# ISDEMIR PORT

# DANGEROUS CARGO HANDLING

# GUIDE

PREPARATION DATE: 24.03.2025

**Onder CAGLAYAN**

**PORT MANAGER**

(Signature)

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## PRESENTATION

The "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" by the Ministry of Transport and Infrastructure entered into force after being published in the Official Gazette dated 14 November 2021 and numbered 31659. Within the scope of the Regulation, in accordance with the Dangerous Goods Handling Guide Implementation Instruction (E-63137251-010.07.01-281879) published on April 20, 2022, the obligation to prepare a "Dangerous Goods Handling Guide" has been imposed on port and coastal facilities. Within the framework of the regulated legislation, İSDEMIR Port Dangerous Goods Handling Guide has been prepared.

## PURPOSE OF THE GUIDE

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

## SCOPE OF THE GUIDE

This guide covers Dangerous Cargo Contacts, Ship Captains who bring dangerous cargo to the Port and Coastal Facility Operator (İskenderun 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 Goods Handling Guide" are published by the Administration or when there are technical and comprehensive administrative changes in the ISDEMIR Coastal facility, the Dangerous Goods Guide prepared by İSDEMIR will be revised.

**It is obligatory to follow up the issues specified in this Dangerous Goods Handling Guide (DGHG) by ship captains and cargo owners in accordance with the changing national and international provisions. This guide has been prepared as a guide only and it is the legal responsibility of the relevant parties to take the necessary preventive measures / measures, even if they are not specified in this DGHG. İskenderun Demir ve Çelik A.Ş. reserves the right to make changes to this guide without the need for any additional notice. The current version of the guide is in the Port records. There is a copy on the Internet for INFORMATION purposes only. This guideline and its content can never contradict 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 guideline and the relevant national and international legislation, the provisions of the relevant national and international legislation apply.**

**REVISION PAGE**

| Sequence No | Revision No. | Content of the Revision | Revision Date | Revisionist's | |
|---|---|---|---|---|---|
| | | | | Name & Surname | Signature |
| 1 | 01 | The facility information form has been updated. | 24.03.2025 | Osman Erik | |
| 2 | 01 | Dangerous Goods Officer lists have been updated. | 24.03.2025 | Osman Erik | |
| 3 | 01 | Annex-12 has been updated. | 24.3.2025 | Osman Erik | |
| 4 | 02 | Spelling errors have been corrected. | 23.05.2025 | Mehmet Ali Keseroğlu | |
| 5 | 02 | Annex-16 has been updated. | 27.05.2025 | Mehmet Ali Keseroğlu | |
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## INTRODUCTION

### 1.1. General Information of the Facility

**FACILITY INFORMATION FORM**

| | | | | |
|---|---|---|---|---|
| 1 | Facility Operator Name / Title | Iskenderun Iron and Steel Co. Inc. | | |
| 2 | Facility Operator's Contact Information (Address, Telephone, Fax, E-Mail and Web Page) | Iskenderun Iron and Steel Co. Inc. 31319 Payas / Hatay<br>Tel: 326 758 30 80 – Fax: 326 758 5241<br>isdemirlimani@isdemir.com.tr<br>www.isdemir.com.tr | | |
| 3 | Name of the Property | Iskenderun Iron and Steel Co. Port | | |
| 4 | Province of the Facility | HATAY | | |
| 5 | Facility's Contact Information (Address, Telephone, Fax, E-Mail and Web Page) | Iskenderun Iron and Steel Co. Inc. 31319 Payas / Hatay<br>Tel: 326 758 30 80 – Fax: 326 758 5241<br>isdemirlimani@isdemir.com.tr<br>www.isdemir.com.tr | | |
| 6 | Geographical Region Where the Facility is Located | Mediterranean Region | | |
| 7 | To which the facility is connected?<br>Port Authority and Contact Details | Iskenderun Regional Port Authority<br>Address: Çay Mah. 5 Temmuz Cad., Iskenderun<br>Phone: +90 326 613 27 40 - 614 11 92 Fax: 326 614 02 26 | | |
| 8 | Municipality of the Facility and Contact Details | Payas Municipality<br>Phone: (0326) 755 78 00 - 755 10 11<br>Fax: (0326) 755 78 08<br>E-Mail: payasbel@gmail.com<br>Address: Yıldırım Beyazıt Mh. Şehit Yüzbaşı Ali Oğuz Bulvarı No:48 Payas/HATAY | | |
| 9 | Free Zone or Organized Industry where the Facility is located Name of the Region | The facility is not in the 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 the Facility Manager, Contact Details (Phone, Fax, E-Mail) | Onder Caglayan<br>0532 663 90 29<br>ocaglayan@isdemir.com.tr |
| 13 | Name and Surname of the Facility's Dangerous Goods Operations Officer, Contact Details (Phone, Fax, e-mail) | Onder Caglayan<br>0532 663 90 29<br>ocaglayan@isdemir.com.tr |
| 14 | Name and Surname of the Facility's Dangerous Goods Safety Advisor, Contact Details (Phone, Fax, E-Mail) | Orkun DOKENER (Coordination Responsible TMGD)<br>0533 357 80 55<br>orkund@sttmgd.com<br><br>Mehmet GUR 0507 246 1817<br>mehmetg@sttmgd.com |
| 15 | Marine coordinates of the facility | 360 43' 30" N - 360 11' 06" E |
| 16 | Types of Dangerous Goods Handled at the Facility (MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code Covered Loads and Asphalt/Bitumen and Scrap Loads) | -IBC Code<br><br>-IMSBC Code<br><br>-Scrap Cargoes |
| 17 | Dangerous Goods Handled at the Facility (Loads Other Than IMDG Code Among the Load Types in Article 16 Will Be Written Separately. Additional Load Request Will Be Forwarded to the Port Authority with Annex-1 Form. Will Be Added to DCHG When Appropriate) | -IBC Code Coverage – COAL TAR (UN 1999 - Tars, Liquid)<br>-IBC Code Scope - BENZOLE (UN 1114 - Crude Benzene Flammable Liquid)<br>-Under the IMSBC Code - IRON (III) METAL CLIPPINGS, SCRAPS (UN - 2793 Ferrous Metal Borings, Cuttings)<br>-Under the IMSBC Code – Ferrosilicon (UN 1408 Ferrosilicon)<br>-Under IMSBC Code – Coal (MHB Group A & B) |
| 18 | Subject to IMDG Code, Handled Cargoes for Classes | There is no loading according to the IMDG Code. |
| 19 | Groups in the Characteristic Table for Handled Cargoes, Subject to IMSBC Code | - Within the Scope of IMSBC Code - IRON (III) METAL CLIPPINGS, SCRAPS (UN - 2793 Ferrous Metal Borings, Cuttings) (Groups B and A)<br>- Within the Scope of IMSBC Code – Ferrosilicon (UN 1408 Ferrosilicon) (Group B)<br>- Within the Scope of IMSBC Code – Coal (MHB Group A & B) |
| 20 | Types of Ships That Can Dock at the Facility | General Cargo, Bulk Solid, Chemical Tanker, Petroleum Product Tanker |

| | | | |
|---|---|---|---|
| 21 | Distance of the Facility to the Main Road (Kilometers) | 4 km | |
| 22 | Distance of the Facility to the Railway (Kilometers) or Railway Connection (Yes/No) | Directly connected to the National Railway | |
| 23 | Name of the Nearest Airport and Facility Distance (Kilometers) | Çukurova International Airport 150 km –<br>Hatay Airport 80 km | |
| 24 | Load Handling of the Facility Capacity (tons/year; TEU/Year; Vehicle/Year) | 17.500.000 tons/year | |
| 25 | Whether or not Scrap Handling is Carried out at the Facility | Yes | |
| 26 | Is There a border gate? (Yes/No) | Yes | |
| 27 | Is There a bonded area? (Yes/No) | Yes | |
| 28 | Cargo Handling Equipment and Capacities | Port Cranes, Piping System, Conveyor System | |
| 29 | Storage Tank Capacity (mt) | 35.000 m3 (Coal Tar Tank),60 m3 (Benzole Tank) | |
| 30 | Open Storage Area (m²) | 786.896 m2 | |
| 31 | Semi-Closed Storage Area (m²) | No | |
| 32 | Closed Storage Area (m²) | 4,186 m2 | |
| 33 | Specified Fumigation and/or Degassing Area (m²) | No Fumigation | |
| 34 | Name, Title and Contact Details of the Pilotage and Tug Services Provider | Iskenderun Iron and Steel Co. Inc. 31319 Payas / Hatay<br>Tel: 326 758 30 80 – Fax: 326 758 52 41<br>isdemirlimani@isdemir.com.tr<br>www.isdemir.com.tr | |
| 35 | Has a Security Plan Been Created? (Yes/No) | Yes | |
| 36 | Waste Reception Facility Capacity (This Section Will Be Organized Separately According to the Wastes Accepted by the Facility.) | Waste Type | Capacity (m³) |
| | | Dirty Ballast<br>Slop<br>Waste Oil<br>Sludge<br>Bilge Water<br>Toxic Liquid Substance<br>Sewage<br>Garbage | 0<br>40<br>10<br>60<br>100<br>10<br>2500<br>24 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 37 | Features of Dock/Pier etc. Areas | | | | | |
| | Dock/Pier No | Length (Meters) | Width (Meter) | Maximum Water Depth (Meters) | Minimum Water Depth (Meters) | Largest Ship Tonnage and Length to Dock (DWT-GT/meter) |
| | Dock No 1 | 465 | 37 | 19 | 17,5 | 200,000 DWT |
| | Dock No 2 | 275 | 37 | 12 | 10,5 | 50,000 DWT |
| | Dock No 3 | 260 | - | 14 | 13 | 62,000 DWT |
| | Dock No 4 | 220 | 34 | 13,5 | 12,5 | 50,000 DWT |
| | Dock No 5 | 200 | 25 | 13 | 12 | 50,000 DWT |
| | Dock No 6 | 122 | 14 | 8 | 7 | Tugs |
| | Dolphin Jetty No 1 | 104 | 20 | 14 | 13 | 25,000 DWT |
| | Name of the pipeline (if available at the facility) | | Number (pcs) | Length (Meters) | Diameter (Inch) | |
| | Benzole pipeline on Dolfen Jetty | | 1 | 90 | 6 | |
| | Seabed pipeline 1 (Benzole) | | 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 Shore 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 area of responsibility. Cargoes 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.

**Liquid Dangerous Goods and Precautions to be Taken (IBC Code):**

- Instruction for the Safe Handling of Dangerous Liquid Bulk Cargoes (Tar UN 1999),
- Instruction for the Safe Handling of Dangerous Liquid Bulk Cargoes (Benzole UN 1114),
- Hot Working Instruction,
- Instructions for Using MFAG in Injuries Related to Dangerous Goods,
- Instructions for Using EmS in Emergencies Related to Dangerous Goods
- Within the scope of the above-mentioned procedures and instructions, works and transactions are carried out according to the IBC Code.

**Precautions To Be Taken for Tar (un 1999 - tars, liquid):**

The process is operated in detail according to the Directive for the Safe Handling of Dangerous Liquid Bulk Cargoes (Tar UN 1999). The important parts are itemized below:

1) To be kept away from ignition sources,
2) Damaged or leaking storage tanks and pipelines will not be used in any way and will be maintained quickly,
3) Storage tanks and pipelines will be protected from accidental damage or heating,
4) Lighting, power cables and connections shall be kept in good condition to prevent hazards from short circuits, grounding leaks and sparks, and unsafe cables and equipment shall be disconnected,
5) Adequate ventilation will be provided to prevent flammable vapors released by forming explosive mixtures with air in the tanks from catching fire and turning into fireballs,
6) The working areas will be thoroughly ventilated, inhalation of vapors will be avoided, approved respirators will be used in case the air pollution in the facility exceeds the acceptable level, 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 / flammable – oxidizing properties, it will be kept away from heat and flames, it will not be stored near heat-producing places, it will not be exposed to high temperatures, it will be protected from physical damage or friction, cool and well-ventilated warehouses will be used, it will be stored in tanks designed and manufactured according to its chemical properties, warning signs will not be removed, taking into account that some product may remain in empty tanks,
9) No vehicles will be allowed to enter the Dolfen Dock during loading.

**Precautions To Be Taken for Benzole (UN 1114 - Crude Benzene Flammable Liquid):**

The process is operated in detail according to the Instruction for the Safe Handling of Dangerous Liquid Bulk Cargoes (Benzole UN 1114). The important parts are itemized below:

1. Before, during and after the loading starts, control measurement will be carried out on the dock with a mobile gas detector,
2. Damaged or leaking tanks and pipelines will not be used in any way and will be maintained quickly,
3. Tanks and pipelines will be protected from accidental damage or heating,
4. A smoking ban will be enforced in dangerous areas and clearly visible 'NO SMOKING' warning signs will be posted,
5. Lighting and power cables and connections shall be kept in good condition to prevent hazards from short circuits, grounding leaks and sparks, and unsafe cables and equipment shall be disconnected,
6. Adequate ventilation will be provided to prevent flammable vapors released by forming explosive mixtures with air in the tanks from catching fire and turning into fireballs,
7. Due to its extremely flammable and toxic properties, personal protection measures will be prioritized, approved inhalers will be used,
8. It shall be kept away from sources of heating, sparks, open ignition and ignition,
9. It will be kept away from sources of pressure application, cutting, heating, melting and ignition,

10. Storage will be carried out in warm, dry and well-ventilated tanks, storage exposed to direct sunlight will not be preferred,
11. Contact with the skin will be avoided, hands will be washed before eating, drinking, smoking and using the toilet, eating, drinking, smoking will be prohibited in the storage area, dirty clothes will be disposed of,

**According to IMSBC Code, Dangerous Goods and Precautions to be Taken:**

- Instruction for the safe handling of dangerous solid bulk cargo,
- Instruction for the Safe Handling of Dangerous Solid Bulk Cargo (Ferrosilicon UN 1408),
- Instruction for the safe handling of scrap cargoes,
- Radiation Measurement Instruction,
- Instructions for Radiation Detection and Handling of Radioactive Materials,
- Hot Working Instruction,
- Instructions for Using MFAG in Injuries Related to Dangerous Goods,
- Instructions for Using EmS in Emergencies Related to Dangerous Goods
- Within the scope of the above-mentioned procedures and instructions, works and transactions are carried out according to the IMSBC Code.

**General Procedures:**

Within the scope of the IMSBC Code, the general procedures and considerations regarding the cargoes handled at the port facility are shared in detail below.

**Emission of Dangerous Dusts:**

Where the transport, handling or stacking of dangerous solid bulk cargo may result in dust emissions, all necessary measures practicable shall be taken to prevent or minimize the occurrence of such dust emissions and to protect people and the environment from such emissions.

All employees will be warned that personal washing and hygiene, as well as the clothes used, should be washed after handling the dangerous goods. During handling, appropriate protective clothing, respiratory protection and protective creams when needed will be provided to the employees according to the type of danger.

**i. Dangerous Vapor Emission/Oxygen Deficiency:**

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

When transporting, transporting or stowage dangerous solid bulk cargo that may emit a toxic or flammable vapor, appropriate instruments shall be made available to measure the concentration of toxic or flammable vapors.

Except in an emergency; No one shall be allowed into a confined space where dangerous bulk solid cargo emitting such toxic or flammable vapors is stowed or where oxygen is insufficient, unless it has been determined that the atmosphere in the area is not dangerous to human health or safety. If it is necessary to enter this area during an emergency, the person entering this area will use an independent breathing apparatus in accordance with the closed area entry procedures.

**ii. Explosive Dust Emissions:**

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

Measures to be taken include ventilation of the confined space to limit the concentration of dust in the atmosphere, prevention of ignition sources, minimization of material wall lengths, and hose pulling rather than sweeping.

**iii. Simultaneous Flammable Substances and Water Reactive Substances:**

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

**iv. Oxidizing Agents:**

Dangerous solid bulk cargoes, which are an oxidizing agent, shall be transported, transported and stowed in a manner that prevents contamination with flammable or carbon-containing materials. Oxidizing agents shall be kept away from any source of heat or ignition.

**v. Inappropriate Materials:**

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

**a. Precautions to be Taken for IRON (III) METAL SHEARS, SCRAPS (UN - 2793 Ferrous Metal Borings, Cuttings):**

- Instruction for the safe handling of scrap cargoes,
- Radiation Measurement Instruction,
- The process is operated in detail according to the Radiation Detection and Handling of Radioactive Materials Instruction.

The important parts are itemized below:

a) Unilateral unloading that may disrupt the balance of the ship will be avoided,

b) Before unloading, warehouses will be checked for emergencies such as fire, self-ignition, leakage, etc.,

c) Necessary measures will be taken to prevent leakage and dispersal of dangerous cargo,

d) The captain of the ship will ensure that the bilge pipes and other life support pipes passing through the holds where the dangerous cargo is loaded are in good condition,

e) The ventilation system will be turned off during loading/unloading, additional measures will be taken to keep the polluted air level to a minimum, polluted air leakage into living spaces will be prevented,

f) Necessary precautions will be taken to prevent metal dust from adversely affecting the operation of operating equipment, navigational aids and other moving parts,

g) The materials that fall to the ground during the transfer to the bunker will be collected at the end of each shift, and the bunker bottoms will be delivered clean to the incoming shift.

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

**b. Precautions to be taken for FERROSILICON (UN 1408 Ferrosilicon):**

The process is operated in detail according to the Instruction for the Safe Handling of Dangerous Solid Bulk Cargo (Ferrosilicon UN 1408).

The important parts are itemized below:

a) Avoid wetting or dampening of the material,

b) After the hatch covers are opened and before the personnel enter each hold, a gas detector that detects PH3 will be checked with a gas detector that detects phosphine or arsine, and if phosphine or arsine gas is detected, the ship will be abandoned and the captain of the ship will be notified that gas has been detected,

c) Before the evacuation begins, the ramps will lean against the ship's board to prevent the material spilled from the bucket from falling into the sea,

d) Unilateral unloading that may disrupt the balance of the ship will be avoided,

e) Before descending to the warehouse, the lighting inside the stairs and warehouse will be checked,

f) The materials that fall to the ground during the transfer to the bunker will be collected at the end of each shift, and the bunker bottoms will be delivered clean to the incoming shift.

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

**c. Precautions to be Taken for COAL (bituminous, anthracite, etc.):**

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

**b)** Coals can emit methane, a flammable gas. Methane/air mixtures containing between 5-16% methane are explosive, sparks from electrical or friction, sparks such as striking matches or lighting cigarettes, or open flames may be sufficient for an explosion. Methane is lighter than air and therefore accumulates at high points in freight volumes or other confined volumes. If the load volumes are not tightly sealed, methane may leak into the confined spaces adjacent to the load volume.

**c)** Coals can oxidize, causing oxygen depletion in the load volume and an increase in carbon dioxide or carbon monoxide concentrations. Carbon monoxide is an odorless gas that is slightly lighter than air, mixtures with air in the range of 12-75% by volume are flammable. It is toxic if inhaled, it binds to hemoglobin in the blood 200 times more than oxygen.

**d)** Some coals can spontaneously heat up at the volume of the load, and self-heating can lead to self-combustion. A variety of flammable and toxic gases, including carbon monoxide, can be released.

**e)** Some coals can react with water, releasing acids that can cause corrosion. A variety of flammable and toxic gases, including hydrogen, can be released. Hydrogen is an odorless gas, lighter than air and mixtures with air between 4-75% by volume are flammable.

**f)** 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 engaged in the transportation of dangerous goods are as follows:

1. They are obliged to take all necessary measures to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize damage as much as possible when an accident occurs.
2. In case of emergencies such as fire, leakage and spill 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 annex of the IMDG Code in order to provide the necessary medical first aid to the people affected by the damages of dangerous loads and the health problems that occur as a result of accidents involving these loads.

### 2.2. Responsibilities of the Person Concerned with the Cargo

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

**(2)** It ensures that dangerous goods are classified and identified in accordance with the legislation and that cargo documents are delivered to the ship according to the criteria specified in IMSBC and IBC Code a.

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

**(4)** It ensures that all relevant personnel for whom it is responsible are trained on the risks of dangerous goods transported on the sea, safety measures, safe operation, emergency measures,

security and similar issues and that training records are kept.

**(5)** 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 persons or the environment. In this context, it ensures that Dangerous Goods with leakage or product loss or risk of product loss that do not comply with the rules are stored in a separate secured area by taking them into rescue packages and keeping their records. If there is a leak/spill and the coastal facility is in the form of leakage from the sea area or pier to the sea, it immediately informs the operating authority so that the spill is collected by the contracted emergency response company.

**(6)** In case of emergency or accident, it provides the necessary information and support to the business management/TMGD on the class of the Dangerous Goods spilled/leaking or causing explosions, the dangerous risks posed, the amount of spilled/leaking and the extinguishing/collection and disposal methods to be taken depending on the class.

**(7)** It notifies the business management / TMGD of the accidents related to the dangerous cargo.

**(8)** It provides the information and documents requested in the controls carried out by the official authorities and provides the necessary cooperation.

### 2.3. Responsibilities of the Coastal Facility Operator

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

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

**(3)** It does not handle dangerous cargoes for which it has not received a handling permit from the administration, and in this context, it does not victimize the ships that will dock by planning.

**(4)** It ensures that the mandatory documents, information and documents related to dangerous goods are found with the cargo by requesting them from the cargo concerned. In the event that the relevant documents, information and documents cannot be provided by the cargo concerned, it is not obliged to accept or handle the dangerous cargo to its facility.

**(5)** It shares all the data that may be required according to the nature of the cargo with the ship's person and performs the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned.

**(6)** It determines the operating limits, taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to keep the ship safely tied up and handled at the dock.

**(7)** It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, signified and safely loaded into the load 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 undocumented personnel to these operations.

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

**(10)**By taking occupational safety measures in the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.

**(11)**It carries out activities related to dangerous goods in docks, piers and warehouses established in accordance with these works.

**(12)**It equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with installations and equipment suitable for this job.

**(13)**It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and provides this information to the relevant persons upon request.

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

**(15)**It notifies the port authority of accidents related to dangerous cargoes, including accidents at the entrance to 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, for which temporary storage is not permitted, are transported out of the coastal facility as soon as possible without being kept waiting, and in cases where waiting is necessary, it applies to the administration to obtain permission.

**(18)**It takes fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous goods are transported. It keeps fire extinguishing systems and first aid units ready for use at any time in areas where dangerous goods are handled and periodically carries out the necessary controls.

**(19)**It obtains permission from the port authority before hot working works and operations to be carried out in areas where dangerous cargoes are handled and temporarily stored.

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

**(21)**It ensures that the internal loading of the load transport units is carried out in accordance with the loading safety rules in its facility.

## The List of Personnel Responsible for Dangerous Goods Operations at Isdemir 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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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 |
| MEHMET GÖKAL | **Operations Officer**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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<br>Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures. | (532) 592-4085 | 3559 |
| Arda Efekan TİPİ | Engineer<br>Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures. | (506) 304-3034 | 5284 |
| MUSTAFA ATMACA | Shift Manager<br>Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures. | (543) 665-4842 | 4355 |
| AYTAÇ AK | Employee<br>Works in coordination with the Coke Plants Directorate during tar loading and follows the loading procedures. | (535) 238-1900 | 4355 |
| NEŞAT MIDIK | Employee<br>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<br>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<br>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<br>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<br>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<br>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. Responsibilities of the Ship Captain

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

**(2)** It requests all mandatory documents, information and documents related to dangerous goods from the coastal facility and the cargo concerned and ensures that they accompany the dangerous cargo. It provides mutual agreement according to the ship-shore checklist for the ship to dock at the shore facility.

**(3)** It ensures the full implementation and maintenance of safety measures related to the loading, stacking, handling, transportation and unloading of dangerous cargoes on its ship, and carries out the necessary inspections and controls. Agrees with the Shore Facility on the loading plan. Executes the installation within the framework of this agreement.

**(4)** It checks that the dangerous cargoes entering its ship are duly identified, classified, certified, declared, approved, and safely loaded and transported on its ship in accordance with the IBC or IMSBC code.

**(5)** It ensures that all ship personnel, including watch officers, are knowledgeable and trained on the risks of carried, loaded, unloaded, safety measures, safe operation, emergency measures and similar issues.

**(6)** It ensures that people who are appropriately qualified and have received the necessary training in the loading, transportation, unloading and handling of dangerous goods work in a way that takes occupational safety measures. During dangerous cargo transfers, Deck and Machinery establish a 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)** Without the permission of the Iskenderun Regional Port Authority, it cannot go out of the area allocated to it, anchor, dock and dock. If it is going to anchor, it gives the chain caloma 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 departure in order for its ship to carry dangerous cargo safely. When necessary, it prepares emergency response measures for dangerous cargoes and ensures that they are implemented.

**(9)** It ensures safe entry and exit between the ship and the dock within the framework of the instructions, procedures and principles of Oyak Maritime and Port Management Inc.

**(10)** It informs its personnel about the practices, safety procedures, emergency measures and intervention methods related to the Dangerous Goods on its ship. Informs the shift officer about possible dangerous cargo accidents. It ensures that the areas where smoking is prohibited and allowed are determined and implemented. It ensures that safety measurements such as gas measurement etc. are carried out regularly within the scope of risks posed by Dangerous Goods.

**(11)** It keeps up-to-date lists of all dangerous cargoes on board, including loaded and unloaded dangerous cargoes, and declares them to the relevant persons.

**(12)** It takes the necessary safety measures for Dangerous Cargoes that do not comply with the rules, are unsafe, pose a risk to the ship, persons or the environment, and reports the situation to the relevant persons and the port authority.

**(13)** It notifies the dangerous cargo accidents that occur on the ship to the relevant persons and the port authority.

**(14)** Documents to be kept on board:

Pursuant to SOLAS 1974 chapter VII/4.2 and MARPOL 73/78 Annex III Rule 4.2 as amended, every vessel carrying dangerous goods and marine pollutants shall have a special list, manifest or stowage plan relating to 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 stacking locations and the total amount of Dangerous Goods and marine pollutants. A detailed stowage chart that identifies the class and the location of all Dangerous Goods and marine pollutants can be used in place of this special list or manifest. A copy of these documents will be made available to the Port Authority prior to departure.

**(15)** Emergency response information:

For Dangerous Goods shipments, Appropriate information will be at hand at all times to be used in the emergency response to all kinds of accidents and incidents related to Dangerous Goods during transportation. This information will be away from packages containing Dangerous Goods and will be available immediately in the event of an incident. In this context, it will be ensured that there are entries in accordance with a Special list, manifest or Dangerous Goods declaration or separate documents such as the Medical First Aid Manual for Use in Accidents Involving Dangerous Goods (MFAG) and the Emergency Response Methods for Ships Carrying Dangerous Cargo (EmS Guide) to be used in connection with the transport document.

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

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

**Coastal facility operators who have received/will receive the Dangerous Goods Certificate of Conformity take the following measures:**

A. Dangerous liquid bulk cargoes departing from İsdemir Port are loaded directly into the ship tank with the help of a pump using the pipe circuit allocated for the relevant cargo. When it comes to bulk solid dangerous cargoes; It is stored directly in the allocated areas in the İsdemir A.Ş. factory area without waiting on the pier and dock. Operations related to outgoing and incoming dangerous cargoes; It is ensured that it is managed within the framework of the rules specified in the relevant instructions, IMDG Code, IMSBC Code.

B. It ensures that the personnel of the shore facility, seafarers and other authorized persons related to the cargo in charge of the handling of Dangerous Cargo 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 in the Dangerous Goods handling area ensure that the equipment in the emergency container and first aid units and equipment are ready for use at any time. In this context, these activities will be carried out within the framework of ISDEMIR EP (Emergency

Plan).

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

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

F. The inspection 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 on 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 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 LOADS

### 4.1. Classes of Dangerous Goods

According to Annex-1(1) of the "Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate" published with the approval of the Ministry dated 31/05/2022 and numbered 330837: "The Dangerous Goods Handling Guide (DGHG) should be prepared for all dangerous goods handled in the coastal facility, but Dangerous Goods that are not handled at the facility should not be included in DGHG."

- IBC Under Code - Tar (UN 1999 - Tars, Liquid)
- IBC Code Coverage - Benzole (UN 1114 - Crude Benzene Flammable Liquid)
- Under the IMSBC Code - Ferrous (III) Metal Scraps, Scraps (UN - 2793 Ferrous Metal Borings, Cuttings)
- Under the IMSBC Code – Ferrosilicon (UN 1408 Ferrosilicon)
- Under IMSBC Code – Coal (MHB Groups A & B)

Liquid bulk cargoes (Benzole and tar) handled within the scope specified in the introduction of Annex-4 of the Directive, where the issue of "Requirements for the Safe Handling of Dangerous Liquid Bulk Cargoes" is mentioned, were examined with this eye. As a result of the examination, since Benzole and tar liquid bulk cargoes are classified as harmful dangerous liquid bulk cargoes with the phrase "safety-safety-S" in the "d" column titled "hazards" of the table in Section 17 of the IBC Code, it is not possible to transport the liquid as required by the relevant annex.

As stated in Article 2.4 of Annex-3, where the Requirements for the Safe Handling of Dangerous Solid Bulk Cargoes are mentioned, "Solid bulk cargoes that emit flammable or toxic gases when in contact with water or can ignite on their own should be kept dry. Such cargoes should only be handled in rainless weather conditions and stored in dry areas that are not affected by rain/water." Since it is

stated that the Ferrosilicon cargo handled at the İsdemir Port Facility releases arsine/phosphine gas when wet in the section related to the cargo information in the IMSBC Code, the evacuation operation should be stopped in rainy weather.

### 4.2. Packages and Packaging of Dangerous Goods

**Packaging Procedures**

There is no packaging at ISDEMIR Port.

### 4.3. Dangerous Goods Plaques, Plates, Brands and Labels

There is no cargo to be handled by tanks at the ISDEMIR Port facility.

They can be placarded under Sections 5.2 and 5.3 of the IMDG Code as shown below.

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

### 4.4. Dangerous Goods Signs and Packaging Groups

Dangerous cargoes packaged in the ISDEMIR Port facility are not handled.

### 4.5. Separation Tables on Ship and Port by Classes of Dangerous Goods

Since ISDEMIR Coastal Facility and docked vessels handle solid and liquid bulk dangerous cargo, separation tables are not used.

### 4.6. Separation Distances of Dangerous Goods in Warehouse Storage and Separation Terms

Since İSDEMIR Coastal Facility and docking vessels handle dangerous liquid bulk cargo and certain solid bulk cargoes via pipeline, separation distances and terms are not used.

In case of a different load, storage service, including temporary storage, is not provided. Cargoes are sent directly out of the port.

### 4.7. Dangerous Goods Documents

a. Transport Document (including Multimodal transport document)

b. Documents required from ships

c. Emergency response information. The transaction is carried out within the framework of ADP.

## 5. HANDBOOK ON DANGEROUS CARGOES HANDLED AT SHORE FACILITY

It is also indicated in ANNEX - 10.

## 6. OPERATIONAL CONSIDERATIONS

### 6.1. Procedures for Safe Docking, Mooring, Loading/Unloading, Accommodation and Anchoring of Ships Carrying Dangerous Cargo Day and Night:

**Entry to the Port Area:**

1. Prior to entry into the Port Area, the captain of a vessel carrying dangerous cargo must:
   a. It should prepare itself and its personnel for the legal and administrative obligations regarding the handling of Dangerous Goods or ships carrying Dangerous Cargo in the port area,
   b. Checks the suitability of the ship 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 the machinery, equipment and equipment on the ship, damage or leakage of dangerous cargo, protection system errors that will endanger the environment, property and life.

**(1) When entering the Port Area, the captain of a ship carrying dangerous cargo must do the following, unless otherwise requested by the Iskenderun Regional Port Authority:**

a. It maintains communication with the port authorities by establishing communication on the relevant VHF channel.

b. It will show BRAVO during the day and a red lantern visible from all directions at night.

**(2) Safety Shifts:**

a. The captain of the ship should establish appropriate sailing shifts at the entrance/exit of the port and deck and machinery safety shifts during handling,

b. The master of the ship must arrange for safe surveillance shifts, taking into account all aspects of the matter and the amount of dangerous cargo being stored.

**(3) Mooring to Pier:**

a. Unless otherwise requested by the Iskenderun Regional Port Authority, it should constantly show the appropriate danger signs as long as it is at the pier in the port area and during the time it is in the port;

b. For emergencies, the ship should have a spare rope at the bow and stern of the ship, which is attached to the ship's board with sufficient thickness and can be easily salivated in an

emergency. One end of the backup rope should be extended from the deck to the water level and should be secured and ready to be used at any time by releasing it in any dangerous situation.

c. It should have mooring equipment ready so that it can anchor in case of any emergency.

d. The master of the ship must keep the ship's machinery at all times available for the safety of the ship or for the proper storage of the cargo or ballast being handled and shall not allow smoke to be emitted from any gas or boiler pipes unless permitted by the port authorities:

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

**(4) Emergency Procedures:**

As long as the master of the ship is at the pier, he must make himself, his watch officers and crew available to properly implement the emergency response procedures he will establish.

The master of the ship must take into account the nature (content) of the dangerous cargo and any special circumstances that may occur on board, and the necessary arrangements for safe and quick escape.

The master of the ship must establish emergency response procedures on board to control/prevent incidents involving dangerous cargo being transported or carried on deck. It must ensure that its officers and personnel are properly trained so that they can best perform/achieve such emergency response procedures.

**(5) Emergency Information Procedures:**

In addition to the information specified in paragraph II-2/15.2.4.2 of the SOLAS convention, the master of a ship carrying dangerous goods must keep the following information in the same place.

a. A list of dangerous cargo carried on board,

b. A list of dangerous cargo unloaded at the port site,

The master of the ship must keep appropriate safety information easily accessible in addition to the emergency response procedures required for dangerous cargo. Such information includes, for example, the EmS Guide (Emergency Response Procedures for Ships Carrying Dangerous Cargo), the Medical First Aid Guide (MFAG) used in incidents involving Dangerous Goods, and safety data sheets used in connection with the transport document.

The master of the ship must ensure that the deck watch officer is aware of the status of the crew and passengers/visitors on board or on the beach/the exact number is known. (This measure ensures that the exact number of personnel who are on board or on the beach or resting in cabins in the event of an accident or emergency is known).

**(6) Fire Precautions:**

Captain of the ship;

a. It should ensure the identification of areas where smoking is prohibited.

b. It should ensure that areas where smoking is prohibited are clearly hung in pictorial diagrams in important places and that areas where smoking is free do not pose a danger. (Considering that the dangerous cargo transported has a risk of fire and explosion, it should be taken into account that empty tanks with residues contain flammable vapors and danger risk.)

c. The master of the ship must ensure that the equipment or tools used to check for flammability or explosives in an area or vacant space do not cause a fire or explosion.

d. If there is a possibility of flammability or explosives in an area or vacant place, the master of the ship must ensure that the equipment or instruments to be used, including any sampling or measurement, are safe mobile electrical equipment that can be used in a flammable atmosphere so as not to cause fire or explosion.

The captain of the ship must ensure that electrical equipment is not used indiscriminately or accidentally in areas where a flammable atmosphere may occur.

The captain of the ship 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 carry out practices and exercises in this regard.

**Environmental Protection:**

The captain of the vessel carrying dangerous cargo must ensure that all precautions are taken to prevent the accidental release of the dangerous cargo into the environment.

The captain must ensure that all syphilis holes are well sealed, and that the absorbent and disposing material is ready and properly available for use, taking into account the safety of the vessel and its personnel. It should be ensured that appropriate precautions are taken against the spilled dangerous cargo during the cleaning of the spill site. In order to prevent the accidental release of dangerous cargo into the environment, it is of utmost importance to use correct and safe response procedures in Dangerous Goods accidents with well-qualified and trained personnel with sufficient knowledge about the risks arising from the dangerous cargo being transported. Personnel should be regularly trained in the correct and safe use of equipment.

**Reporting Accidents:**

Within the ship captain ship, If, due to the handling of dangerous cargo, an accident has occurred that endangers the safety of the ship's personnel or other vessels in the port or the port or property or the environment, it must ensure that the personnel responsible for the handling immediately cease operation until adequate safety measures are taken.

The master of the ship should remind each of his personnel of their obligation to report accidents that may occur during the handling of Dangerous Goods to the personnel responsible for the operation and to the port authorities.

In order to ensure an immediate and effective reaction, treatment of injured personnel and reduction of damage, it is essential that the accident is identified as quickly, completely and accurately as possible to the existing emergency response center.

**Coastal Facility:**

**Pier Mooring Shore Facility Operator;**

a.Adequate and safe mooring ease (depth and sufficient safe area, etc.)

b.It should ensure that adequate and safe transportation is established between the ship and the coast.

**Control – Audit**

When Dangerous Goods are opened by authorized personnel for inspection of their contents, the shore facility operator must ensure that the personnel assigned to open them are aware of the potential hazards that may arise from the dangerous cargo.

**Classification, Packaging, Marking, Labeling and Signage and Certification**

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

**Safe Handling and Separation**

The shore facility operator shall appoint at least one authorized personnel who has sufficient knowledge of the national and international legal requirements for the transport or handling of dangerous cargo and the separation distances of non-compliant dangerous cargoes.

**Emergency Procedures:**

The onshore facility operator shall ensure that appropriate emergency arrangements are made and bring them to the attention of those concerned. These regulations should cover.

a. Determination of the appropriate emergency operation point (Operation center / unit where the response operation will be managed when an emergency occurs)
b. The accident or emergency situation should be reported to the appropriate emergency services inside or outside the facility, first verbally and then in the format specified in Annex-14,
c. Notification of the accident or emergency to the Iskenderun Regional Port Authority or to 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 any emergency, coordinated arrangements are made for the release of the ship / for the immediate departure of the ship from the pier within the procedures specified in the Port Operation Instructions,
f. Ensure that arrangements are made to ensure that safe entry and exit to the Ship and Port Facility is provided at all times.

**Emergency Information**

The shore facility operator should have a list ready that includes the amount of dangerous cargo in its tanks and the name of the shipment, if any, the secondary risk, if any, and a list of emergency services already available.

The shore facility operator shall ensure that the port or pier shall have emergency response procedures and the emergency telephone numbers of the port or pier posted in tanks or yards where dangerous cargo is transported or handled, or in certain places that are readily visible.

The shore facility operator must clearly mark fire and spill / leakage fighting equipment and stations and ensure that they are posted in appropriate locations to attract the attention of those concerned.

The shore facility operator must inform the ship's master of the emergency procedures in force in the port area and the services at the pier.

**Fire Precautions Shore facility operator;**

a. To ensure that the İsdemir fire brigade unit and emergency services can be reached to the ship from anywhere on the pier at any time,
b. To ensure that audible and visible alarms are installed in the port area for emergency use, in other words, to establish fast communication with emergency services,
c. The pier should be equipped appropriately to provide the necessary water for firefighting compatible with ship equipment within the scope of ship/shore contact arrangements in accordance with international standards for ships of 500 tons and above, regardless of the year of construction,
d. Keeping all areas where dangerous cargo is handled clean and dry,
e. Before handling the dangerous cargo, the captain of the ship is informed about the locations of the nearest emergency services that can be called,
f. During loading, the fireballs are turned ready towards the manifold at the dock and on the ship,
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 flammability and explosive atmospheres.
h. It should identify areas where smoking is prohibited.
i. It should ensure that areas where smoking is prohibited are clearly hung in pictorial diagrams in important places and that areas where smoking is free do not pose a danger. (Considering that the dangerous cargo transported has a risk of fire and explosion, it should be taken into account that empty tanks with residues contain flammable vapors and danger risk.)
j. The operator of the shore facility must ensure that the equipment or tools used to check for flammability or explosiveness in an area or vacant space do not cause a fire or explosion.
k. If there is a possibility of flammability or explosives in an area or vacant place, the operator of the shore facility must ensure that the equipment or instruments to be used, including any sampling or measurements, are safe mobile electrical equipment that can be used in a flammable atmosphere so as not to cause fire or explosion, and that electrical equipment is

not used indiscriminately or accidentally in areas where a flammable atmosphere may occur.

**Fire Fighting**

The shore facility operator shall establish and maintain an adequate and appropriately tested fire station in accordance with the requirements of the regulatory authority of the region where the dangerous cargo being transported or handled is located and ensure that the relevant personnel are trained in firefighting and carry out practices and exercises in this regard. In addition, the fire line is tested every year by an independent accredited organization and the result report is kept to be shared if requested by the relevant institutions.

**Environmental Protection Measures**

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

The onshore facility operator must ensure that any damaged pipeline or tank carrying dangerous cargo is not transported and handled unless it is ensured that it is repaired in accordance with the rules of the regulatory authority and that the dangerous cargo is properly repackaged and made suitable and safe in all respects for subsequent transport and handling.

It should be ensured that appropriate precautions are taken against the spilled dangerous cargo during the cleaning of the spill site. In order to prevent the accidental release of dangerous cargo into the environment, it is of utmost importance that well-qualified and trained personnel with sufficient knowledge of the risks arising from the dangerous cargo being transported use correct and safe response procedures in Dangerous Goods accidents. Personnel should be regularly trained in the correct and safe use of equipment.

Spare large-scale drums, absorbents or cleaning equipment, liquid Dangerous Cargo anti-proliferation equipment (evacuation preventers, absorbents and oil barriers, etc.) Dolfen must be available at the berth and in the Cargo building, relevant personnel must be regularly trained in the correct and safe use of equipment.

**General Considerations for the Transportation of Bulk Liquid Dangerous Goods**

**The Following Documentation Should Be Particular Consideration**

ICS/OCIMF/IAPH: International Safety Guidelines for Oil Tankers and Terminals (ISGOTT**)** – Sixth Edition 2020

OCIMF: Hull Control List (VIQ) for Oil Tankers, Combination Carriers, Commercial Tankers, Chemical Tankers and Gas Tankers, Barges, Tow Trucks and Boats Carrying Package Cargo – Third Edition 2005

**International Certifications**

International Certificate for the Prevention of Oil Pollution (IOPP Certificate)

Information for Operational and Emergency Purposes

The Master of the Vessel and the Shore Facility Operator shall have the following information for each dangerous cargo transported or handled within their area of responsibility.

The production name of the cargo, if applicable, the UN Number, identification of the physical and chemical properties of the cargo (including its reactivity) required for environmental safety and handling,

Procedures for cargo transfer, slop transfer, gas freeing, inert gases, ballast reception and ballast discharge

Special equipment required for the safe handling of certain cargoes,

Appropriate emergency response procedures for:

i. Necessary precautions to be taken in case of spill or leakage,
ii. Countermeasures in case of accidents,
iii. Fire-fighting measures and appropriate fire-fighting communication tools.

**Vessels Carrying Liquid Bulk Dangerous Cargo**

**a) Conformity**

i. The master of the ship shall cooperate with the Shore Facility Operator to ensure a suitable place during the handling of liquid bulk dangerous cargoes that react with other transported or handled cargoes in a physically and chemically dangerous sense, and every precaution should be taken to prevent the occurrence of such hazards, such as the selection of non-adjacent tanks for their handling, the selection of separate ventilation and pumping for transportation, and the selection of 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 tanks, pipes, valves or any other equipment on board the vessel that may present a hazard of leakage, chemical reaction or otherwise. The Ship's Master should also be aware of the combined dangers of solidification of corrosive agents and substances that react with water in the cargo's in-ship ventilation pipes.

**b) Handling**

**The captain of the ship must provide:**

i. Flammable and/or toxic vapors must be prevented from entering a service or control station, empty spaces or engine room on the ship.
ii. With the exception of ventilation pipes designed to relieve excessive pressure or vacuum in a cargo space, all openings in the cargo space must be closed, except as permitted by the Port head and the Port facility operator during the handling of flammable and/or toxic cargo or ballast water contaminated with all cargo.
iii. Any instrument or equipment used for sampling or shrinkage measurement must not cause

ignition.

Unless operational needs require it, the port should be closed if flammable cargo is seen to be 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 should be kept in good condition, clean and in good conditions.

Captain of the ship; In the event of an accident during the handling of liquid dangerous bulk cargo, or in the event that the ballast water is contaminated with liquid bulk dangerous materials, which requires a repair to the cargo pumping system and connection equipment, or in any way interferes with the uninterrupted flow of liquid bulk dangerous cargo, the handling operation must be stopped and not resumed until adequate safety measures approved by the port authority and shore facility operator have been taken.

**c) Gas Free, Tank Cleaning and Drowning**

The captain of a ship that is carrying or has transported 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 be in line with established ship rules and should also follow the recommendations of IMO and other organizations. Ship operational manuals must be approved by the administration. The guiding principles are that the asphyxiating gas system should touch the crude oil scrubbing system.

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

**d) Prevention of Spillage**

The ship's captain must ensure that all syphilis holes are closed during the handling operation, with the exception of only the necessary water drainage drains, and that this syphilis are checked regularly. Syphilis may be kept open when corrosive liquids or refrigerants are handled, provided that the port head permits and sufficient supporting water is available in nearby manifolds at all times. However, the requirements of the ship oil pollution emergency plan and the marine pollution emergency plan / MARPOL 73/78 Annex I and Annex II for toxic liquids should always be taken into account.

## 6.2. Procedures Regarding the Additional Measures to be Taken According to the Seasonal Conditions for the Loading, Unloading and Limbo Operations of Dangerous Goods:

A. Dangerous Goods can generally be affected by high temperatures (in summer) and rain, strong winds (valid all year) depending on the seasons. Due to its geographical location, the port facility is rarely exposed to the effect of snow and ice in winter.

B. In case of excessive rain, filling / unloading activities are suspended, taking into account the safety of the personnel.

C. In case of a number of storms and sudden strong winds and lightning strikes, loading and unloading operations are suspended.

D. The procedures related to the subject are specified in the ship-shore control list.

### 6.3. Procedures for Keeping Flammable, Combustible and Explosive Materials Away from Processes That Create/Can Cause Sparks and Not To Operate Vehicles, Equipment or Tools That Create/Can Cause Sparks in Dangerous Goods Handling, Stacking and Storage Areas:

All hot works to be carried out 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 requesting a mechanism that will provide isolation and insulation in terms of safety, information signs about the work to be done, a limited working area, an evacuation plan and, if necessary, permission to work at height. If it is obligatory to carry out work in places where the risk of danger is high, the loads containing Dangerous Goods are transported to a safe distance before starting work. Smoking is strictly prohibited in environments where Dangerous Goods are present. Permits within this scope will be obtained within the framework of the HOT/COLD WORKING INSTRUCTION Document.

## 7. DOCUMENTATION, CONTROL AND RECORDING

### 7.1. All Mandatory Documents, Information and Documents Related to Dangerous Goods and Procedures Regarding Their Supply and Control by the Relevant Persons

The documents that are useful to have in the port facility for dangerous goods 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)
e. International Convention for the Safety of Life at Sea (SOLAS) 1974, (with attachments)
f. International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978 (MARPOL 73/78), (with annexes)
g. Regulation on the Transport of Dangerous Goods by Sea and Loading Safety
h. Relevant Laws, Statutes, Regulations, Circulars, Communiqués, Directives and Implementation Instructions.

### 7.2. Procedures for Keeping the Current List of All Dangerous Cargoes in the Coastal Facility Area and Other Related Information Regular and Complete

Records of incoming Dangerous Cargoes are kept within the framework of the Port Ship Tracking File and Port Management System.

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

The following notification rules apply to Dangerous Goods entering the port facility. When the cargoes arrive, checks are carried out at the checkpoints within the scope of Port operation procedures.

**Before arriving at the port by land:**

Dangerous Cargo Transportation to ISDEMIR Terminal by road is carried out in 3rd party cargoes.

Action is taken within the scope of ADR rules at door entrances and exits.

**Before Arriving at the Port by Ship:**

Before arriving at the port with the ship, the site planner will determine the dangerous cargo based on the ship's loading plan. The UN number of the dangerous goods will be defined and entered into the port operating system. When the cargo is unloaded, it will be shipped to suitable tanks or storage sites allocated for storage.

**Preparation, Possession and Use of Safety Data Sheet (SDS)**

In addition to the general measures taken within the scope of dangerous cargoes, a Safety Data Form is requested from the cargo concerned at least 72 hours before the ship arrives at the port regarding each Dangerous Cargo 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 port of loading and arrive at the port of ISMEMIR, the SDS will be sent to the authorities of the PORT of IRON as soon as the ship leaves the port of loading. If deemed necessary by the HSSE official or SDS preparer, the ISDEMIR PORT Dangerous Goods Safety Data Sheet is prepared by the sender (or acting on behalf of the sender) for facility employees in order to ensure occupational safety and health. It is the general standard that every cargo with dangerous content entering the port facility must have a Safety Data Sheet. Storage, transportation and in case of emergencies are taken immediately by the authorities of İSDEMIR PORT. Procedures for Keeping Records and Statistics of Dangerous Goods

Information on 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 at any time.

The Ministry of Transport and Infrastructure (UAB)'s e-maritime applications are entered into data at each ship arrival and information is entered for the statistical infrastructure. For the same purpose, data is entered into the Port Management System every time a ship arrives.

## 8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

### 8.1. Procedures for Responding to Dangerous Goods and Dangerous Situations Involving Dangerous Substances that Pose/May Pose a Risk to Life, Property and/or the Environment

Procedures for Responding to Dangerous Situations are carried out within the framework of ISDEMIR PORT EP (Emergency Plan).

### 8.2. Emergency response plans will always be in place and in place. The emergency response plan covers the following topics:

- Scope and how it relates to other plans
- Dangerous goods in the terminal area
- Rules and responsibilities
- Types of emergencies
  - Facility, Site, Cargo Fires
  - Explosion
  - Accident and injury
  - Natural disasters such as earthquakes
  - Adverse weather conditions such as thunderstorms
  - Leakage or spillage of Dangerous Goods
  - Marine pollution (e.g. oil/fuel leakage)
  - Power outage
  - Ship fires
- Emergency response procedures
- Forms of management after emergency response
- Training and exercises
- Emergency response plan management
- Coordination with external parties and interested parties

### 8.3. Information on the Shore Facility's Ability and Capacity to Respond to Emergencies

The ability to respond to emergencies that may be encountered during 24 hours is limited by the technical facilities 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 used. The facilities to be used in case of fire are as in Annex-17, and the equipment to be used in case of spill is as in Annex-12.

## 8.4. Regulations Regarding the First Response to Accidents Involving Dangerous Goods (First Response Procedures, First Response Facilities and Capabilities, etc.)

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

- 4 of the Safety Data Sheet of the Dangerous Cargo incurred when the injury is caused by any Dangerous Load. First aid measures written in the section are applied. At the same time, 11. The toxicological effects of the substance in the section should also be taken into account.
- When any person is injured, first of all, personnel trained in first aid are notified. With the first aid kit available at the Dolfen pier and the Cargo building, first aid rules are applied according to the nature of the substance or a medical personnel who can provide the nearest first aid is called, but the injured person is never moved if it is not necessary.
- Simultaneously, İsdemir Health Unit (0326 758 4444) is called. The scene should be clearly explained to the first aid team, and if necessary, an ambulance should be met.
- The person who will intervene in the injured person 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), he should be taken out of this environment as soon as possible by people with appropriate protective equipment.
- If the injured person has come into contact with a corrosive substance, he must get rid of his contaminated clothing as soon as possible.
- Specialist support or an ambulance is called from the telephones listed in section 8.4.
- Although it may seem insignificant, all injuries that require first aid and accidents and incidents that do not cause injury are definitely reported to the ISDEMIR PORT MANAGEMENT.

## 8.5. Notifications Required to Be Made On-Site And Off-Site In Case Of Emergencies

- In case of emergency, the relevant units and numbers written below can be reached within the facility. In case of emergency, the relevant units and numbers written below can be reached within the facility.

| | |
|---|---|
| Port Operations Shift Supervisor | +90 (326) 758 46 80 – 4780 – 4880 – 4080<br>+90 (530) 763 46 49 |
| OYAK Maritime and Port Management Inc. Operations Chief<br>OYAK Maritime and Port Management Inc. Operations Principal | +905309154073<br>+905395512472 |
| İsdemir Health Center<br>İsdemir Protection Center<br>İsdemir Fire Brigade Center | 0326 758 44 44<br>0326 758 55 55<br>0326 758 33 33 |
| Iskenderun Regional Port Authority | Phone: +90 (326) 614 11 92<br>Fax: +90 (326) 614 02 26 |
| Police, Ambulance, Fire Brigade, Coast Guard | 112 |

## 8.6. Distribution of Accidents and Incidents by Notification Procedure:

This procedure: It is distributed to the personnel who carry out the loading/unloading and handling of dangerous goods who are obliged to perform the duties assigned by this procedure, and to the unit manager and unit managers of the personnel who will implement this procedure.

**Purpose:**

This procedure: 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 cargoes.

**Scope:**

This procedure: It covers all personnel who have duties and responsibilities in the loading/unloading and handling of dangerous goods.

**Reference:**

Regulation on the Carriage of Dangerous Goods by Sea

Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate

**Definitions:**

**Handling:** Relocation**,** transfer from large containers to small containers, ventilation, separation,

griddle, mixing, renewal, replacement or repair of load transport units and packaging, and similar operations for transportation of dangerous goods without changing their essential characteristics,

**Accident:** An incident or chain of events originating from or involving Dangerous Goods, which has harmful consequences such as death, injury, material damage and environmental pollution, during the transportation of Dangerous Goods by sea or handling and/or storage in coastal facilities,

**Coastal facility:** Buildings and structures used for administrative and service purposes, docks, piers, buoys, platforms and anchorages related to them, approach areas, indoor and outdoor storage areas, where ships can safely carry out cargo and/or passenger loading/unloading, maintenance and repair operations or shelter, the boundaries of which are determined by the Administration,

**Incident:** An event or series of events that occur in connection with operations and activities in a coastal facility and that endangers the safety of the facility, people or other persons in the facility or the environment or may endanger if not corrected, and is not an accident,

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

**Dangerous Cargo:** Petroleum and petroleum products covered by the "International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL 73/78) Annex-I", Packaged goods listed in the International Code for Dangerous Goods Transported by Sea (IMDG Code), bulk substances with the UN Number given in the "International Maritime Solid Bulk Cargo Code (IMSBC Code) Annex-1", "International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk" (IBC Code) The substances given in Chapter 17 and the substances given in Chapter 19 of the "International Code on the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk" and substances that have not yet been included in these lists, but have the potential to harm life, property and the environment or other substances during transportation due to their physical, chemical properties or the way they are transported, the packages and cargo transport units in which these substances are transported and not properly cleaned,

**Regulation:** "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" refers to the regulation that entered into force after being published in the Official Gazette dated 14 November 2021 and numbered 31659.

## 8.7. RESPONSIBILITIES:

**Unit supervisor:** To plan the loading and unloading work and operation processes of dangerous goods in accordance with the legislation, and in case of any accident or incident, to notify the relevant authorities of the accident and incident in a procedural manner.

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

**Unit Personnel:** To carry out the loading and unloading work and operation processes 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.

## 8.8. APPLICATION:

Isdemir; According to the Regulation on the Transport of Dangerous Goods by Sea, it has the responsibilities and obligations of the cargo owner and the coastal facility operator.

In subparagraph (f) of Article 11 of the Regulation, there is a provision that the cargo concerned "notifies the administration of dangerous cargo accidents that occur in the area of responsibility". Again, in subparagraph (I) of Article 11 of the same regulation, there is a provision that the Coastal Facility Operation "notifies the Port Authority of the dangerous cargo accidents that occur in the area of responsibility of the enterprise".

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

**Communication:**

Communication channels for determining communication methods with in-port and out-of-facility communication methods in case of emergencies that may occur in the port facility and for the effective management of emergencies;

Fixed and Mobile Phones

Computers

Wireless

Siren

They are designated as messengers.

In case of emergencies occurring in the port, internal communication is primarily provided by radio and intercoms. Communication between the port and the ship is carried out by the radio or VHF sea band radio provided by the port.

In case of any emergency that may occur at the port, secure communication is provided as soon as possible with the official authorities, neighboring facilities and relevant parties.

**Reports**

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

- At the time of the accident,
- If the accident is known, how it occurred and the cause,
- The place where the accident occurred (shore facility and/or vessel), its location and area of

impact,

- Information of the ship involved in the accident, if any, (name, flag, IMO number, shipowner, operator, cargo and quantity, name of the captain and similar information),
- Meteorological conditions,
- The UN number of the Dangerous Goods, the appropriate transport name (to be based on the legislation specified in the definition of Dangerous Goods) and the quantity,
- The hazard class of the Dangerous Goods or the sub-hazard section, if any,
- Packaging group, if you have Dangerous Goods,
- Additional risks such as marine pollutants, if any, of Dangerous Goods,
- Marking and label details of Dangerous Goods,
- The characteristics and number of the packaging, cargo transport unit and container in which the Dangerous Goods are transported, if any, the manufacturer, sender, carrier and recipient of the Dangerous Goods,
- The extent of the damage/pollution that has occurred,
- The number of wounded, dead and missing, if any,
- Emergency response practices by the shore facility for the accident.

Accidents and incidents at the İsdemir coastal facility; first of all, the Port Manager/Chief of Operations will notify the Port Director or his relevant personnel verbally through the wire lines. The verbal notification shall state the nature of the accident, the cause of occurrence, the time, the number of dead or injured personnel, if any, and the measures taken or to be taken.

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 issued by the Port Operations Chief and sent to the port authority following the approval of the Port Manager.

### 8.9. Coordination, Support and Cooperation Method with Official Authorities

In case of any 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 reporting to him. Carries out all activities to be carried out in accordance with the Emergency Response Plan. It is also the point of contact in communication with the relevant official institutions and authorities.

In the absence of the Operations Coordinator, the person who will manage the operation is the Crime Scene Coordinator.

In case of emergency, the institutions and contact information to be contacted, coordinated, requested support or just informed 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 Gendarmerie 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 Marine Border Gate – Marine Police | 0326 758 57 06 |
| Alo Fire Brigade / Isdemir Fire Brigade | 112 / 0326 758 33 33 |
| Emergency Ambulance Service / İsdemir Ambulance Service | 112 / 0326 758 44 44 |
| ISKENDERUN State Hospital | 0326 615 37 50 |
| İSKENDERUN District Health Directorate | 0326 616 84 65 – 0326 616 84 80 |
| Hatay Provincial Directorate of Environment and Urbanization | 0326 216 06 06 |
| Marine Pollution Emergency Hotline (Mare Deniz 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 |

### 8.10. Emergency Evacuation Plan for the Removal of Ships and Marine Vehicles from the Shore Facility in Emergencies

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

**Entrance:**

If it is necessary to define the emergencies arising from the operation in the port facility; As a result of the development of an event that involves a level of risk that threatens the safety and ongoing operations of the port, there are events that will threaten the safety of the port infrastructure and port employees in general. In some emergencies experienced at the ports, it is among the most effective measures for the ships to evacuate the port immediately.

As a result of the development of emergencies, it is necessary to take the necessary actions, taking into account the following priorities:

- Life safety,
- Minimizing the environmental impact,
- Minimizing the damage to the port infrastructure,
- Minimizing the impact on port operations,
- Trying to ensure the continuation of the works and operations in the adjacent and nearby areas and docks,
- Eliminating the nonconformities that arise as a result of the emergency as soon as possible and reaching a situation where normal activities can continue.

Article 11 (p) of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" dated 14.11.2021 *states that "It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in emergencies and submits it to the port authority and informs the relevant persons about the plan approved by the port authority." In* accordance with the provision, a Ship Emergency Evacuation Plan has been prepared and submitted for İsdemir Port.

**Purpose:**

It has been prepared in order to intervene with the team and equipment ready at the disposal of the pilotage organization in case of emergencies that may occur on the ship at the dock or in its immediate area.

**Scope:**

The entire emergency process will be managed under the control and coordination of İsdemir Port Directorate; The applications in the field will be carried out by Oyak Maritime and Port Management Inc.

**Port Information:**

İsdemir Port was established in 1974 on the Iskenderun Gulf in the east of the Mediterranean, on the Isdemir coast. It is aimed to meet the maritime transportation services of İsdemir's raw materials and products. The port is 18 km from Iskenderun and 4 km from the highway and E91 highway and is integrated into the national railway network. There are 6 berths in İsdemir port.


Figure: Isdemir Port General View

In addition to the general dock views shared in the figure above, dock lengths and limit values that can be described as constraints are presented in the table below.

| Dock Name | Length (m) | Maximum Draft/Depth (m) | Deadweight Tonnage (DWT) |
|---|---|---|---|
| **1. Dock** | **465** | **19** | **200,000 DWT** |
| **2. Dock** | **275** | **12** | **50,000 DWT** |
| **3. Dock** | **260** | **14** | **62,000 DWT** |
| **4. Dock** | **220** | **13,5** | **50,000 DWT** |
| **5. Dock** | **200** | **13** | **50,000 DWT** |
| **6. Dock** | **122** | **8** | **Tugs** |
| **Dolfen Dock** | **104** | **14** | **25,000 DWT** |

Table: Isdemir Port Dock Constraints

All planning and coordination regarding maritime and cargo operations at the İsdemir port facility, the details of which are mentioned above, are carried out by Oyak Shipping and Port Management Inc.

### 8.11. Meteorological and Oceanographic Features of the Region

The coastal part of the region has a Mediterranean climate. Summers are hot and dry, winters are warm and rainy. It is seen that the climate hardens as you go inland. Summer drought is severe due to the influence of subtropical high pressure. It is the region where the winter season is the mildest due to the fact that the Taurus Mountains prevent the cold air masses coming from Central Anatolia and the latitude and sea characteristics. In Antakya Center, Dörtyol, Iskenderun, Samandağ, Yayladağı and Kırıkhan districts, winters are warm and rainy, and summers are hot and dry. Pressure, temperature and wind information of the region are based on the data of Iskenderun Meteorological Station.

## Pressure

According to the observation records of Iskenderun Meteorological Station, the annual average pressure value is 1012.9 hPa. The maximum pressure was observed in January with 1035.2 hPa and the minimum pressure was observed in March with 991.3 hPa. Table 2 shows the pressure data for many years. In Figure 2, the monthly pressure distribution graph is presented.

Table: Pressure Values for Many Years (1960 – 2016)

| METEOROLOJİK PARAMETRE | AYLAR | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | OCAK | ŞUBAT | MART | NİSAN | MAYIS | HAZİRAN | TEMMUZ | AĞUSTOS | EYLÜL | EKİM | KASIM | ARALIK | YILLIK |
| Ortalama I Basınç (hPa) | 1017.8 | 1016.1 | 1014.4 | 1012.5 | 1011.7 | 1009 | 1005.9 | 1006.7 | 1010.6 | 1014.4 | 1017.2 | 1018.1 | 1012.9 |
| Maksimum Basınç (hPa) | 1035.2 | 1032.9 | 1031 | 1025.5 | 1021.5 | 1017.5 | 1013.2 | 1012.9 | 1020.3 | 1025.4 | 1029.5 | 1032.2 | 1035.2 |
| Minimum Basınç (hPa) | 997.1 | 994.5 | 991.3 | 993.6 | 998.8 | 997.8 | 997.8 | 999.8 | 1002.1 | 1003.2 | 997.6 | 992.9 | 991.3 |

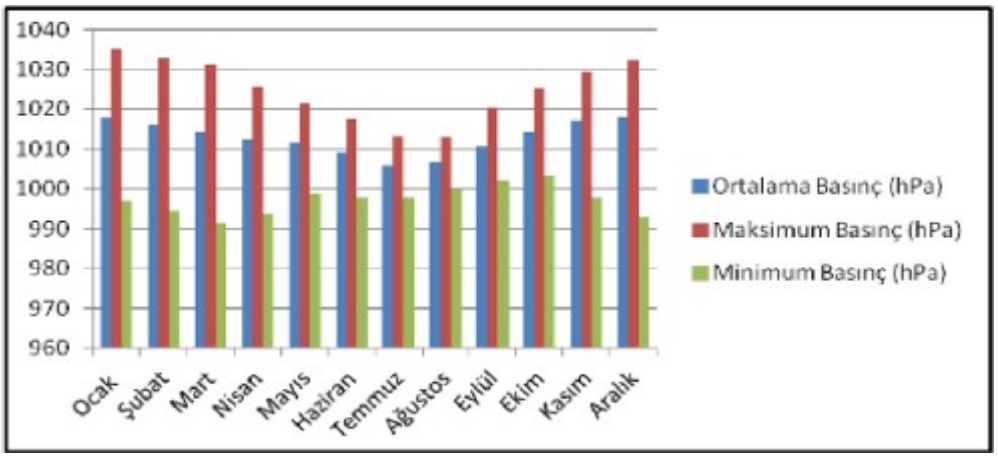



Figure: Monthly Pressure Distribution Graph

## Temperature

According to the temperature values obtained from Iskenderun Meteorological Station, the annual average temperature value was recorded in August with 20.2°C, the maximum temperature measured value was 43.2°C, and the minimum temperature value measured was recorded in January with -1.1°C. Table 3 shows temperature data for many years. In Figure 3, the monthly temperature distribution graph is presented.

Table: Temperature Values for Many Years (1960 – 2016)

| METEOROLOJİK PARAMETRE | AYLAR | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ocak | Şubat | Mart | Nisan | Mayıs | Haziran | Temmuz | Ağustos | Eylül | Ekim | Kasım | Aralık | Yıllık |
| Ortalama Sıcaklık (°C) | 11.9 | 12.7 | 15.1 | 18.5 | 22.1 | 25.5 | 28 | 28.7 | 26.7 | 22.7 | 17.5 | 13.5 | 20.2 |
| Maksimum Sıcaklık (°C) | 25 | 26.4 | 31.7 | 39 | 40 | 41.6 | 37.2 | 43.2 | 40 | 37.9 | 33 | 26.5 | 43.2 |
| Minimum Sıcaklık (°C) | -1.1 | -0.3 | 0.4 | 5.1 | 7.2 | 13.7 | 18.6 | 18.3 | 15.4 | 2.5 | 2.4 | 0.8 | -1.1 |

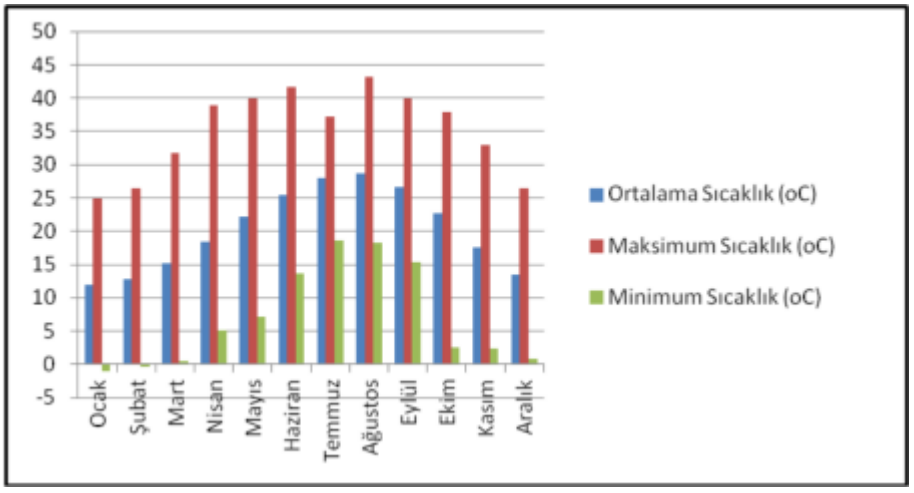



Figure: Monthly Temperature Distribution Graph

**Wind**

According to the observation records of Iskenderun Meteorological Station, the sum of the wind blowing numbers according to the directions is given in Table 4, and the annual wind diagram according to the wind blowing numbers is given in Figure 4. In Figure 5, the annual wind rose is shown according to the blowing speeds.

Table: Sum of Wind Blowing Numbers According to Their Direction

| Yön | Meteorolojik Parametre | Aylar | | | | | | | | | | | | YILLIK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | OCAK | ŞUBAT | MART | NİSAN | MAYIS | HAZİRAN | TEMMUZ | AĞUSTOS | EYLÜL | EKİM | KASIM | ARALIK | |
| N | Esme Sayıları Toplamı | 1491 | 1973 | 2583 | 2341 | 2497 | 2385 | 2462 | 1856 | 2024 | 2148 | 1885 | 1322 | 24967 |
| NNE | Esme Sayıları Toplamı | 1703 | 2033 | 2377 | 2692 | 2624 | 2377 | 2410 | 1840 | 1660 | 2014 | 1913 | 1517 | 25160 |
| NE | Esme Sayıları Toplamı | 1075 | 1398 | 1859 | 1793 | 1731 | 1516 | 1741 | 1237 | 941 | 1117 | 1310 | 820 | 16538 |
| ENE | Esme Sayıları Toplamı | 832 | 1183 | 1632 | 1698 | 1595 | 1309 | 1372 | 1276 | 1001 | 1076 | 965 | 905 | 14844 |
| E | Esme Sayıları Toplamı | 811 | 889 | 1300 | 1134 | 950 | 714 | 673 | 640 | 614 | 865 | 802 | 662 | 10054 |
| ESE | Esme Sayıları Toplamı | 2244 | 2090 | 2348 | 1761 | 1250 | 751 | 534 | 654 | 1420 | 2604 | 2880 | 2226 | 20762 |
| SE | Esme Sayıları Toplamı | 7112 | 5018 | 4356 | 2407 | 1509 | 940 | 725 | 983 | 2042 | 4910 | 5885 | 6797 | 42684 |
| SSE | Esme Sayıları Toplamı | 7639 | 5528 | 4007 | 2722 | 2060 | 1343 | 832 | 1161 | 2967 | 5084 | 7020 | 8992 | 49355 |
| S | Esme Sayıları Toplamı | 6138 | 4479 | 2924 | 2221 | 1434 | 1026 | 664 | 918 | 2486 | 3926 | 5231 | 6385 | 37832 |
| SSW | Esme Sayıları Toplamı | 3390 | 2850 | 2492 | 1968 | 1779 | 1698 | 1030 | 1205 | 2331 | 2888 | 2910 | 3297 | 27838 |
| SW | Esme Sayıları Toplamı | 1817 | 1461 | 1780 | 1656 | 1720 | 1536 | 2072 | 1762 | 1952 | 1508 | 1355 | 1257 | 19876 |
| WSW | Esme Sayıları Toplamı | 1674 | 1510 | 2460 | 3516 | 4337 | 5069 | 6336 | 6336 | 4375 | 2361 | 1403 | 1490 | 40867 |
| W | Esme Sayıları Toplamı | 1121 | 1400 | 2767 | 3955 | 5381 | 6566 | 8353 | 8963 | 5346 | 2314 | 983 | 889 | 48038 |
| WNW | Esme Sayıları Toplamı | 1257 | 1615 | 2751 | 3503 | 4945 | 5492 | 5859 | 6235 | 4571 | 2630 | 1237 | 1198 | 41293 |
| NW | Esme Sayıları Toplamı | 1164 | 1453 | 2436 | 2483 | 3021 | 3187 | 3258 | 3145 | 2654 | 2061 | 1193 | 819 | 26874 |
| NNW | Esme Sayıları Toplamı | 1383 | 2192 | 2601 | 2783 | 3181 | 3315 | 2670 | 2323 | 2447 | 2466 | 1680 | 1609 | 28650 |

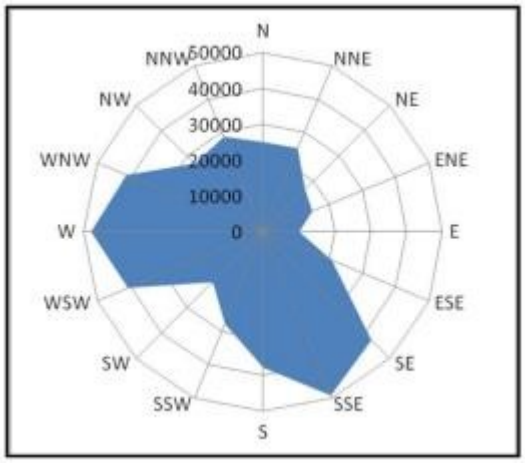



Figure: Annual Wind Diagram by Blowing Numbers

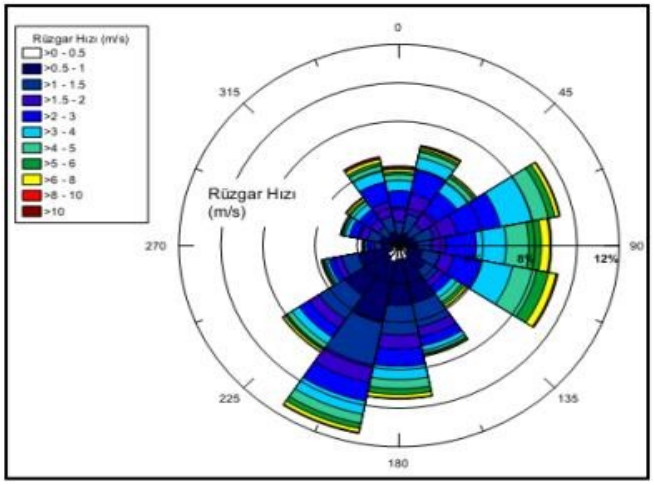



Figure: Annual Wind Vane According to Blowing Speeds

## 8.12. Crew & Equipment

With the permission granted by the Ministry of Transport and Infrastructure on 03.09.2019, uninterrupted service is provided on a 24/7 basis, through the pilotage and tugboat organization operating in İsdemir Port, on a 24/7 basis, taking into account the safety of the ships and being ready for emergencies that may occur, with the pilot captain, spotter/reporter, marine vehicle personnel and mooring team human resources.

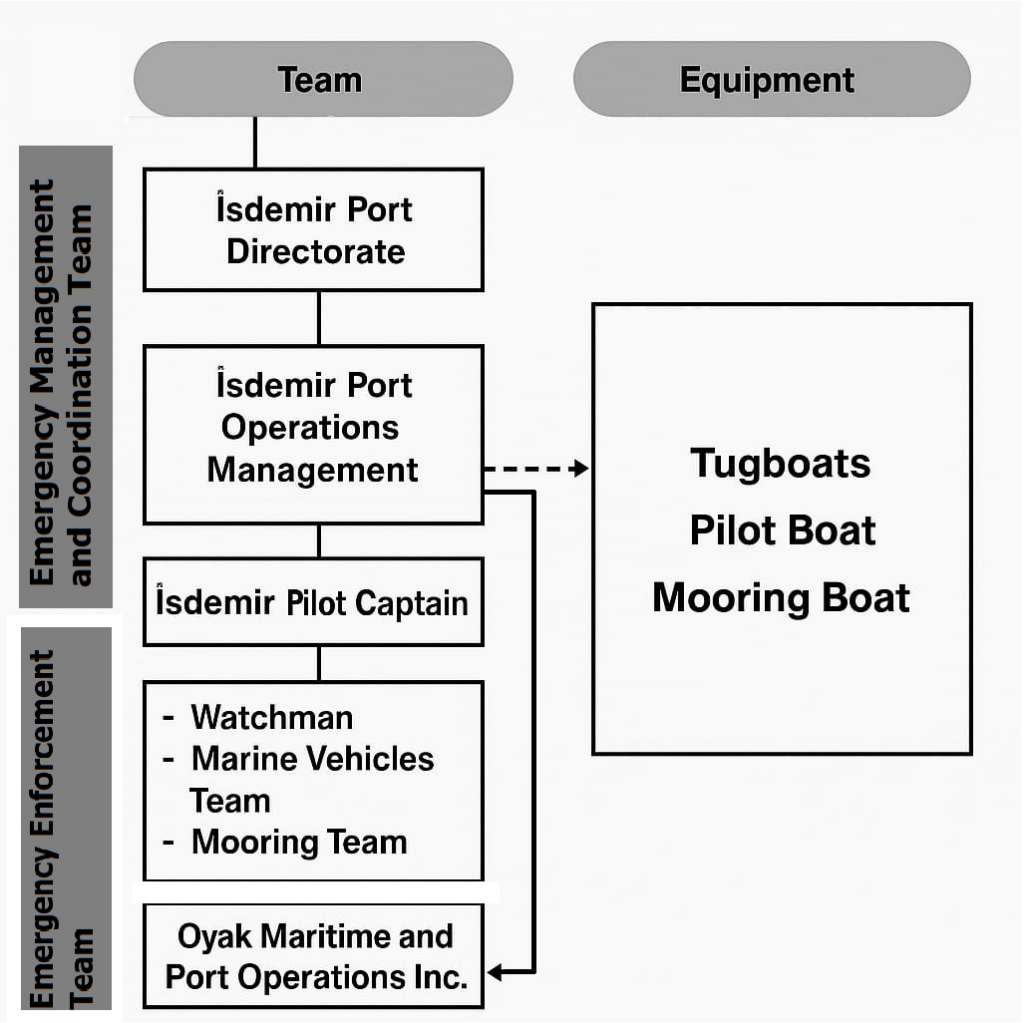



Figure: Ship Departure Emergency Crew, Equipment and Management Diagram

When it comes to the number of equipment; There are 3 tugboats, 1 mooring boat and 1 pilot boat ready for duty at İsdemir Port.

## 8.13. Emergency Contact Details

Ship captains who are tied to the dock in our port have two alternatives for emergency reporting.

**In case of an emergency by the Ship Captaincy (personnel), the following unit or units are informed:**

İsdemir Port (Phone): +90 539 551 24 72 Pilotage Organization (VHF) : Channel 16 and Channel 69

Shifts are kept on VHF channels specified by the İsdemir Port Pilotage and Tugboat Organization, which serves on a 24/7 basis.

In addition, if the ship's whistle is sounded continuously with short intervals, it will be taken into account that the ship gives an emergency alarm.

**In case of an emergency detected by the operating personnel, the following units and responsible persons should be notified.**

- Own Department Supervisor
- Port Operations Chief
- Port Operations Directorate/Management
- Guidance Organization

## 8.14. Emergency Reporting

Reporting emergencies is a factor that directly affects the effectiveness of the response. It is important that the teams that will make decisions and intervene are equipped with the information they will need accurately and in a timely manner.

In the emergency reporting made by the captain or officer of the ship;

- Vessel name,
- Type of emergency,
- Number of casualties,
- The assistance requested,
- The number of personnel on the ship,
- Actions taken until the moment of the report,
- It should be ensured that information about the reporter and contact details is provided.

If there is a deficiency in the information reported by the captain and officer of the ship due to the incident experienced, all information should be provided immediately by question-answer method.

## 8.15. Emergency Alarm and Control of Operation

1. When an emergency is suspected to occur due to the ships tied up in the port or in case of an emergency, each employee has the authority to notify all employees in the field by giving an alarm.
2. Upon hearing the emergency alarm, all personnel will leave their work and go to the emergency assembly points.

3. All cargo operations (liquid and dry bulk, general cargo) at the port will be stopped. It will be ensured that the hatch covers of all ships are closed, the tanker hose will be removed, and all ships will be notified to prepare the main engine of the ships.
4. The final decision to qualify a situation as an emergency will be made by the Iskenderun Regional Port Authority. For this reason, maximum sensitivity will be shown during the complete and complete transfer of the information obtained regarding the case to the Iskenderun Regional Port Authority.
5. In case of any emergency alarm to be given, the relevant units will be contacted immediately for the transfer of the fire brigade and ambulance to the scene without wasting time collecting information about the details of the case.
6. Employees of the İsdemir Port Pilotage and Tugboat Organization, who are on duty on the shift, will get on the sea vehicles and wait for instructions ready for duty at a safe distance from the ship subject to the emergency.
7. Regarding the urgent departure of the ship connected to the dock of İsdemir Port, the operation will be launched after the necessary sharing with the Iskenderun Regional Port Authority is completed and permission is obtained.

### 8.16. Control of Vessel Movements

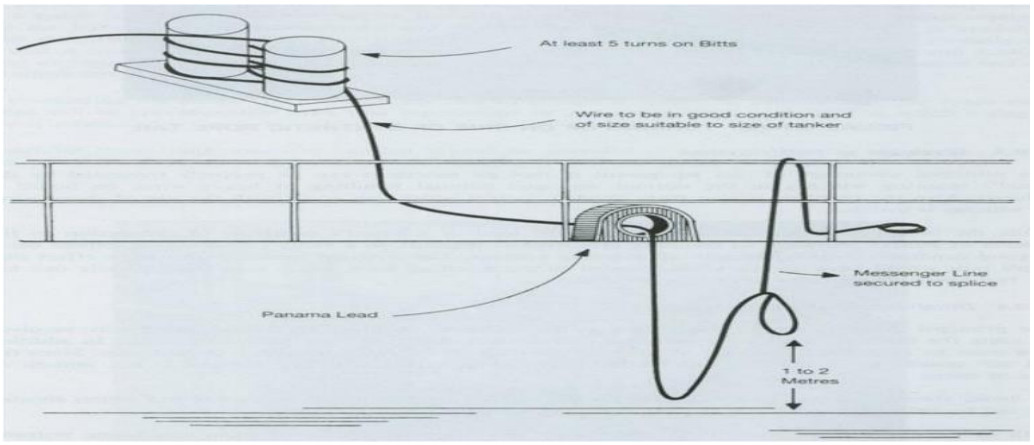
1. Even if there is an emergency, the ships tied to the port will not be moved from the dock without the permission of the Iskenderun Regional Port Authority.
2. No vessel will enter the port without the permission of the Iskenderun Regional Port Authority.
3. If there is a tanker tied up at the Dolfen berth, it should be considered as the first vessel to leave the dock, taking into account the emergencies and the area of impact.

Up-to-date information and reports regarding the emergency situation that will reach us as a port facility will be shared with the Iskenderun Regional Port Authority without wasting time.

In the light of the information obtained, after the decision to leave the ship from the port facility urgently, the maneuvers of the ship or ships will be carried out in the order of priority determined for the exit of the relevant ship or ships out of the facility with the help of the ship departure emergency team and equipment.

**Emergency Backup Wires (Fire Wires)**

Tankers moored at the port dolfen berth must be equipped with "fire wires" or "out-of-port towing wires", which must be kept ready by the ship to take them out of the port in case of emergency. The aforementioned wires should be prepared as shown in the image below at the bow and stern points on the appropriate side so that the said wires can be towed from the point where the ship is tied to safe waters without the need for ship personnel in incidents such as fire and explosion.




Shape: Fire Wire Application

The casing of the fire wire should be positioned 1 to 2 meters above sea level, as shown in Figure 7. The wires to be used for backing up the ship in case of emergency must be made of steel and have a diameter of at least 28 mm. Intervention on the Dock of the Ship with Dangerous Cargo Operation

The pilot on duty is instructed by the Scene Manager to be prepared for the emergency departure of the ship. After the failure of the intervention and the decision to take the ship out of the port, the emergency departure maneuver of the ship is managed by the pilot captain in charge.

1. 2 tugboats are ready to wait for instructions at the point where they are tied up for an emergency.
2. 1 The tugboat activates the fire extinguishing systems and starts extinguishing, cooling, etc.
3. Other vessels (pilot boat, mooring) are also on standby to participate in the intervention if necessary.
4. In order to disconnect the pipe circuit from the vessel, the circuit is interrupted by means of the release coupling.
5. The intervention continues with all means.

**Note 1:** The security of the shore side is taken by the Shore facility. In case of intervention from the land (Fire Brigade teams), the tugboat that intervenes in the extinguishing is under the authority of the Operation Fire Brigade and acts in accordance with the instructions of the Fire Brigade.

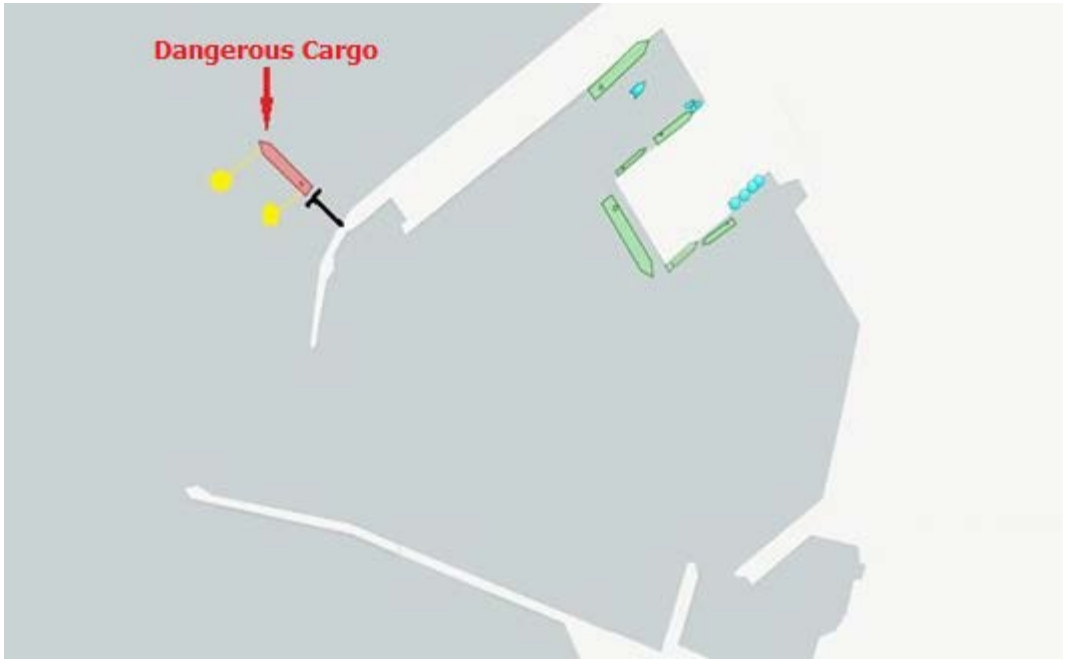



Figure: Emergency Evacuation of a Ship Carrying Dangerous Cargo from the Port

**Idling the ship over the dock and towing it to a safe point**

After the instruction from İsdemir Port Directorate, Iskenderun Regional Port Authority;

1. The captain of the ship is immediately informed about the situation. If necessary, all personnel and/or part of the personnel (upon the instruction of the ship captain or the Iskenderun Regional Port President) are taken from the ship.
2. The tow rope at the bow and stern, which is kept ready by the ship, is taken by the tugboats and attached to the tugboat.
3. The flexible hose release coupling is released by the Coke Plant Directorate officer.
4. On the instructions of the pilot, the mooring ropes of the ship are released by the moorings by opening the quick-release hooks on the beach.
5. The pilot captain manages the operation to tow the ship to the designated safe area by performing the maneuver.
6. The tugboat follows the ship during maneuvering and cruising. If necessary, it intervenes in the fire.
7. After the ship is towed to the designated area (anchoring, grounding or being taken out of the port), fire extinguishing (intervention) operations are continued.

**Note 2: The** operation shown as an example in Figure 8 will be carried out by taking into account the basic implementation steps described above for all ships in Isdemir Port where there is an emergency.

## 8.17. Procedures for the Handling and Disposal of Damaged Dangerous Goods and Wastes Contaminated by Dangerous Goods

It will be carried out within the framework of ANNEX – 19 / Waste Management Instruction.

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

- Suffocation, suffocating effect,
- Poisoning
- infection and burning effect on living tissues,
- Corrosiveness and skin burns,
- Outbreak of fire in work areas,
- The effect of increasing or spreading fire,
- Explosion

For this reason, it is necessary to ensure that the Dangerous Goods leaking Dangerous Goods are handled safely and securely, that the protective materials and equipment are complete, complete and in working order, that the leakage cases are reported appropriately, that the leaking flange, connection record, pipe circuits are checked and the leak is eliminated, and finally 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 the cleaning of the leak, are specified in the workflow chart below.

## 8.18. The Role of the Peripheral in the Handling of Dangerous Goods with Leakage:

- The Environmental Officer checks the situation at the place where there is a leak.
- In case of serious leaks and spills, the Safety Data Sheet of the flowing/spilled Dangerous Cargo is obtained before the leakage is checked.
- The type of activity to be carried out according to the hazard class of the Dangerous Cargo and the nature of the substance is decided.
- When necessary, the fire truck is kept ready.
- Leaking Dangerous Cargo or Dangerous Cargo contaminated wastes are removed from the leakage area when the exit process from the door is ready.
- Records of 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 environmental pollution has occurred, it must be cleaned properly.
- If necessary, appropriate personal protective materials are used during the operation according to the characteristics of the substance.
- After the leak is stopped, every area contaminated by the leak is cleaned appropriately, either

with the emergency response equipment of the facility or through the Emergency Response Company, depending on the level of the spill.

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

- Once the leak is detected, the scene of the incident will be turned around first:

  The area where the leak occurs is surrounded by a security strip to prevent unauthorized personnel entry and the relevant units are informed.

- Risk is determined by conducting a risk assessment:

  The type of material leaking or spilling, the source and amount of the leak are determined. A Safety Data Sheet for dangerous goods is provided.

- The necessary Personal Protective Equipment is provided:

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

- Wherever possible, leakage is limited and its spread is prevented:

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

- If possible, stopping the leak is ensured:
- Leak cleanup operations 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 amounts of liquid spills, absorption is done by adding absorbent material / material to it. In the case of large amounts of debris, a boundary/embankment is formed around it. The leaking/spilled material is prevented from mixing with the soil, ground and surface waters.

- Disposal of Waste:

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

In accordance with the Environmental Law and the regulations on Waste Disposal, it is delivered to companies that have a dangerous waste transportation license to be disposed of in licensed dangerous waste disposal facilities and taken out of the port.

### 8.20. Emergency Drills and Their Records

The following exercises, inspections and tests will be carried out 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.

## 8.21. Information on Fire Protection Systems

**Emergency and fire equipment is as follows:**

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

## 8.22. Emergency supplies:

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

## 8.23. Procedures for Approval, Inspection, Testing, Maintenance and Readiness of Fire Protection Systems

**Emergency and fire equipment:**

**Fire Hydrants:** The Port Department will keep a list of all fire hydrants. 3-month checks and tests and monthly controls will be carried out and records will be kept.

**Fire Extinguishers:** A list of all fire extinguishers will be kept and monthly checks will be made. All fire extinguishers will have a label affixed to them with the date of the last check and the identification number of the personnel performing the check.

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

## 8.24. Fire Alarm Detectors, Emergency Lamps and Glass Breaking Units in Sites:

Their care and attitude will be carried out according to the maintenance schedule.

**Electric Fire Pumps:** Maintenance and attitudes would be carried out according to the maintenance schedule and all records would be kept. Pumps are checked weekly.

**Diesel Fire Pumps:** Maintenance and attitudes will be carried out according to the maintenance schedule and all records will be kept. Pumps are checked weekly.

### 8.25. Other emergency supplies:

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

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

**Emergency Safety Signs** – The head of each department or unit manager is responsible for ensuring that all safety signs are at the location of the unit to which they are attached.

### 8.26. Precautions to be taken when fire protection systems do not work

In case of urgent need for intervention and fire protection systems are not working, the nearest team is notified by calling the telephone numbers written in Article 8.4.

### 8.27. Other Risk Control Equipment Fighting Marine Fires

**According to ARTICLE 32 of the PORTS REGULATION;**

1. In accordance with the provisions of the Regulation on Prevention, Extinguishing and Rescue Measures That Can Be Taken Against Fires That May Occur on Land, Fires That May Occur in the Sea, Port or Shore and Spread to the Land or That Can Occur on Land and Reach the Coast, Port and Sea, which was put into effect by the Decision of the Council of Ministers dated 06/8/1975 and numbered 7/10357, all public and private institutions intervene in the marine fires that may occur in the port administrative area. Fixed and portable fire extinguishers and first aid units and equipment are kept in full, ready and operational 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 established in accordance with the relevant legislation. Organizations engaged in tugboat activities also participate in extinguishing activities in line with the instructions of the Iskenderun Regional Port Authority.

## 9. OCCUPATIONAL HEALTH AND SAFETY

### 9.1. Occupational Health and Safety Measures

All occupational health and safety rules apply and are strictly enforced within 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, can be adversely affected by the work or mistakes you will make. In order to pay attention to these and not to cause any unsafe

incidents, accidents or injuries, the following rules and prohibitions should be observed:

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

Smoking is prohibited outside of specially designated "Smoking Areas".

The following areas are prohibited for smoking.

- All buildings, including workshops, used by ISDEMIR.
- All facilities or machines owned by ISDEMİR
- Decks and open areas of ships calling at the port
- Storage & Tank farm site
- Flammable liquids or substances are handled, used, transported or stored
- Areas where batteries are charged and UPS devices are located

The following are the personal protective equipment that should be used at a minimum level within the port facility:

- Reflective vest or high-visibility clothing
- Helmet Safety Goggles and Chin Guard
- Protective footwear

### 9.2. Symbolic Safety Signs

Symbolic safety signs, thanks to their size, color and appropriate symbols, are used to provide information or indicate instructions to bystanders. Images and pictures (pictograms) are used for the practical solution of problems encountered in providing information for the protection of health, safety and the environment, and especially for overcoming different language barriers. These types of signs are used for the protection of everyone:

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

### 9.3. Work Permit:

Work permit documents should include the following topics:

- Details of the work to be done
- Precautions to be taken when the work is to be done
- Situations of foreseen hazards
- Statuses of the control measurements to be applied

Permission should be used for work to be done on subjects that are not included in standard operational procedures. A work permit is required for routine and non-standard work to be carried out in workshops, terminal area, dock, on the sea or anywhere else in the facility that potentially carries risks and dangers. Work permits are available for different jobs. Subjects that require a work permit, including but not limited to the following jobs:

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

In all non-routine work, not all subcontractors can carry out work without a work permit.

### 9.4. Information on Personal Protective Clothing and Procedures for Their Use

The types, standards, places of use, usage procedures of Personal Protective Equipment to be used to protect employees from the dangers in the work environment and the dangers caused by the activity are as in Annex -13 / Personal Protective Equipment Operating Instructions. In case of any emergency or spill, acid, fire and static electricity resistant workwear located at the Dolfen berth and in the cargo building are used.

### 9.5. Closed Area Entry Permit Measures

1. **In the works to be carried out in closed areas;**

- For works carried out in closed areas, entry and exit from at least 2 points will be provided, if possible.
- The oxygen value was measured before entering the confined space. If it is below 19.5, the closed area will not be entered.
- It will be ensured that the temperature of the indoor environment is below 50 C.
- Scaffolding/platform/ladder/step, etc. will be prepared for safe entry and exit to the closed environment.

- In the works to be carried out indoors, mobile lighting will be prepared to be 24V.
- Communication and coordination of employees in a closed environment will be fully ensured.
- The work carried out in the closed environment will be carried out under the supervision of an observer continuously.
- In the studies to be carried out in the closed environment, CO, O2, Temperature, explosive atmosphere measurements have been made and working conditions will be suitable.
- Adequate ventilation will be provided in the enclosed space.
- An evacuation rehearsal will be held for the safe evacuation of employees from the closed area.
- All personnel working indoors will be provided with work equipment such as personal protective equipment, emergency escape masks, fresh air masks, gas measurement detectors, etc.

**2. If welding and cutting work is to be carried out in a tank,**

- 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, observer personnel will be assigned to prevent the entry of unrelated and unauthorized personnel.
- The inlet and outlet valves of the tank will be closed and the blind will be disposed of.
- The ventilation pipe or covers will open.
- The tank, the tank will be thoroughly cleaned, ventilated, cooled. Cleaning work will be carried out with water, detergent, caustic soda and steam. After making sure that there is no longer any substance that can be dissolved in the tank to be welded and cut, cutting and welding works will be allowed.
- Oxygen will never be used to clean sealed containers, pipelines and clothing.

## 10. OTHER MATTERS

### 10.1. Validity of Dangerous Goods Certificate of Conformity

**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.

### 10.2. Obligation to Have a Dangerous Goods Conformity Certificate

Transportation, storage, handling, loading, unloading, labeling and marking works and operations related to dangerous goods are carried out at the ISDEMIR port facility. In this respect, a Dangerous

Cargo Conformity Certificate will be obtained within the framework of the Directive on Obtaining a Dangerous Cargo Conformity Certificate to be published by the Administration.

### 10.3. Defined Duties for the Dangerous Goods Safety Advisor

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

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

- Within the scope of activities within the enterprise,
  - The consultancy services carried out by TMGD are to control the implementation of the IMSBC, IBC and CSS code provisions, which are authorized to move within the scope of the port. The responsibility for carrying out the activities within the enterprise is the responsibility of the coastal facility operator and the cargo concerned.
- Within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety,
  - Article 6 (2) TMGDs authorized under the IMDG Code prepare quarterly reports regarding the responsibilities of the coastal facilities they serve or serve as determined in this Regulation and report this report to the Administration. If deficiencies or inaccuracies are detected in the reports, the Administration or the port authority is authorized to inspect the coastal facility.
  - Article 21 (5) Port authorities shall carry out an off-schedule inspection of whether coastal facilities are able to maintain the requirements of the TYUB. These inspections are carried out at intervals of no longer than six months and the results are reported to the Administration.
- Within the scope of the Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate,
  - Article 11 (2) In addition to the IMDG Code, TMGD shall have information about the applications of IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 and the dangerous cargo activities of the coastal facility in general, depending on its interest, within the scope of dangerous goods handled at the shore facility. It notifies the coastal facility operator in writing of its evaluations on whether the dangerous cargoes handled in the coastal facility are handled in accordance with the rules, provided that it does not exceed 6 (six) months with the periods agreed between them and the coastal facility operator.
  - Article 11 (3) TMGDs prepare quarterly reports in the format determined by the Administration regarding the responsibilities of the coastal facilities in which they work or serve as determined in the Regulation and this Directive, and this report is approved by the coastal facility operator and reported to the Administration.
  - Article 11 (4) With the exception of coastal facilities that will receive TYUB for the first time, TMGD shall be present at the shore facility and actively participate in the inspections during

the TYUB inspections carried out within the scope of Article 8. Coastal facilities whose TMGD does not participate in the audit are not inspected and the audit fee is not refunded. In this case, the coastal facility operator must apply again under Article 7 and pay a re-inspection fee.

- Article 11 (6) TMGD, which works/serves in the coastal facility, prepares the parts of the Dangerous Goods Handling Guide of the coastal facility related to the handling and/or temporary storage of dangerous goods together with the coastal facility and checks its accuracy. The parts of the guide related to the handling and/or temporary storage of dangerous goods also bear the signature of TMGD.

- Within the scope of the Regulation on Dangerous Goods Safety Consultancy Services,
- Article 8 (2) TMGD is independent in the performance of its duties and cannot be influenced by the enterprise or TMGDK in relation to these duties.
- Article 8 (3) The determinations and recommendations reported by TMGD to the service provider through the e-Government system are deemed to have been notified to the enterprise.

## 10.4. Issues for Transporting Dangerous Goods to Arrive/Leave the Coastal Facility by Road (Documents that road vehicles carrying dangerous goods must have at the entrance/exit from the port or coastal facility area, equipment and equipment that these vehicles must have; Speed Limits in the Port Area, Measures to be Taken Regarding Dangers, Threats and Attacks from Land and Sea)

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

## 10.5. Issues for Transporting Dangerous Goods to Come to / Leave the Coastal Facility by Sea (Day/Night Signs of Ships and Marine Vehicles Carrying Dangerous Cargo at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc.)

If a vessel is to participate in or participates in an operation related to the transport or handling of dangerous goods in the port area, a special sign that may appear during the day and at night will be used.

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

- Daytime: "B" pennant (I am receiving, unloading or transporting dangerous cargo) and
- Red light flashlight without strobe visible from 360° at night

### 10.6. Cold and Hot Working Procedures for Ships Carrying Dangerous Cargo in Port:

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

Hot working and gas-free are not allowed at ISDEMIR Port, except in special cases to be permitted. HOT WORKING INSTRUCTIONS are applied and the HOT WORK PERMIT FORM in Annex-20 is filled.

### 10.7. Other Considerations to be Added by the Shore Facility

**According to the Port Regulation, the following rules must be followed. Prohibited Activities:**

**ACCORDING TO PORTS REGULATION ARTICLE 21;**

**(1)** In the approach channels, breakwater mouths, berthing and mooring places and mooring areas of coastal facilities; It is forbidden to engage in any kind of aquaculture, sailing, rowing or other water sports activities, and swimming.

**(2)** Boats for sports, recreational and recreational purposes must sail in a way that does not interfere with the activities of other ships and marine vehicles in the port area, within the area limited by breakwaters and in the bays, and at a speed that does not cause harm. The Port Authority determines the appropriate speed limit where and where it deems necessary.

**(3)** Ships and marine vessels arriving to or departing from the buoy and ships and marine vessels other than those used in coastal facilities services cannot pass between buoys and buoy lines.

**(4)** Ships and marine vessels, other than those used in the service of aquaculture facilities and fish cages, may not approach more than two hundred meters from aquaculture facilities and fish cages. These facilities cannot act in a way that impairs navigation, life, property, environmental safety and security at sea within the port administrative boundary.

**(5)** Ships and marine vessels cannot be moored or docked in coastal facilities that have not received the necessary permits from the administration. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency or when required by the public interest.

**(6)** Ships and marine vehicles with an excessive degree of trampling or a dangerous inclination, ships and marine vehicles that are at risk of environmental pollution due to any damage, ships and marine vehicles that do not have documents related to towing towing and carrying dangerous cargo, but carry dangerous cargo, cannot dock or leave the coastal facilities without the permission of the port authority.

### 10.8. Other Matters Subject to the Permission of the Port Authority

**ACCORDING TO PORTS REGULATION ARTICLE 22;**

**(1)** After obtaining the necessary permits and approvals from the relevant

institutions/organizations, the relevant persons obtain permission from the port authority to start their activities before the construction of coastal structures and the establishment of aquaculture production areas.

**(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 daylight and day signs in accordance with the legislation and give sound signals.

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

**(4)** Unless permission is obtained from the port authority, races and similar activities or organizations cannot 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 provisions of the Regulation on Sports Activities for Tourism 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 and 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 at anchor or in coastal facilities. Agency and food engines, public ships, refueling vessels, water tankers and coastal facilities service vessels are excluded from the scope of this paragraph, and such vessels carry out their services in coordination with coastal facilities operators, within the knowledge of the port president.

**(7)** The captain or agent of the ship who will supply fuel, oil and water shall notify the relevant port authority before the supply operation.

**(8)** Fishing boats and yachts; In coastal facilities, they can be aboard each other's boards, they cannot make double row moorings.

**(9)** Ships and marine vehicles in the port areas unless permission is obtained from the port authority; repair, scraping and painting, welding and other hot work, launching lifeboats and/or boats into the sea or other maintenance works. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility operation.

**(10)**Coastal facilities located in the port administrative area notify the Department of Navigation, Hydrography and Oceanography of the Naval Forces Command in order to record their geographical location on the relevant nautical charts.

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

**(12)**Ships and marine vessels that will not carry out any activities in coastal facilities, but anchor in the anchorage areas to take shelter due to force majeure such as weather conditions and situations that will endanger navigation, life, property, environmental safety and security,

shall immediately notify the relevant port authority and/or pilotage organization. The arrangement regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Ship Traffic Services Center.

**(13)** Ships and vessels cannot approach the bow of ships and marine vehicles docked at the stern.

**(14)** The floating equipment to be used to determine the boundaries of the swimming area in the beach areas within the boundaries of the port and in the coastal hotels, motels, holiday villages, in front of the sites, in sea areas up to 200 meters from the shore, are determined by the relevant persons and fully prepared and stored between April 1 and November 15 every year. Ships and vessels are not allowed in the designated bathing areas. The port authority is authorized to make changes in the boundaries of the swimming area based on navigation, life, property, environmental safety and security.

**(15)** Carrying out limbo activities in the port administrative area is subject to the permission of the port authority.

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

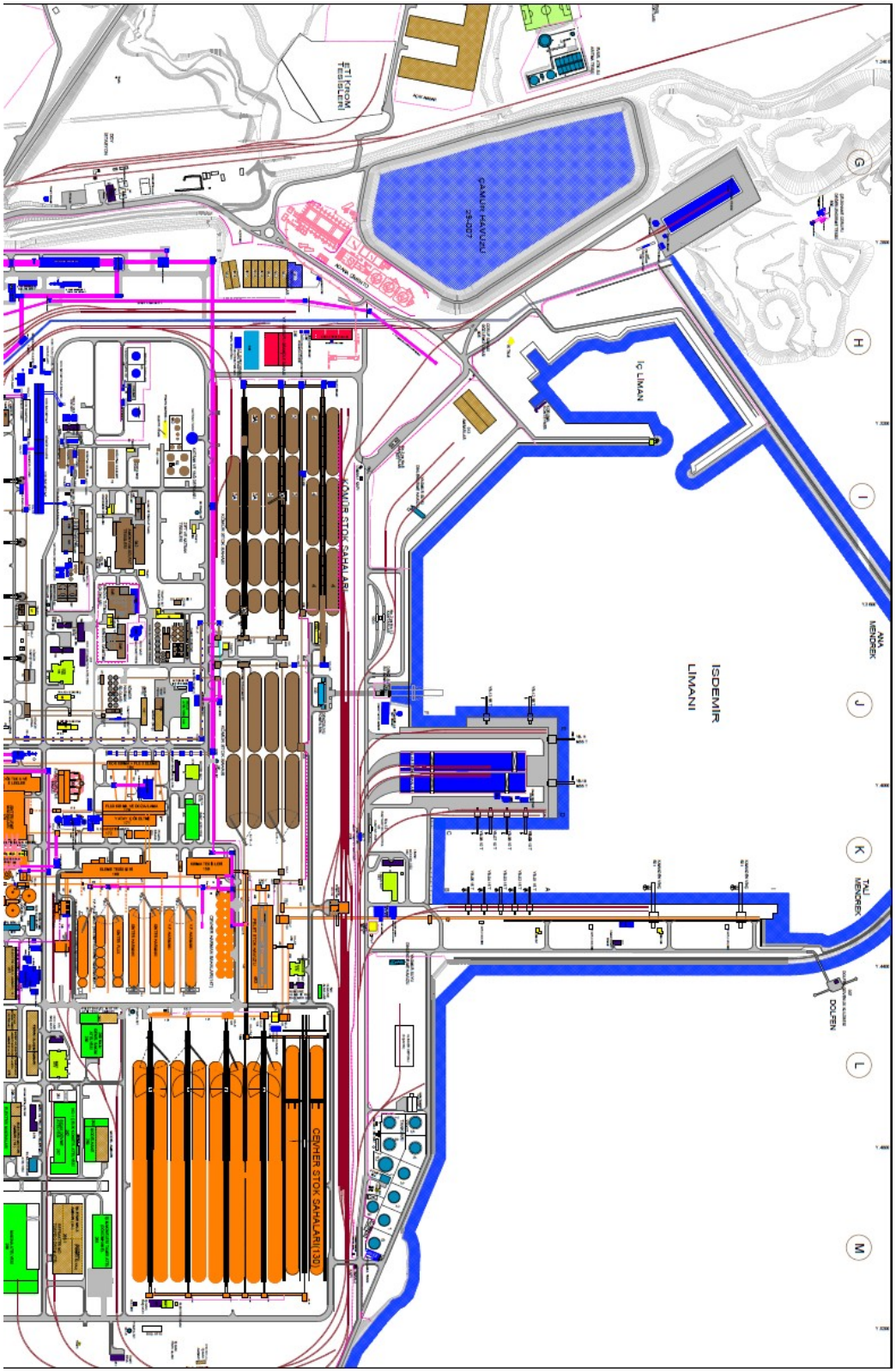
**(17)** Temporary arrangements such as mooring devices with bulk vault systems or mooring needs in sheltered sea areas are notified to the Administration by the port authority; The administration determines the suitability of these systems and the operating procedures and principles.

**(18)** Providing pilotage services to ships and marine vehicles that do not have a docking permit to coastal facilities and ships and marine vehicles that do not have a port exit certificate or anchorage order are subject to the permission of the port president.

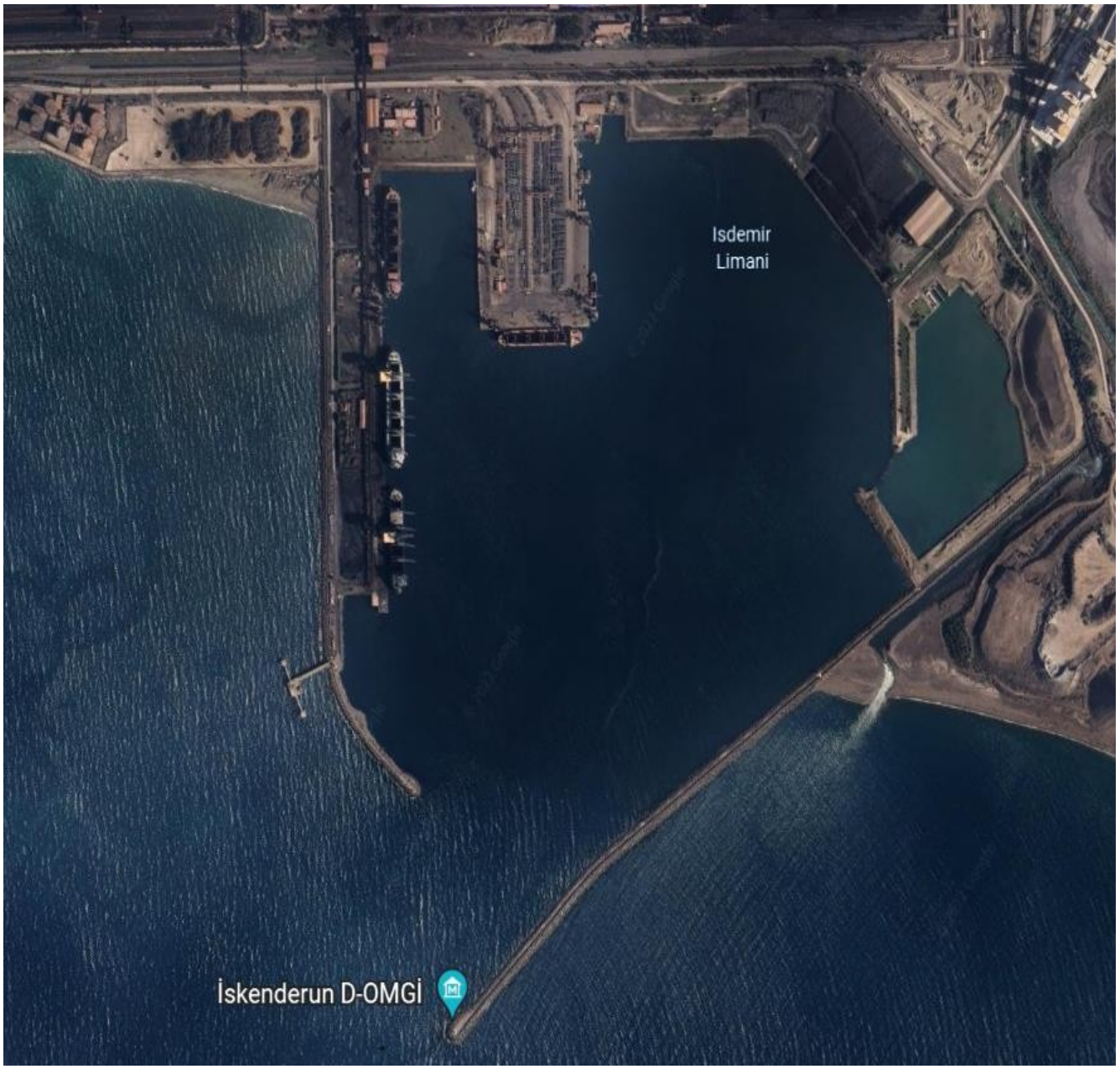
**(19)** Recreational boats that make day trips; Issues related to the determination of mooring, accommodation and navigation routes are determined by the port authority and approved by the Administration, taking into account waste reception and other services. In case the capacity of the mooring and shelters is exceeded, the port head may impose restrictions on capacity, entry-exit and use.

**(20)** The maximum stay of all kinds of ships and marine vehicles in the same area in sea areas, bays, sheltered areas and fish farms other than anchorage areas and permitted facilities is 15 days. Subject to the permission of the port president, this period can be extended for a maximum of 15 days. Floating vehicles wishing to stay in fish farms for a long time must obtain permission from the port authority and comply with the measures for navigation and environmental safety to be determined in addition. At the end of the period defined above, the responsibility for removing the floating vehicles rests with the Port Authority.

## APPENDIX-1 GENERAL LAYOUT PLAN OF THE COASTAL FACILITY



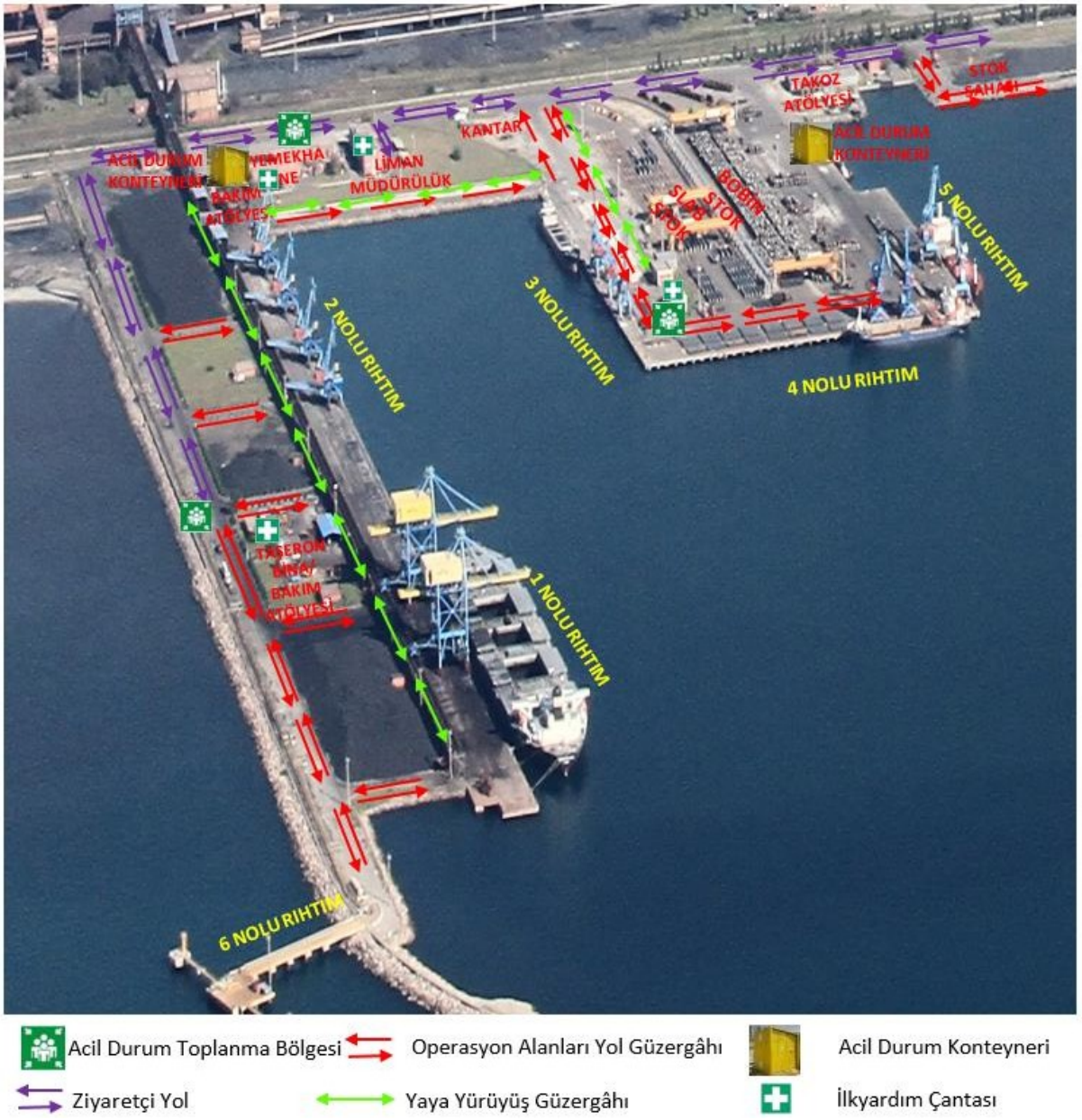
## APPENDIX-2 GENERAL VIEW OF THE COASTAL FACILITY



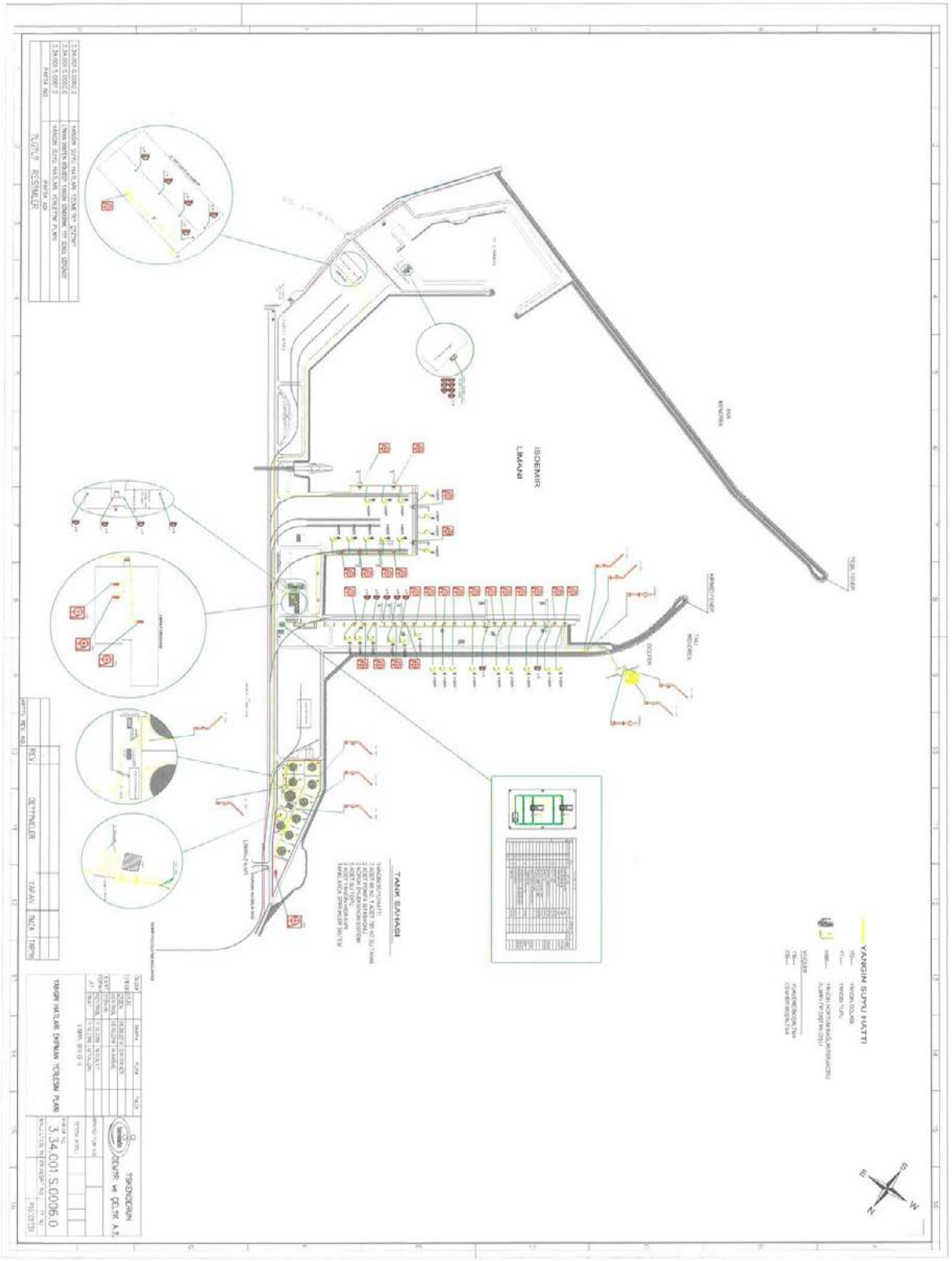
## APPENDIX-3 EMERGENCY CALLS AND CONTACT INFORMATION

| 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 |

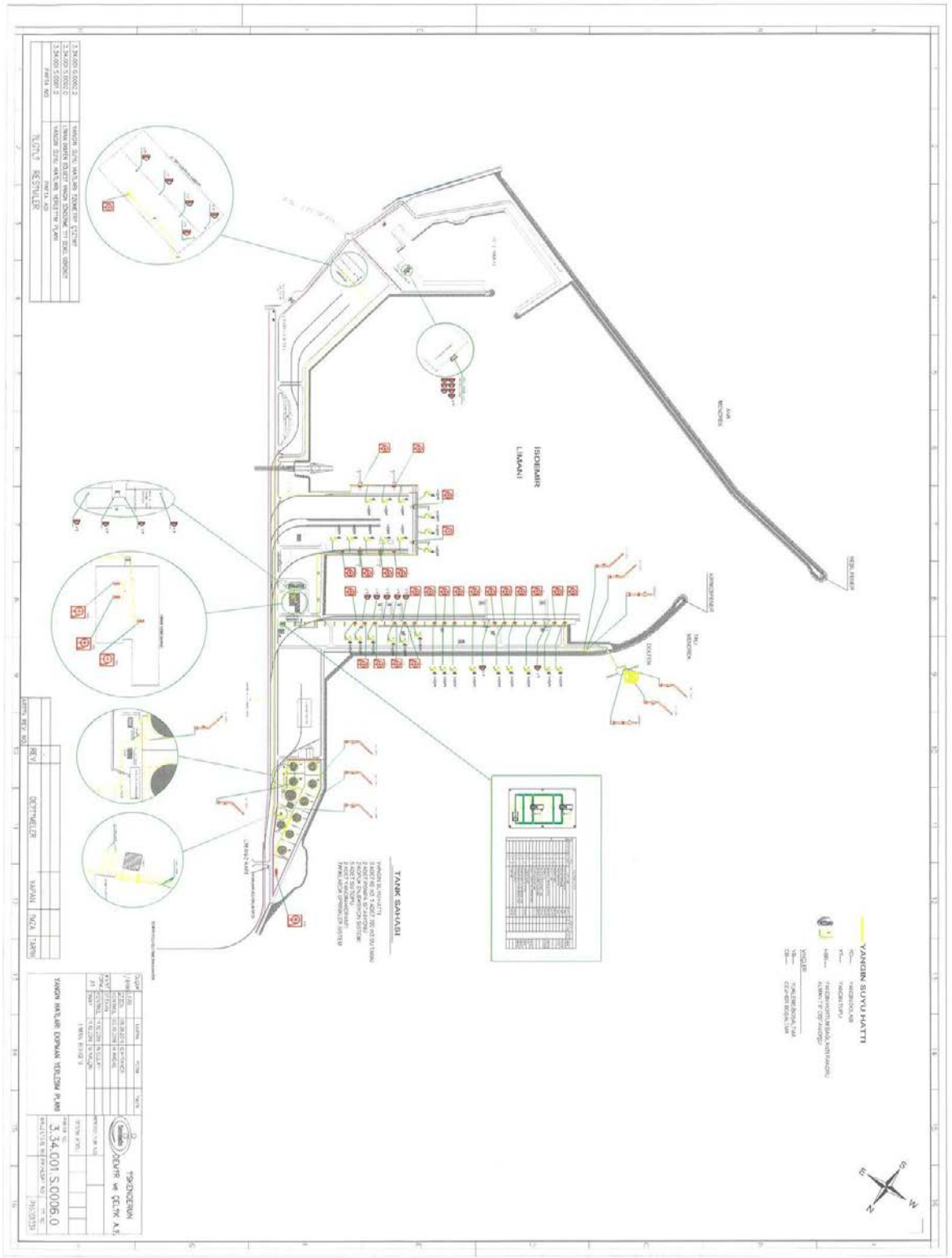
**APPENDIX-4 GENERAL LAYOUT PLAN OF AREAS WHERE HAZARDOUS LOADS ARE HANDLED (AS IN ANNEX-1)**



## APPENDIX-5 FIRE PLAN FOR AREAS WHERE HAZARDOUS LOADS ARE HANDLED



## APPENDIX-6 GENERAL FIRE PLAN OF THE FACILITY (AS IN ANNEX - 5)



**APPENDIX-7 EMERGENCY PLAN**

**PORT FACILITY DANGEROUS MATERIAL IS AS INCLUDED IN THE EMERGENCY PLAN.**

## APPENDIX-8 EMERGENCY MEETING PLACES PLAN


| | |
|---|---|
| Emergency Gathering | Operation Areas Road Route |
| Zone Visitor Road | Pedestrian Walking Route |

# APPENDIX-9 EMERGENCY MANAGEMENT SCHEME

| | EMERGENCY TEAMS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EMERGENCY COORDINATOR | | | | | | CEBRAİL AKKAYA | 0533 691 64 30 | | | | |
| | DEPUTY HEAD OF CRISIS DESK | | MEMBER | | MEMBER | | MEMBER | | MEMBER | | MEMBER | |
| | ERDİNÇ İNCE | 0536 412 61 51 | EDİP YILDIZ | 0537 398 41 25 | FUAT MESRUOĞLU | 0530 691 97 13 | AHMET AĞCA | 0536 476 57 09 | DOĞANCAN TEL | 0507 990 93 56 | DR.HİKMET ERTUNÇ | 0532 572 61 52 |
| | 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 |
| ADMINISTRATIVE BUILDING GROUND FLOOR | TAYLAN BİLGEN | 0535 200 33 65 | FUAT MESRUOĞLU | 0530 691 97 13 | AYDIN FATİH KAHVECİ | 0507 231 72 72 | ALİ BİLEN | 0544 266 96 49 | ABDULLAH ÖZ | 0534 641 50 00 | FUAT MESRUOĞLU | 0530 691 97 13 |
| | MUSTAFA ÖZTÜRK | 0539 280 70 17 | AHMET AĞCA | 0536 476 57 09 | MUHAMMED NURULLAH OCAKOĞLU | 0532 736 98 42 | MERVE YILMAZ | 0541 446 41 95 | | | TAYLAN BİLGEN | 0535 200 33 65 |
| ADMINISTRATIVE BUILDING FIRST FLOOR | NASIR MERT BURAN | 0538 662 10 88 | AHMET TOLGA RAY | 0507 962 76 26 | CİHAN KARADAL | 0539 551 50 32 | FUAT MESRUOĞLU | 0530 691 97 13 | ABDULLAH ÖZ | 0534 641 50 00 | ERDİNÇ İNCE | 0536 412 61 51 |
| | İ. BURAK GÖÇMEN | 0553 401 64 35 | | | MERVE YILMAZ | 0541 446 41 95 | | | | | HACI KADİR IŞIK | 0532 272 34 85 |
| ADMINISTRATIVE BUILDING SECOND FLOOR | ÖNDER ELDEMİR | 0538 662 10 88 | OĞUZHAN ÇETİNKURT | 0507 962 76 26 | İ. BURAK GÖÇMEN | 0553 401 64 35 | TAYLAN BİLGEN | 0535 200 33 65 | ABDULLAH ÖZ | 0534 641 50 00 | OĞUZHAN ÇETİNKURT | 0542 376 99 42 |
| | MURAT KARA | 0553 401 64 35 | | | DOĞANCAN TEL | 0507 990 93 56 | | | | | KEMAL ZİYAN | 0532 348 26 82 |
| MAINTENANCE WORKSHOP | DERVİŞ ALBAYRAK | 0537 219 59 30 | ADEM AKAN | 0542 503 58 54 | ÖMER BİLA | 0530 370 68 48 | YUSUF KÖSE | 0536 987 76 89 | SENEM BİLİR | 0538 056 32 76 | LEVENT ÇULHAOĞLU | 0543 230 85 76 |
| | YUSUF KÖSE | 0536 987 76 89 | GÖKHAN PALTA | 0554 819 55 30 | MAHMUT DOĞAN | 0554 976 17 38 | ABDULLAH ÖZ | 0534 641 50 00 | ABDULLAH ÖZ | 0534 641 50 00 | YUSUF KÖSE | 0536 987 76 89 |
| | ABDULLAH ÖZ | 0534 641 50 00 | GÜNEY KARAÇOBAN | 0532 609 76 33 | SALİH BİNBOĞA | 0535 597 06 45 | ADEM AKAN | 0542 503 58 54 | | | | |
| | TALİP BEDİR | 0536 313 41 08 | HALİL İBRAHİM ÇETİN | 0538 512 71 14 | AYKUT YILDIRIM | 0545 930 37 31 | ERDEM KAHRAMAN | 0533 725 29 29 | | | | |
| | MİKAİL SİVRİ | 0506 022 37 91 | | | CİHAN SALAR | 0544 395 19 85 | | | | | | |
| | MUSTAFA YILDIRIM | 0533 488 94 23 | | | | | | | | | | |
| CARGO DOCK | HASAN ARSLAN | 0545 331 17 11 | İBRAHİM GÖK | 0543 129 65 60 | MEHMET KURT | 0552 826 17 74 | AYDIN FATİH KAHVECİ | 0507 231 72 72 | ABDULLAH ÖZ | 0534 641 50 00 | HÜSEYİN GÖR | 0540 984 53 53 |
| | MEHMET GÖKAL | 0506 964 33 92 | ŞAKİR BEBEK | 0552 832 96 24 | İBRAHİM TETİK | 0532 447 57 31 | DERVİŞ ALBAYRAK | 0537 219 59 30 | | | ÜMİT KARADAŞ | 0537 281 95 24 |
| COAL DOCK | HİLAL YARIZ | 0539 549 52 94 | MUSTAFA SAMÇAR | 0531 206 58 09 | CENGİZHAN ERİNÇ | 0535 049 80 95 | AHMET TOLGA RAY | 0507 962 76 26 | ABDULLAH ÖZ | 0534 641 50 00 | FARUK ÇALIŞKAN | 0544 570 70 31 |
| | ONUR GÜLER | 0539 564 37 09 | METİN ŞAHAN | 0537 431 22 68 | MUSTAFA YILKIRAN | 0537 845 30 03 | ÖMER BİLA | 0530 370 68 48 | | | BÜNYAMİN AKTAŞ | 0537 608 32 86 |
| | ISDEMIR AMBULANCE | 0326 758 44 44 | İSDEMİR FIRE DEPARTMENT | 0326 758 33 33 | AMBULANCE | 112 | ISDEMIR EMERGENCY CENTER | EXT. LİNE 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 DANGEROUS LOADS HANDBOOK**

**PORT FACILITY DANGEROUS CARGOES ARE AS CONTAINED IN THE MANUAL.**

## APPENDIX-11 LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES

**LEAKAGE AREAS ARE NOT AVAILABLE WITHIN THE SCOPE OF THE CARGO HANDLED AT THE FACILITY**

## APPENDIX-12 INVENTORY OF PORT SERVICE SHIPS

| INVENTORY OF PORT SERVICE VESSELS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ORDER | TUGBOAT NAME | 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 ISKENDERUN PORT AUTHORITY ADMINISTRATIVE BOUNDARIES, ANCHORAGES AND PILOT CAPTAIN MARINE COORDINATES OF LANDING / EMBARKATION POINTS

### A. Port Administrative Area Boundary

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

a) 36° 25' 15" N – 035° 35' 57" D

b) 36° 44' 54" N – 036° 03' 12" E

c) 36° 54' 05" N – 036° 57' 44" E (Adana-Hatay provincial border)

### B. Mooring Sites

a) Southern anchorage area no. 1: The anchorage area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

   1) 36º 36' 51" N - 036º 08' 00" D

   2) 36º 36' 00" N - 036º 08' 00" D

   3) 36º 36' 00" N - 036º 10' 30" D

   4) 36º 36' 30" N - 035º 10' 30" D

   5) 36º 36' 51" N - 036º 10' 030" D

b) Dangerous cargo ships mooring area no. 2: The anchorage area of ships carrying dangerous goods, nuclear-powered military ships and ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

   1) 36º 38' 30" N - 036º 09' 30" D

   2) 36º 37' 42" N - 036º 09' 30" D

   3) 36º 37' 42" N - 036º 10' 30" E

   4) 36º 38' 30" N - 036º 10' 30" D

c) Anchorage area no. 3: The anchorage area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

   1) 36° 43' 00" N - 036° 08' 00" E

   2) 36° 39' 00" N - 036° 09' 30" E

   3) 36° 39' 00" N - 036° 11' 00" E

4) 36° 43' 00" N - 036° 09' 30" E

d) North anchorage area no. 4: The anchorage area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 36° 47' 30" N - 036° 07' 00" E

2) 36° 45' 00" N - 036° 07' 00" E

3) 36° 45' 00" N - 036° 09' 00" E

4) 36° 47' 30" N - 036° 09' 00" E

e) Dangerous cargo ships anchorage area no. 5: The anchorage area of ships carrying dangerous goods, nuclear-powered military ships and ships to be quarantined and ships that will carry out degassing operations is the sea area formed by the following coordinates.

1) 36° 48' 36" N - 036° 06' 00" E

2) 36° 49' 09" N - 036° 07' 12" E

3) 36° 50' 45" N - 036° 06' 36" D

4) 36° 50' 18" N - 036° 05' 24" E

f) Mooring area no. 6: The anchorage area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 36° 52' 18" N - 035° 59' 18" E

2) 36° 51' 42" N - 036° 01' 36" E

3) 36° 52' 48" N - 036° 02' 18" E

4) 36° 53' 30" N - 036° 00' 06" E

**C. Pick-up and drop-off locations of the pilot**

1) 36° 37' 12" N - 036° 10' 00" E

2) 36° 40' 42" N - 036° 10' 30" E

3) 36° 44' 00" N - 036° 09' 30" E

4) 36° 48' 00" N - 036° 05' 00" E

5) 36° 52' 30" N - 035° 58' 48" E

**APPENDIX-14 ISKENDERUN REGION ISDEMIR PORT TO SEA POLLUTION RESPONSE CONTAINER EQUIPMENT LIST**

| NO | MATERIAL NAME | QUANTITY/UNIT |
|---|---|---|
| 1 | Offshore Type Inflatable Barrier | 360 m |
| 2 | Blocking Barrier Fence Type | 250 m |
| 3 | Skimmer (Oil Skimmer) Komara 20 | 1 unit 30 m3 |
| 4 | Drum-hydraulic | 2 pcs. |
| 5 | Container | 1 piece |
| 6 | Floating Storage Tank | 1 unit 15 m3 |
| 7 | Temporary Storage Tank (Fast Tank) | 1 unit 15 m3 |
| 8 | Inflatable Boat 3,8 m | 1 piece |
| 9 | Inflation Unit Blower | 1 piece |
| 10 | Buoy | 5 pcs. |
| 11 | Rope 10 mm | 1 ball (274 m) |
| 12 | Chain (10 m*8 mm) | 5 pcs. |
| 13 | Pressure Washer | 1 piece (Full set) |
| 14 | Sorbent Barrier | 360 m (15 packs of 20 cm, 15 packs of 13 cm diameter) |
| 15 | Sorbent Pad | 2000 pieces (10 packs: 250 g, 10 packs: 350 g) |
| 16 | Radio (Land Type) | 4 pcs. |
| 17 | Life Jacket | 10 pcs. |
| 18 | Helmets | 10 pcs. |
| 19 | Raincoat | 20 pcs. |
| 20 | Boot | 12 pcs. |
| 21 | Glove Yellow | 50 pcs. |
| 22 | Gloves Red | 75 pcs. |
| 23 | Filter Half Face Gas Mask | 8 pcs. |
| 24 | Protective Work Goggles | 12 pcs. |
| 25 | Overalls | 20 pcs. |
| 26 | Tyvek Suit | 20 pcs. |
| 27 | Explosion Proof Flashlight / Portable Projector | 1 piece |
| 28 | Watercraft (Zodiac Boat- Rowing and Pump) | 1 piece |
| 29 | Paperboard with Clamshell | 20 pcs. |
| 30 | Network | 3 pcs. |
| 31 | Nylon Bag | 20 pcs. |
| 32 | Tag | 20 pcs. |
| 33 | Anchor 15 Kg | 2 pcs. |
| 34 | Impermeable Material | 1 ball |
| 35 | Barrel | 1 piece |
| 36 | Plastic Bag | 50 kgs |
| 37 | Greenhouse Nylon | 1 ball |
| 38 | Net Scoop | 6 pcs. |
| 39 | Wheelbarrow | 2 pcs. |
| 40 | Bucket | 10 pcs. |
| 41 | Rake | 5 pcs. |

| | | |
|---|---|---|
| 42 | Pickaxe | 5 pcs. |
| 43 | Plastic Shovel | 10 pcs. |
| 44 | Metal Shovel | 5 pcs. |
| 45 | Warning Strip | 300 m |
| 46 | Hose | 50 m |
| 47 | Sampling Container (Plastic) | 5 pcs. |
| 48 | Sampling Container (Glass) | 2 pcs. |
| 49 | Pelvis | 5 pcs. |
| 50 | Tongs | 5 pcs. |
| 51 | Telescopic Stick | 6 pcs. |
| 52 | Signal Bollard | 5 pcs. |
| 53 | Broom Stick | 10 pcs. |
| 54 | Shovel Stick | 5 pcs. |
| 55 | Rake Stick | 5 pcs. |
| 56 | First Aid Kit | 1 piece |
| 57 | Stretch Film | 1 ball |
| 58 | Bigbag Sack | 10 pcs. |
| 59 | Chemical Solution | 2 pieces (1 drum TC, 1 drum DG) |
| 60 | Fire Hose | 1 piece |
| 61 | Nozzle | 1 piece |
| 62 | Pharmaceutical Pump | 1 piece |
| 63 | Inflatable Barrier Drum Powerpack | 1 piece |

# APPENDIX-15 PERSONAL PROTECTIVE EQUIPMENT USAGE MAP

| PROTECTIVE EQUIPMENT AND STANDARDS | | APPLICATION AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | GENERAL TOPICS | | | | | | | | | | | | | COLD WORKS | | | | | | | | | | HOT WORK | | | | | |
| | | Harbou | Workin | Wo | Us | P | Paint | Wo | General | Waste | Securit | Hand | Visitor | Depot | Elecri | Mecha | Assem | Mainte | Lubric | Workin | Dock | Shi | Ship | Weldin | Grindi | Cutting | Machin | Mainte | High |
| **HEAD-TO-HEAD PROTECTORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HELMETS | 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 | x | |
| ELECTRICIAN'S HELMET | EN-397 ANSI Z89 | x | x | x | | x | | | | | | | | | x | | | | | | | | | | | | | | | x |
| HARD HAT JAW TIE | | 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 | x | x |
| WELDER'S HEAD (LEATHER/FABRIC) | TS EN 11611 TS EN 13998 | | | | | | | | | | | | | | | | | | | | | | | x | | | | | | |
| **HEARING-EAR PROTECTORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EARPLUGS (Reusable) | EN 351-352 2 | | | | x | | | | | | | | | | x | x | | | | x | x | x | x | | | | x | x | | |
| EARPLUGS (Single Use) | EN 351-352 2 | | | | x | | | | | | | | | | x | x | | | | x | x | x | x | | | | x | x | | |
| **FACE AND EYE PROTECTORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAFETY EYE GENERAL USE | 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 | x | x |
| SAFETY EYEGOOGLE TYPE FULLY CLOSED | EN 166 | | | | | | x | x | | x | | | | | | | | | | | | | | | | | | | | |
| WELDER's HEAD | EN166,169, 172,175 | | | | | | | | | | | | | | | | | | | | | | | x | | x | | x | | |
| WELDER HAND MASK | EN166,169, 172,175 | | | | | | | | | | | | | | | | | | | | | | | x | | x | | x | | |
| INDUSTRIAL FACE V | EN 166 | | | | | | | | | | | | | | | | | | | x | | | | | x | x | x | x | | |
| ARC PROTECTOR VIIZER | EN 166 ANSI Z87.1 | | | x | | | | | | | | | | | | | | | | | | | | | | | | x | x | |
| **RESPIRATORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DISPOSABLE MASK (FFP2) | EN 149 | | | | | | | x | x | x | | | | | x | x | | | | | x | x | x | | x | x | x | x | | |
| MEDICAL MASK | EN14683 EN22609 EN10993-1 | 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 | x | x |
| **HAND-ARM PROTECTORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FULLY COATED N GLOVES (Maintenance Works/Wet and Oily Environment) | EN 388 | | x | | | x | x | | x | x | | | | | | x | x | x | x | | | | | | | | | | |
| 3/4 COATED N GLOVES (Maintenance Studies/I Low-Fat Environment) | EN 388 | | x | | | x | | | x | x | | | | | | x | x | x | x | x | x | x | x | | | | | | |
| FULLY COATED COTTON N GLOVES (Maintenance Works/Wet and Oily Environment) | EN 388 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MOUNTING ELD (General Use, Dry Environment, Sensitive ) | EN 389 | | x | | x | x | | | | | | | | x | | x | x | x | x | x | x | x | x | | x | | | | |
| MECHANICAL ELD (Assembly, Heavy Duty Gloves) | EN 388 | | | | | | | | | | | | | | | x | x | x | x | | | | | | | | | | | |
| HEAT RESISTANT ELD (Hot Studies) | EN 407 EN 388 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WELDER ELD | EN 407 EN 388 EN 12477 | | | | | | | | | | | | | | | | | | | | | | | x | | x | | x | | |
| ELECTRICIAN ELD | EN 407 EN 388 | | | x | | | | | | | | | | | x | | | | | | | | | | | | | x | | |
| HIGH TENSION | EN 60903 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | x |
| CHEMICAL PRESERVATIVE ELD | EN 388 EN 420 EN 374 | | | | | | | x | | x | | | | | | | | | | | | | | | | | | | | |
| CUT RESISTANT ELD | EN 388 EN 420 | | | | | | | | | | | x | | | | | x | x | x | | | | | | | | | | | |
| HEAT RESISTANT ARMBANDS | EN11611 Class 2 A1 | | | | | | | | | | | | | | | | | | | | | | | x | | x | | | | |
| **FOOT PROTECTORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GENERAL USE PROTECTIVE WORK BOOT | 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 | | |
| ELECTRICIAN WORK BOT | EN 345 | x | x | x | | x | | | | | | | | | x | | | | | | | | | | | | | x | x | |
| PROTECTIVE HV LINE | EN 345 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | x |
| **BODY PROTECTORS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WELDER'S JACKET | TS EN 11611 TS EN 13998 | | | | | | | | | | | | | | | | | | | | | | | x | | x | | x | | |
| DISPOSABLE PROTECTIVE COVERALL | EN 13688 EN 13034 EN 14126 | | | | | | x | x | | x | | | | | | | x | x | x | | | | | | | | | x | | |
| GENERAL BUSINESS CLOTHES (Jacket-Pants) | 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 | x | x |
| HIGH LOOKING VEST | TS EN 471 A1 | | | | | | | | | | | | x | | | | | | | | | | | | | | | | | |
| **WORKING AT HEIGHT FALL ARREST SYSTEMS** | **STANDARD** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARACHUTE T SAFETY BELT | EN 361 EN 358 | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOUBLE ARM LANYAD | EN 355 EN 362 | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RETRACTABLE FALL ARRESTERS | EN 360, CNB 11.060 2008 | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VERTICAL ORDAMASCUS LINES AND FALL ARREST SYSTEMS | EN 353 EN 1891 | | x | | | | | | | | | | | | | | | | | | | | | | | | | | | |

## APPENDIX-16 DANGEROUS GOODS INCIDENT REPORT FORM - ACCIDENT/INCIDENT REPORT FORM

| OYAK MINING METALLURGY | ISDEMIR PORT DANGEROUS GOODS INCIDENTS NOTIFICATION FORM | |
|---|---|---|
| | Document No: İSD.FRM.2413 | Revision No:1 |
| | Effective Date: 27.05.2025 | Page: 1 / 2 |

**1. DATE AND PLACE OF THE EVENT**

DAY:___ MONTH:___ YEAR:_____ TIME: ___.___

**COASTAL FACILITY**
Dock name:
Domain:

**SHIP**
On the dock : ☐ Yes ☐ No Yes then Dock Name: At anchor : ☐ Yes ☐ No
Manoeuvring : ☐ Yes ☐ No
Domain:

Country: _____ City: _____İlçe: _____

**2. DESCRIPTION OF THE EVENT**

☐ Explosion ☐ Technical Error
☐ Fire ☐ Spill
☐ Collision ☐ Other
Additional information on Event
Definition/Description:

_____
_____
_____
_____

Sketch or Photo of the event

**3. CAUSE OF THE INCIDENT**

☐ Technical Error ☐ Other
☐ Operational Reason _____
☐ Improper Loading of the Load _____

**4. METEOROLOGICAL CONDITIONS**

☐ Rainy ☐Foggy ☐ Icy ☐ Storm ☐ Snowy ☐ Thundery

Temperature: ____°C

**5. VESSEL INFORMATION INVOLVED IN THE INCIDENT**

| Vessel Name | Flag | IMO No | Load Quantity | Captain Name Surname |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

## 6. HAZARDOUS MATERIAL INFORMATION INCLUDED IN THE INCIDENT

| UN Number / Proper Transport Name (PSN) | Quantity | Hazard Class / Sub-Hazard Class | Packaging Group | Additional Risks (Marine Pollutant, etc.) | Packaging / Load Carrying Unit / Container Specifications and Number | Sign and Label Details |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |

## 7. DANGEROUS GOODS CARGO RELATED TO THE INCIDENT

| UN Number / Proper Transport Name (PSN) | Producer | Sender | Carrying | Buyer |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |

## 8. CONSEQUENCES OF THE INCIDENT

| | |
|---|---|
| Material Damage / Environmental Damage | ☐ Estimated Loss Level < € 50,000 |
| | ☐ Estimated Loss Level > € 50,000 |
| Number of Casualties | ☐ Dead (Number:_____) |
| | ☐ Wounded (Number:_____) |
| Product Container | ☐ Yes |
| | ☐ No |

## 9. EMERGENCY RESPONSE APPLICATIONS

☐ Stopping the Loading/Unloading/Handling Operation
☐ Removing People from the Scene
☐ Evacuating the Ship from the Dock
☐ Responding to a Fire with a Fire Brigade
☐ Other:_____

| FORM ISSUER (TMGD) | FORM CHECKER (PORT) |
|---|---|
| | |

## APPENDIX-17 INSPECTION RESULTS NOTIFICATION FORM FOR DANGEROUS

T.C.
ULAŞTIRMA, DENİZCİLİK VE HABERLEŞME BAKANLIĞI
Tehlikeli Mal ve Kombine Taşımacılık Düzenleme Genel Müdürlüğü
TEHLİKELİ YÜK TAŞIMA ÜNİTELERİ (CTUs) İÇİN KONTROL SONUÇLARI BİLDİRİM FORMUINSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

| | |
|---|---|
| Yıl/Dönem | ...../..... |
| İlgili Liman Başkanlığı | |
| Kıyı Tesisinin Adı | |

| KONTROL MADDELERİ | Kontrol Edilen (Adet) | Hatalı (Adet) | Kontrol Edilen (%) | Hatalı (%) |
|---|---|---|---|---|
| CTU Levha ve Markaları Uygunluğu | | | | |
| Uygun Olmayan veya Hasarlı Ambalajlar | | | | |
| Ambalajların Etiketleri ve Markaları | | | | |
| Dokumantasyon (Tehlikeli Yük Deklarasyonu) | | | | |
| Uygunsuz veya Hasarlı Taşınabilir Tank veya Kara Tankerleri | | | | |
| CTU/Araç/Konteyner İçi İstif veBağlama | | | | |
| Yükün Segregasyonu (yük ayrım kurallarına uyum) | | | | |
| Emniyetli Konteynerler Sözleşmesi (CSC) Onay Levhası | | | | |
| Kara Tankeri Bağlama Aparatı ve Eklentileri | | | | |

—/—/—

Formu Hazırlayan

Liman İşletmesi veya Liman Başkanlığı

İşbu Bildirim Formu; IMO'nun MSC.1/Circ.1442 sayılı sirküleri ile Tehlikeli Mal ve Kombine Taşımacılık Düzenleme Gn.Md.lüğünün 04.01.2013 tarih ve 80063813/115.01.1099 sayılı yazıları gereğince; paketli tehlikeli yüklerin elleçlendiği liman tesislerince IMDG Koda tabi yük içeren Yük Taşıma Ünitelerinin(CTUs) IMDG koda uygunluğuna ilişkin gerekli denetimler yapılarak üçer aylık periyodun sonunda kıyı tesisinin bağlı olduğu Liman Başkanlıklarına bildirilecektir. Bildirimin yapıldığı Liman Başkanlığınca da Tehlikeli Mal ve Kombine Taşımacılık Genel Müdürlüğüne kontrol sonuçları bildirilecektir.

## LOAD HANDLING UNITS (CTU)