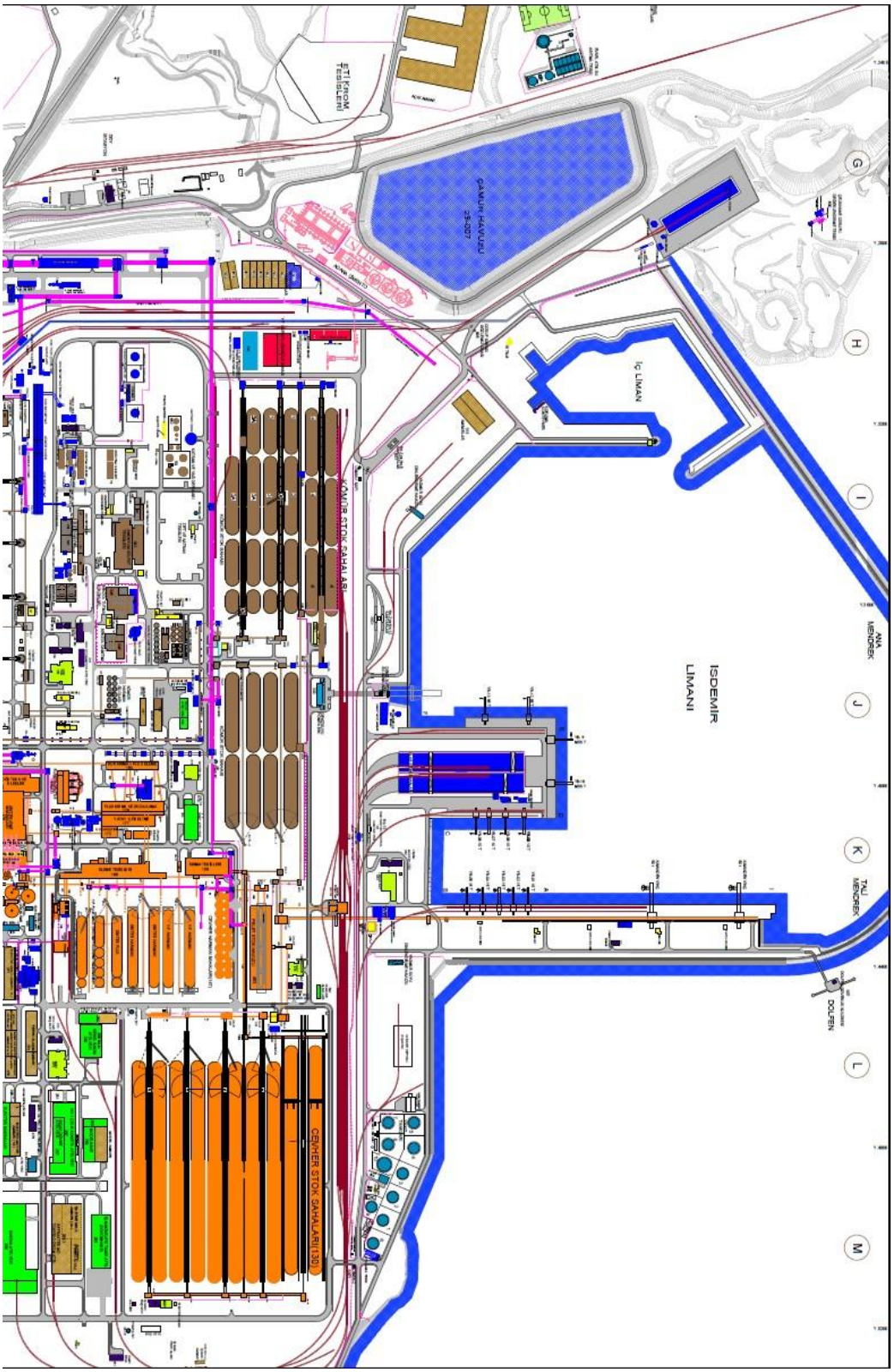
(14) The towing process is carried out with the permission of the port authority within the framework of the procedures and principles determined by the Administration.

(15) Vault mooring and mooring requirements and related arrangements at each port are made by the port authority, operating procedures and principles are determined by the Administration.

(16) Providing pilotage services to ships and marine vehicles that do not have permission to berth at the coastal facilities, and to ships and marine vehicles that do not have a port exit certificate or an anchoring order is subject to the permission of the port master.

(17) The pleasure boats that make daily excursions; Issues regarding the determination of mooring, sheltering and navigation routes are determined by the port authority, taking into account waste reception and other services, and approved by the Administration. The port master may impose restrictions on the capacity, entry-exit and usage in case the capacity of mooring and sheltering places is exceeded.

APPENDIX-1


ETİKROM TESİSLERİ
GAMUR HAVUZU
İÇ LİMAN
İSDEMİR LİMANI
ANA MENDEK
TALI MENDEK
DOLFEN
KÖMÜR STOK SAHALARI
CEVHER STOK SAHALARI(130)
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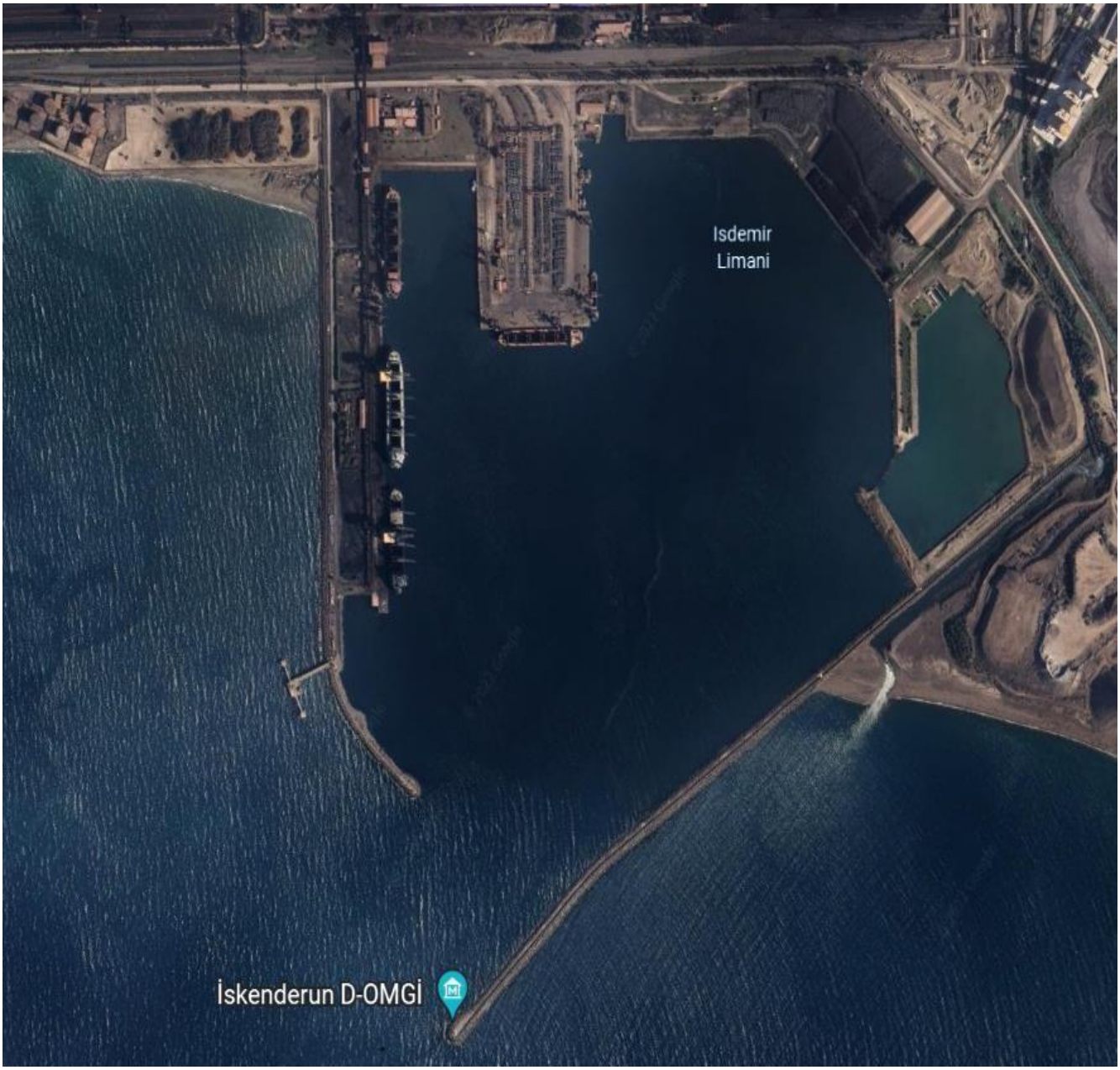
APPENDIX -2



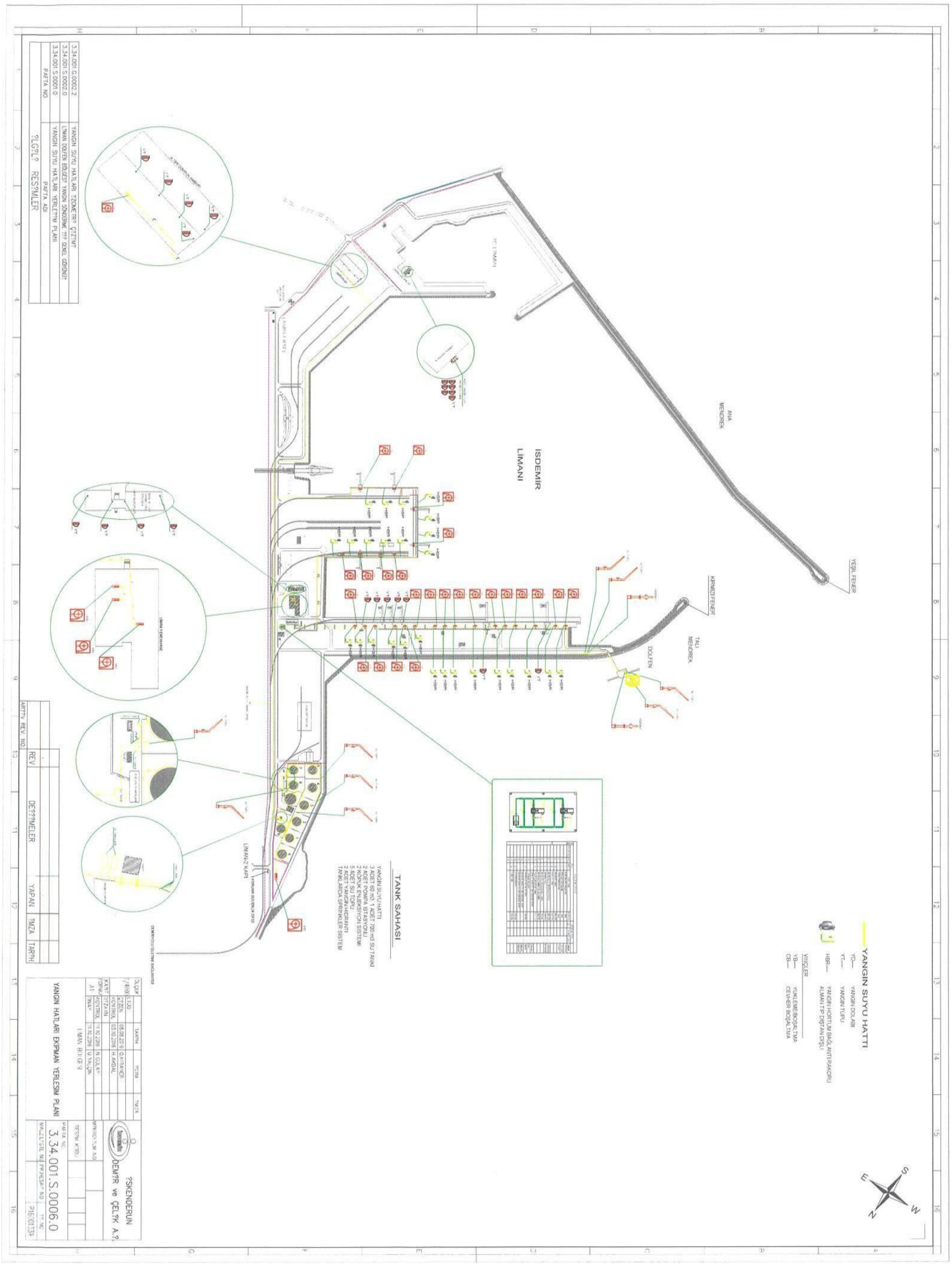
APPENDIX-3

WHAT TO CALL IN AN EMERGENCY	PHONE NUMBER
Fire Department	112 – 0326 758 33 33
Ambulance	112 – 0326 758 44 44
Security	112 – 0326 758 55 55
Traffic	112 – 0326 758 42 03
Human Resources Assistant Specialist: İrem Kübra HAMAMCI	0530 525 10 52
Operations Manager and Emergency Coordinator: Cebrail AKKAYA	0533 691 64 30
Maintenance Manager: Önder ELDEMİR	0539 551 24 34
OHS, Environment and Quality Manager: Erdinç İNCE	0536 412 61 51
İskenderun State Hospital	0326 615 37 50
İskenderun Private Gelişim Hospital	0326 618 66 66
Coast Guard İskenderun Group Command	0326 614 23 11
Hatay Governorship	0326 214 63 13
Hatay Provincial Environment and Urbanization Directorate	0326 216 06 06
Health Group Presidency	0326 613 59 70
Provincial Defense Directorate	0326 614 19 96
İskenderun Meteorology Directorate	0326 614 11 53
İskenderun District Governorship	0326 614 23 23
İskenderun Municipality	0326 614 16 66
İskenderun District Police Department	0326 614 21 23

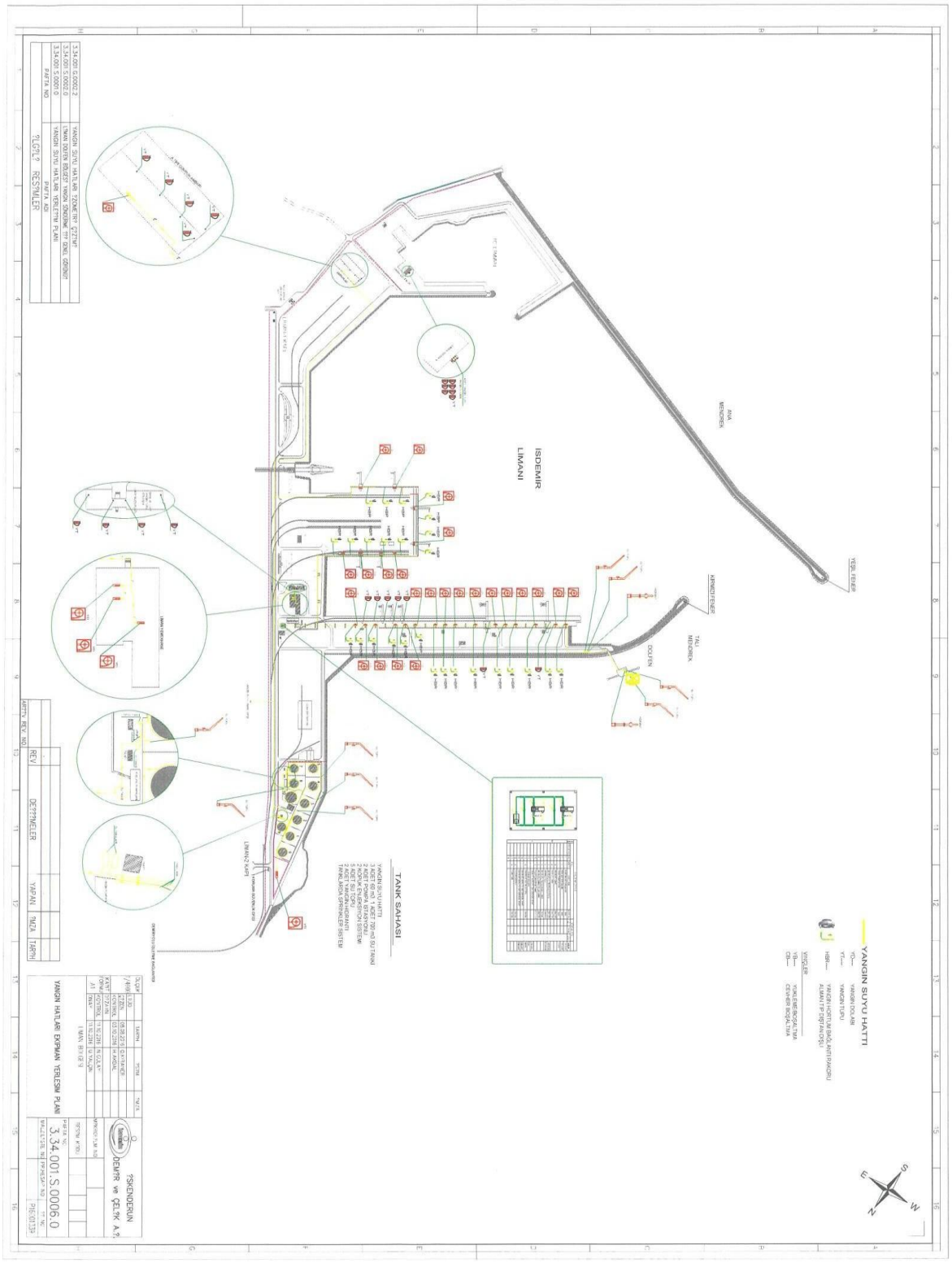
APPENDIX-4


ACİL DURUM KONTEYNERİ
YEMEKHANE
LİMAN MÜDÜRÜLÜK
KANTAR
TAKOZ ATÖLYESİ
STOK SAHASI
ACİL DURUM KONTEYNERİ
BOBİN STOK
SLAB STOK
5 NOLU RIHTIM
3 NOLU RIHTIM
2 NOLU RIHTIM
4 NOLU RIHTIM
1 NOLU RIHTIM
6 NOLU RIHTIM
Acil Durum Toplanma Bölgesi
Operasyon Alanları Yol Güzergâhı
Acil Durum Konteyneri
Ziyaretçi Yol
Yaya Yürüyüş Güzergâhı
İlkyardım Çantası

APPENDIX-5



APPENDIX-6


YANGIN SUYU HATTI
ISDEMIR
LIMANI
TANK SAHASI
İSKENDERUN
DEMİR ve ÇELİK A.Ş.
YANGIN SUYU HATLARI EKİPMAN YERLEŞİM PLANI
3.34.001.S.0006.0

APPENDIX-7

THE PORT FACILITY IS AS IS IN THE DANGEROUS GOODS EMERGENCY PLAN.

APPENDIX-8


ACİL DURUM
YEMEKHANE
BAKIM ATÖLYESİ
LİMAN MÜDÜRÜLÜK
KANTAR
TAKOZ ATÖLYESİ
STOK SAHASI
ACİL DURUM
BOBİN STOK
SLAB STOK
5 NOLU RIHTIM
3 NOLU RIHTIM
2 NOLU RIHTIM
4 NOLU RIHTIM
TAŞERON BİNA/ BAKIM ATÖLYESİ
1 NOLU RIHTIM
6 NOLU RIHTIM

APPENDIX-9

EMERGENCY TEAMS																				
		EMERGENCY COORDINATOR																		
		NAME SURNAME		CEBRAİL AKKAYA		PHONE NUMBER		0533 691 64 30												
RESCUE TEAM		FIGHTING TEAM		PROTECTION TEAM		FIRST AID TEAM		ENERGY SOURCES AND RESPONSE TEAM								LEAK AND SPILL RESPONSE TEAM				
NAME SURNAME	PHONE NUMBER	NAME SURNAME	PHONE NUMBER	NAME SURNAME	PHONE NUMBER	NAME SURNAME	PHONE NUMBER	NAME SURNAME	PHONE NUMBER							NAME SURNAME	PHONE NUMBER			
İBRAHİM ERDOĞAN	0507 662 25 83	ÖNDER ELDEMİR	0535 847 19 70	AYDIN FATİH KAHVECİ	0507 231 72 72	BEYTULLAH AKYOL	0536 767 31 44	ADEM AKAN	0542 503 58 54							FUAT MESRUOĞLU	0530 691 97 13			
OĞUZHAN ÇETİNKURT	0542 376 99 42	AYKUT TAKIŞ	0533 092 92 01	TAYLAN BİLGEN	0535 200 33 65	HACI KADİR IŞIK	0532 272 34 85	SONER KANTAŞ	0506 348 64 59							ERHAN TİRYAKİ	0542 595 01 19			
HÜSEYİN GÖR	0533 688 78 53	SALİH CİVELEK	0536 626 20 14	MAHMUT DOĞAN	0554 976 17 38	LEVENT ÇULHAOĞLU	0543 230 85 76	ABDULLAH ÖZ	0534 641 50 00							İBRAHİM GÖK	0552 939 60 45			
DERVİŞ ALBAYRAK	0537 219 59 30	ALİ BİLEN	0544 266 96 49	ERHAN ERTAŞ	0542 810 40 17	İBRAHİM TETİK	0530 697 10 32	MİKAİL SİVRİ	0506 022 37 91							YAKUP SERT	0544 528 81 84			
İSDEMİR AMBULANCE	0326 758 44 44	İSDEMİR FIRE DEPARTMENT	0326 758 33 33	AMBULANCE	112	İSDEMİR EMERGENCY CENTER	DAHİLİ HAT 112	POLICE - GENDARMARIE	112							COAST GUARD COMMAND	0 326 614 23 11			
FIRE DEPARTMENT	112	DISASTER AND EMERGENCY DIRECTORATE	0 326 216 10 67	İSKENDERUN STATE HOSPITAL	0 326 615 37 50	DÖRTYOL STATE HOSPITAL	0 326 712 22 87	AFAD - COAST GUARD	112							POISONING CONSULTATION	114			

APPENDIX-10

THE PORT FACILITY IS AS IS IN THE HAZARDOUS LOADS MANUAL

APPENDIX-11

LEAKING AREAS AND EQUIPMENT FOR CTU AND PACKAGES

LEAKAGE AREAS ARE NOT AVAILABLE WITHIN THE LOAD HANDLED IN THE FACILITY

APPENDIX-12

INVENTORY OF PORT SERVICE VESSELS								
ORDER	IE	GROSS TONE	DRAW POWER (TON)	SIZE (M)	WIDTH (M)	FIRE EXTINGUISHING CAPACITY (CBM/HR)	FIRE PUMP NUMBER (PCS)	FOAM TANK Capacity (CBM)	MEVCUT FOAM Capacity (LTR)
1	MED XXVIII	290	55,45	23	10,9	1200M3/H	1	3,18	1,25
2	MED XLVIII	241	34,1	21,4	11,3	1200M3/H	1	0	0
3	DİLOVASI-VII	74	30,36	18,28	6,7	200M3/H	1	0,8	0,35
4	PALAMAR-10	6,86	N/A	9,95	3,1				
5	M.BOAT-15	17,7	N/A	10,9	3,59				
6	GÜLER DALGIÇ PİLOT	27,19	N/A	14,85	4,2				

APPENDIX-13

İSKENDERUN HARBOUR MASTER'S ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MANAGEMENT CAPTAIN LANDING/ASSEMBLING MARINE COORDINATES OF POINTS

A. Port Administrative Area Boundary

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

a) 36˚ 25' 15" K – 035˚ 35' 57" D

b) 36˚ 44' 54" K – 036˚ 03' 12" D

c) 36˚ 54' 05" K – 036˚ 57' 44" D (Adana-Hatay province border)

a) **Anchorage Areas**

South anchorage area no. 1: The anchorage area for ships not carrying hazardous materials and military ships is the sea area formed by the following coordinates.

1) 36º 36' 51" K - 036º 08' 00" D

2) 36º 36' 00" K - 036º 08' 00" D

3) 36º 36' 00" K - 036º 10' 30" D

4) 36º 36' 30" K - 035º 10' 30" D

5) 36º 36' 51" K - 036º 10' 030" D

b) Anchorage area for dangerous cargo ships number 2: The anchorage area for ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships to be degassed is the sea area formed by the following coordinates.

1) 36º 38' 30" K - 036º 09' 30" D

2) 36º 37' 42" K - 036º 09' 30" D

3) 36º 37' 42" K - 036º 10' 30" D

4) 36º 38' 30" K - 036º 10' 30" D

c) Anchorage area no. 3: The anchorage area for ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.

1) 36˚ 43' 00" K - 036˚ 08' 00" D

2) 36˚ 39' 00" K - 036˚ 09' 30" D

3) 36˚ 39' 00" K - 036˚ 11' 00" D

4) 36˚ 43' 00" K - 036˚ 09' 30" D

d) North anchorage area no. 4: The anchorage area for ships not carrying hazardous materials and military ships is the sea area formed by the following coordinates.

1) 36˚ 47' 30" K - 036˚ 07' 00" D

2) 36˚ 45' 00" K - 036˚ 07' 00" D

3) 36˚ 45' 00" K - 036˚ 09' 00" D

4) 36˚ 47' 30" K - 036˚ 09' 00" D

e) Dangerous cargo ships anchorage area no. 5: The anchorage area for ships carrying hazardous materials, nuclear-powered military ships, ships to be quarantined and ships that will undergo degassing is the sea area formed by the following coordinates.

1) 36˚ 48' 36" K - 036˚ 06' 00" D

2) 36˚ 49' 09" K - 036˚ 07' 12" D

3) 36˚ 50' 45" K - 036˚ 06' 36" D

4) 36˚ 50' 18" K - 036˚ 05' 24" D

f) Anchorage area no. 6: The anchorage area for ships not carrying hazardous materials and military ships is the sea area formed by the following coordinates.

1) 36˚ 52' 18" K - 035˚ 59' 18" D

2) 36˚ 51' 42" K - 036˚ 01' 36" D

3) 36˚ 52' 48" K - 036˚ 02' 18" D

4) 36˚ 53' 30" K - 036˚ 00' 06" D

B. Pilot pick-up and drop-off locations

1) 36˚ 37' 12" K - 036˚ 10' 00" D

2) 36˚ 40' 42" K - 036˚ 10' 30" D

3) 36˚ 44' 00" K - 036˚ 09' 30" D

4) 36˚ 48' 00" K - 036˚ 05' 00" D

5) 36˚ 52' 30" K - 035˚ 58' 48" D

APPENDIX-14

İSDEMİR PORT MARINE POLLUTION CLEANING

CONTAINER EQUIPMENT LIST

NO	MALZEME ADI	MİKTAR/BİRİM
1	Offshore Type Inflatable Barrier	360 m
2	Blocking Barrier Fence Type	250 m
3	Skimmer (Oil Skimmer) Komara 20	1 adet 30 m^3
4	Drum-hydraulic	2 adet
5	Container	1 adet
6	Floating Storage Tank	1 adet 15 m^3
7	Temporary Storage Tank (Fast Tank)	1 adet 15 m^3
8	Inflatable Boat 3.8 m	1 adet
9	Inflation Unit Blower	1 adet
10	Buoy	5 adet
11	Rope 10 mm	1 top (274 m)
12	Chain (10 m * 8 mm)	5 adet
13	Pressure Washing Machine	1 adet (Tam set)
14	Sorbent Barrier	360 m (15 paket 20 cm, 15 paket 13 cm çap)
15	Sorbent Pad	2000 adet (10 paket: 250 g, 10 paket: 350 g)
16	Radio (Land Type)	4 adet
17	Life Jacket	10 adet
18	Helmet	10 adet
19	Raincoat	20 adet
20	Boots	12 adet
21	Yellow Gloves	50 adet
22	Red Gloves	75 adet
23	Half Face Gas Mask with Filter	8 adet
24	Protective Work Glasses	12 adet
25	Overalls	20 adet
26	Tyvek Suit	20 adet
27	Exproof Flashlight / Portable Projector	1 adet
28	Sea Vehicles (Zodiac Boat-Oar and Pump)	1 adet
29	Covered Cardboard	20 adet
30	Net	3 adet
31	Nylon Bag	20 adet
32	Tag	20 adet
33	Hoe 15 Kg	2 adet
34	Impermeable Material	1 top
35	Barrel	1 adet
36	Plastic Bag	50 kg
37	Greenhouse Nylon	1 top
38	Net Bucket	6 adet

39	Wheelbarrow	2 adet
40	Kova	10 adet
41	Harrow	5 adet
42	Pickaxe	5 adet
43	Plastic Shovel	10 adet
44	Metal Shovel	5 adet
45	Warning Tape	300 m
46	Hose	50 m
47	Sampling Container (Plastic)	5 adet
48	Sampling Container (Glass)	2 adet
49	Bath	5 adet
50	Mushra	5 adet
51	Telescopic Stick	6 adet
52	Signal Buoy	5 adet
53	Broom Stick	10 adet
54	Shovel Stick	5 adet
55	Rake Stick	5 adet
56	First Aid Kit	1 adet
57	Stretch Film	1 top
58	Big Bag Sack	10 adet
59	Chemical Solution	2 adet (1 bidon TC, 1 bidon DG)
60	Fire Hose	1 adet
61	Nozzle	1 adet
62	Medicine Pump	1 adet
63	Inflatable Barrier Drum Powerpack	1 adet

APPENDIX-15

PERSONAL PROTECTIVE EQUIPMENT USAGE MAP

KORUYUCU EKİPMANLAR VE STANDARTLAR		UYGULAMA ALAN																										
		GENEL KONULAR													SOĞUK ÇALIŞMALAR									SICAK ÇALIŞMALAR				
		Liman Geneli	Yüksekte Çalışmalar	Elektrik Pano ve Tesisatlarında Çalışmalar	İş Makinaları ve Kaldırma Ekipmanları Kullanımı	Periyodik Kontrol ve Muayene İşleri	Boya İşleri	Kimyasal Maddeler ile Çalışma	Genel Temizlik	Atık Bertaraf İşleri	Güvenlik Personeli	Elle Taşıma İşleri	Ziyaretçiler	Depo	Elektrik İşleri	Mekanik İşler	Montaj/Donanım İşleri	Bakım / Tamir İşler	Yağlama İşleri	Basınçlı Hava ve/veya Sıvı ile Çalışma İşleri	Tank Çalışmaları	Genel Ambar İçi Çalışması (Dökme Yükler Hariç)	Genel Güverte Çalışması	Kaynak İşleri	Taşlama İşleri	Kesme/Bozma İşleri	Talaşlı İmalat İşleri	Bakım / Tamir İşleri
BAŞ-KAFA KORUYUCULAR	**STANDART**																											
BARET	EN 397	x	x		x	x	x	x	x	x	x	x	x	x		x	x	x	x	x	x	x	x	x	x	x	x	x
ELEKTRİKÇİ BARETİ	EN-397 ANSI Z89	x	x	x		x									x													
BARET ÇENE BAĞI		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
KAYNAKÇI BAŞLIĞI (DERİ KUMAŞ)	TS EN 11611 TS EN 13998																							x				
İŞİTME-KULAK KORUYUCULAR	**STANDART**																											
KULAK TIKACI (Tekrar Kullanılabilir)	EN 351-352 2				x										x	x				x	x	x	x				x	x
KULAK TIKACI (Tek Kullanım)	EN 351-352 2				x										x	x				x	x	x	x				x	x
YÜZ-GÖZ KORUYUCULAR	**STANDART**																											
GÜVENLİK GÖZLÜĞÜ GENEL KULLANIM	EN 166	x	x	x	x	x	x		x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
GÜVENLİK GÖZLÜĞÜ GOOGLE TİP TAM KAPALI	EN 166						x	x		x																		
KAYNAKÇI BAŞLIĞI	EN166,169, 172,175																							x		x		x
KAYNAKÇI EL MASKESİ	EN166,169, 172,175																							x		x		x
ENDÜSTRİYEL YÜZ VİZÖRÜ	EN 166																			x					x	x	x	x
ARK KORUYUCU VİZÖR	EN 166 ANSI Z87.1			x																								x
SOLUNUM KORUYUCULAR	**STANDART**																											
TEK KULLANIMLIK MASKE (FFP2)	EN 149							x	x	x					x	x					x	x	x		x	x	x	x
MEDİKAL MASKE	EN 1683 EN 22609 EN 10993-1	x	x	x	x	x	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
EL-KOL KORUYUCULAR	**STANDART**																											
TAM KAPLI NİTRİL ELDİVEN (Bakım Çalışmaları/Islak ve Yağlı Ortam)	EN 388		x			x	x		x	x						x	x	x	x									
½ KAPLI NİTRİL ELDİVEN (Bakım Çalışmaları/Az Yağlı Ortam)	EN 388		x			x			x	x						x	x	x	x	x	x	x	x					
TAM KAPLI PAMUK NİTRİL ELDİVEN (Bakım Çalışmaları/Islak ve Yağlı Ortam)	EN 388																											
MONTAJ ELDİVENİ (Genel Kullanım, Kuru Ortam, Hassas İşler)	EN 389		x		x	x								x		x	x	x	x	x	x	x	x		x			
MEKANİK ELDİVEN (Montaj, Ağır İş Eldivenleri)	EN 388															x	x	x	x									
ISIYA DAYANIMLI ELDİVEN (Sıcak Çalışmalar)	EN 407 EN 388																											
KAYNAKÇI ELDİVENİ	EN 407 EN 388 EN 12477																							x		x		x
ELEKTRİKÇİ ELDİVENİ	EN 407 EN 388			x											x													x
YÜKSEK GERİLİM ELDİVENİ	EN 60903																											
KİMYASAL KORUYUCU ELDİVEN	EN 388 EN 420 EN 374							x		x																		
KESİLMEYE DAYANIMLI ELDİVEN	EN 388 EN 420											x					x	x	x									
ISIYA DAYANIMLI KOLLUKLAR	EN1 1611 Class 2 A1																							x		x		
AYAK KORUYUCULAR	**STANDART**																											
GENEL KULLANIM KORUYUCU İŞ BOTU	EN 345	x	x		x	x	x	x	x	x	x		x	x		x	x	x	x	x	x	x	x	x	x	x	x	x
ELEKTRİKÇİ İŞ BOTU	EN 345	x	x	x		x									x													x
KORUYUCU YG ÇİZMESİ	EN 345																											
VÜCUT KORUYUCULAR	**STANDART**																											
KAYNAKÇI ÖNLÜĞÜ/CEKETİ	TS EN 11611 TS EN 13998																							x		x		x
TEK KULLANIMLIK KORUYUCU TULUM	EN 13688 EN 13034 EN 14126						x	x		x							x	x	x									x
GENEL İŞ KIYAFETLERİ (Ceket-Pantolon)	EN 340	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
YÜKSEK GÖRÜNÜMLÜ YELEK	TS EN 471 A1												x															
YÜKSEKTE ÇALIŞMA DÜŞÜŞ DURDURMA SİSTEMLERİ	**STANDART**																											
PARAŞÜT TİPİ EMNİYET KEMERİ	EN 361 EN 358		x																									
ÇİFT KOLLU LANYARD	EN 355 EN 362		x																									
GERİ SARMALI DÜŞÜŞ DURDURUCULAR	EN 360, CNB 11.0602008		x																									
DİKEY YAŞAM HATLARI VE DÜŞÜŞ DURDURMA SİSTEMLERİ	EN 353 EN 1891		x																									

APPENDIX-16

Firma / Kurum		
Gönderen Makam		İRTİBAT BİLGİLERİ
Alacak		

LİMAN TESİSİ

"TEHLİKELİ MADDE OLAYI BİLDİRİMİ"

1.	ACIL DURUMUN TARIHI VE ZAMANI:
2.	KAZANIN MEYDANA GELDİĞİ YER (KIYI TESİSİ VE/VEYA GEMİ), POZİSYONU VE ETKİ ALANI:
3.	ACİL DURUM TİPİ (ÖRN: YANGIN, YAKIT DÖKÜLMESI, PERSONEL YARALANMASI) VE KAZANIN MEYDANA GELİŞİ)
4.	KAZANIN BİLİNİYORSA NASIL MEYDANA GELDİĞİ VE SEBEBİ:
5.	VARSA YARALI, ÖLÜ VE KAYIP SAYISI VE KİMLİK BİLGİLERİ:
6.	MEYDANA GELEN ZARARIN/KİRLİLİĞİN BOYUTU:
7.	KAZAYA KARIŞAN GEMİ VARSA BİLGİLERİ (ADI, BAYRAĞI, IMO NO, DONATANI, İŞLETENİ, YÜKÜ VE MİKTARI, KAPTANIN ADI VE BENZERİ BİLGİLER):
8.	METEOROLOJİK KOŞULLAR:
9.	KAZAYA KARIŞAN TEHLİKELİ MADDE BİLGİLERİ; UN NUMARASI: PSN: SINIFI: VARSA İKİCİL RİSKİ: DENİZ KİRLİLİĞİ YAPIP YAPMADIĞI: TEHLİKELİ MADDENİN İŞARET VE ETİKET DETAYLARI

10.	TEHLİKELİ MADDENİN ÜRETİCİ FİRMA BİLGİLERİ: GÖNDEREN BİLGİLERİ: TAŞIYAN BİLGİLERİ: ALICI BİLGİLERİ:
11.	KONTROL ÖLÇÜM HASARLARI VE ACIL DURUMU KONTROL ALTINA ALMAK IÇIN YAPILANLAR:
12.	VARSA TESİSİN/ EKIPMANIN HASAR MİKTARI:
13.	VARSA ÜRÜN KAYBI VE/VEYA VARSA GERI KAZANILAN ÜRÜN MIKTARI:
14.	KAZANIN TESİSİN RUTİN OPERASYONLARINA ETKISI:
15.	YAPILAN EKIPMAN VE/VEYA ÜRÜN KALITESI KONTROLLERİ
16.	ACIL DURUMUN TEKRAR OLUŞMAMASI İÇİN YAPILAN / YAPILACAK FAALİYETLER:
17.	ACIL DURUMDAN ETKİLENEN VE KENDILERINE ACİL DURUMUN ILETILDİĞİ MERCILER:
18.	BASINDA OLUŞAN VEYA OLUŞMASI BEKLENEN TEPKI:

FORMU HAZIRLAYAN :

Adı Soyadı :

Görevi :

İmza :