CENAL KARABİGA PORT FACILITY
DANGEROUS CARGO HANDLING GUIDE

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(See the revisions in Revision Page)

ÖZGÜR SURAT
Cenal A.Ş Port Manager

1. REVISION PAGE

Row No	Revision No	Revision content	Revision Date	Revised by	
				Name Surname	Signature
1	1	Elimination of deficiencies in the control of Dangerous Goods Conformity Certificate	01.02.2017	Özgür SURAT	
2	2	Dangerous Goods Operation Responsible Personnel Exchange	30.03.2022	Özgür SURAT	
3	3	20.04.2022 Dangerous Goods application instruction	09.05.2022	Özgür SURAT	
4	4	31.05.2022 Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate	29.06.2022	Özgür SURAT& Gizem TUNÇBİLEK	
5	5	Regulations were made with the recommendations given in the 02.11.2022 audit.	02.11.222	Özgür SURAT& Gizem TUNÇBİLEK	
6	6	Trainings, Marine Pollution Container materials list has been revised and overall reviewed	23.05.2025	Özgür SURAT& Gizem TUNÇBİLEK	

2. CONTENTS

1. İNTRODUCTİON :

When the dangerous goods are handled or stored in entrance of port and port areas, general safety and security must be provided, the goods must be surrounded, all safety measures must be taken for all people in or near port area and the environment must be protected, all these must be controlled.

1.1 General information of facility

FACILITY INFORMATION FORM

1	Name/title of facility operator	CENAL ELEKTRİK ÜRETİM A.Ş		
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	MUALLİM NACİ CADDESİ NO : 69 BEŞİKTAŞ / İST. Phone : 0212 310 33 00 – Fax : 0212 227 52 00 – info@cenal.com.tr		
3	Name of facility	CENAL KARABİGA İSKELESİ		
4	Province of the facility	ÇANAKKALE		
5	Contact Information of facility (address, phone, fax, e-mail and web page)	ZEYTİNLİK MAH. 278. SOKAK NO : 1 KARABİGA / BİGA/ÇANAKKALE Phone : 0286 395 30 00 – Fax : 0286 395 30 29 info@cenal.com.tr		
6	Geographical area of facility	Marmara Region		
7	Port Authority of facility and contact details	Karabiga Port Authority Phone : 0286 354 10 17		
8	Mayor ship of facility and contact details	Karabiga Municipality Phone : 0286 354 18 00		
9	Free Zone or Organized Industrial Zone of facility	NONE		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	08.12.2025		
11	Facility operating status (X)	Own load and add.third party (X)	Own load (….)	Third part (….)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	ÖZGÜR SURAT Phone : 0286 395 30 00 – 0532 668 707 – Fax : 0286 395 30 29 – ozgur.surat@cenal.com.tr		

13	Name and surname of responsible person for dangerous goods operation of facility, contact information information (phone, fax, e-mail)	F.Eren ÇIRACIOĞLU - 0549 807 32 77 Eren.Ciracioglu@cenal.com.tr Serdinç SÜTÇÜ - 0542 593 92 87 Serdinc.Sutcu@cenal.com.tr
14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information information(phone, fax, e-mail)	Gizem TUNÇBİLEK 05452936473 gizem.tuncbilek@ayemis.com
15	Marine coordinates of facility	40° 25' 13"N - 027° 19' 27" E
16	Type of dangerous goods handled in facility (goods under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	"Coal and its derivatives, which are not specified in the International Maritime Solid State Drains Code (IMSBC Code)
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	Coal Bottom ash
18	Classes for cargo handled, subject to IMDG Code	NIL
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Coal Group B (and A) Bottom Ash Group A and B
20	Types of Ship berthing to facility	BULK DRY CARGO AND GENERAL CARGO
21	Facility's distance to main road (kilometer)	3 KM
22	Facility's distance to railway (km) or railway connection (Yes/No)	90 KM
23	Facility's distance to closest airport (km) and its name	110 KM
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	3.600.000 tone / year
25	Scrap handling made/not made in facility	Not made in facility
26	Is there border crossing (Yes/No)	*YES*
27	Is there a bonded areas?(Yes/No)	No

28	Goods Handling equipment and capacity	RAY CRANE-FIELD CRANES AND CONVEYOR SYSTEM
29	Storage tank capacity (m^3)	-
30	Open storage area (m^2)	-
31	Semi-closed storage area (m^2)	-
32	Closed storage area (m^2)	90000m2
33	Determined fumigation and/or decontamination from fumigation area (m^2)	-
34	Name/title of pilotage and towage service provider, contact information	İçdaş Çelik Enerji Tersane Ulaşım San. A.Ş Mahmutbey Mahallesi Dilmenler Caddesi No:20 34218 Bağcılar/İstanbul 0 212 604 04 04
35	Have Security Plan was created? (Yes No)	YES

		Waste Type	Capacity (m^3)
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Sludge Bilge Tank Dewatered Bilge Tank Waste Oil Tank Garbage	50 m3 50 m3 25 m3 30 m3 6 Ton -

37 Characteristics of berth/jetty etc. Areas

Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Min, mum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
1	533 Meter	44,50 Meter	30 Meter	10 Meter	200.000 DWT

The name of the pipeline (in the plant)	*Count (Piece)*	*Length (Meter)*	*Diameter of (İnch)*
Cenal Cooling Water Discharge Line	1 Line	1000 meter	4000 mm.

1.2 Loading/discharge, handling and storage procedures of dangerous goods handled and temporarily stored in shore facilities

There is no collection / discharge, handling, stacking and storage of any hazardous materials subject to the IMDG COD provisions and IMSBC COD provisions at the Port Facility and having a UN Number.

However, it is planned to handle coal (Coal) and Fly Ash, Dry (Fly Ash, Dry) ,Bottom Ash materials that are subject to IMSBC COD provisions in the coastal facility and do not have the UN Number. The guidelines for handling are as follows.

1.2.1 Handling of Hazardous Solid Cargoes Procedure:

1.2.1.1 Purpose:

Other personnel who will be involved in the operation of Dangerous Goods Operation Officers for handling and transporting hazardous solid bulk cargo safely; The safety measures they will take and the principles on which they will apply.

1.2.1.2 Legislation:

A. IMDG-CODE (International Hazardous Substances Code)
B. IMSBC-CODE (International Solid Bulk Load Code)
C. Loading and evacuation of solid bulk cargoes for Terminal Representatives (MSC / CIRC 1160 and amendments 1230, 1356)
D. Lima Dangerous Cargo Handling Principles (MSC / CIRC 1216)
to. Regulation on the Transportation of Dangerous Goods by Sea
F. Guideline on Arrangement of Dangerous Goods Conformity Certificate

1.2.1.3 Basis for Operation of Hazardous Solid Bulk Cargoes:

a. The handling of hazardous solid bulk cargoes at the port facility is carried out by the amphibious operations related to the loading and unloading
F.Eren ÇIRACIOĞLU and Serdinç SÜTÇÜ is responsible and his job descriptions are stated in ANNEX-19.

b. The following matters shall be fulfilled in terms of the safety of port facilities, employees and vessels in port in cases such as the handling of dangerous cargoes coming to Liman, temporary suspension of port, sorting and sorting, storage.

(1) A coordination meeting shall be held at least 1 day before the arrival of the dangerous cargo at the port facility.

(2) This meeting will be attended by Operations, Field Planning, Health Safety Environment, TMGD and other interested parties. (The decision to conduct this meeting for routine cargo handling hazardous loads accepted by the Liman may be given by Operation or HSE / TMGD)

(3) At the coordination meeting; The following items regarding the dangerous cargoes to be accepted in Lima will be discussed in the scope of IMDG COD documents and the acceptance / rejection of the material or the removal of managerial decision will be discussed.

A) Risk from dangerous load,
B) Interference with dangerous cargoes present in the port,
C) Interaction with the cargoes planned to be accepted in the near future,
D) Stacking conditions,
E) Decomposition conditions,
F) the need for materials and equipment due to the urgent intervention,
G) Adequacy of emergency response teams,
H) Interaction from neighboring facilities

c. If the decision is made to accept the dangerous load, the management, operation, storage, security, emergency response units will be informed and the preparation and acceptance process will be started.

d. Port acceptance If the information of the Harbor Master is needed, the Harbor Master will be notified in writing to the Harbor Master with the grounds.

e. MSDS (Material Safety Data Sheet) of the material will be provided before handling, IMDG-code and IMSBC-code will be examined and the precautions to be taken in case of fire and leakage of dangerous material will be determined and ready to be used at any time on the scaffolding where they are handled.

f. According to the possible hazards for emergency first aid, the relevant tables and annexes of the MFAG in will be prepared.

g. The protective clothing to be used in the event of an accident or in case of an accident will be determined in accordance with the load type and the use will be made available.

h. Measuring devices/modules shall be available to ensure proper measurement by determining the gases to be inadequate in terms of dust emissions, toxic flammable vapor emissions and oxygen according to the specifications of the hazardous substance being handled.

i. All personnel (including car / truck operators) who will take part in the handling before the start of the handling will be informed about the hazards of the hazardous material and warning signs indicating the danger to the areas handled will be posted.

j. The control of the existing alarm system and the camera system which will be in control and recording will be done.

k. The Hazardous Matter will be checked to ensure that it does not interfere with the means of transport to leave the port as soon as possible.

l. Before handling, the details of the evacuation / loading plan with the ship's captain will be discussed, confirmation of whether there is any previous burdens or other dangerous cargoes that need to be separated in the warehouses, and whether the captain or the ship's personnel are the foundation of the danger of the dangerous cargo being handed over.

m. In order to prevent the burden from being poured into the sea and pier during the evacuation / evacuation, necessary precautions shall be taken with the fixed / mobile systems, the operators shall be warned about the handling and if the accidental hazardous material is poured into the scaffold, the personnel shall be assigned immediately for proper collection.

n. It will be ensured that the dangerous substance is transported by means of appropriate labels and plates and equipment fitted with the necessary equipment.

o. Handling of dangerous solid bulk cargoes will be carried out within the framework of the relevant legislation related to loading / unloading.

1.2.2 General Points to Consider When Driving, Handling and Storing Dangerous Solid Bulk Cargoes:

The hazards of Hazardous Solid Bulk Cargoes to be handled at the Port Facility are indicated in the relevant MSDS, IMSBC CODE and IMDG CODE books. However, irrespective of the nature of the dangerous cargoes, measures for the following hazards will be taken for each dangerous cargo.

1.2.2.1 ***Emissions of Hazardous Dusts:***

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

Personal washing and hygiene will be notified to all employees who need to be washed after the handling of dangerous goods. Appropriate protective clothing, depending on the type of skin being handled during handling, will be provided to employees by providing respiratory protection and protective creams when needed.

1.2.2.2 Hazardous Steam Emissions / Oxygen Inadequacy :

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

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

Except in an emergency situation; Nobody will be introduced into a covered area where dangerous bulk solids burdened with such toxic or flammable vapor are

deposited or oxygen is inadequate unless the atmosphere in the area is determined to be dangerous for human health or safety. If it is necessary to enter this area during an emergency, an individual breathing apparatus shall be used in accordance with enclosed area entry procedures.

1.2.2.3 Explosive Powder Emissions :

All necessary applicable measures shall be taken to minimize the effects of the detonation when dangerous solid bulk loads, which may be responsible for the explosion in connection with the detonation, are transported or transported, to prevent such explosions and to occur.

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

1.2.2.4 Simultaneously flammable substances and substances which react with water :

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

1.2.2.5 Oxidizing Substances :

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

1.2.2.6 Ineligible Materials :

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

1.2.3 Considerations to be Taken into Consideration in the Collection / Evacuation, Handling and Storage of Contaminants According to IMSBC Code :

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

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

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

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

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

SLIP ANGLE	BULK DENSITY (kg / m³)	STATISTIC FACTOR (m³ / t)
Not Available	654-1256	0.79-1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
50 mm. It can go up	HMB	B (and A)

1.2.3.1 Hazards:

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

1.2.3.2 Stacking and Separation Conditions:

The ship captain/officer must agree with the following ;

• Unless otherwise expressly stated, the walls of the cargo volume carried by this burden will be resistant to fire and liquid leaks.

• This load is included in class 1 (part 1.4), 2, 3, 4 and 5 and shall be "segregated" from the packaged products and Class 4 and 5.1 solid bulk materials.

• Products included in Class 5.1 shall not be allowed to be packed or loaded in volumes above or below this weight in solid bulk.

• The captain will ensure that this burden is not loaded adjacent to hot areas.

• This load shall be "Separated by a full compartment or barrel in the longitudinal direction" from Class 1 products other than Section 1.4.

• At the time of loading, the loader or the agent appointed shall give written notice of the characteristics of the Load and the recommended safe handling procedures for loading and

loading. This written statement shall specify, at a minimum, the contract specifications in terms of percent moisture, sulfur content and material dimensions, and in particular the presence or absence of methane extraction or the possibility of self-heating.

• At the time of loading, the master has fulfilled the following conditions ;

o All load volumes and bilge wells will be clean and dry. All waste materials, including removable cargo bays in cargo volumes, or residues from the previous cargo will be cleaned.

o All electrical cabling and components in the load volumes and adjacent enclosed spaces shall be intact. Such electrical wiring and components shall be of a safe type suitable for use in a flammable and / or dusty atmosphere or shall be positively insulated. This clause does not need to be applied in machinery spaces which are separated from the cargo volume of the provisions of this clause by gaskets and which have no direct access between them.

o The ship shall have the appropriate equipment for the measurement without the need to enter the load volume of the following values and ensure that the equipment is in operation during the cruise ;

- ✓ The concentration of methane in the environment,
- ✓ The oxygen concentration in the environment,
- ✓ The concentration of carbon monoxide in the environment,
- ✓ pH value of samples taken from the load volume cylinder

o These tools will be regularly serviced and calibrated. The ship's personnel will be trained to use such tools.

o It is advisable to have equipment capable of monitoring at a temperature range of 0°c to 100°c so that the load temperature can be measured during loading and during the run without requiring the load temperature to be entered into the load volume.

o Smoking and smoking in the load volumes and adjacent spaces shall not be permitted and the necessary warning signs shall be affixed to the visible places. No burning, open flame welding, cutting and the like operations will be permitted in the vicinity of and in the vicinity of the cargo volumes containing these cargoes. It is to be ensured that such operations can be carried out by ventilation of the volumes and methane measurements to ensure that the operations can be carried out safely.

o Before the opening of the gas pockets in the cargo and the penetration of air into the briquette, the cargo surface will be flattened to the wall of the cargo volume. The lids opening to the load volume will be sealed airtight enough. The installer will provide the cooperation that will require the captain of the loading terminal.

o In all load volumes, concentrations of methane, oxygen and carbon monoxide will be monitored regularly in the space above the load. Follow-up results will be recorded. The frequency of the tank will be determined according to the information provided by the loader and the information obtained from the analysis of the atmosphere in the load volume.

o As far as no information is expressly stated otherwise, this gravel stone will be ventilated from the surface for the first 24 hours after leaving the loading port in all cargo volumes. During this time, the atmosphere in the load volumes will be monitored once per sampling point, per load volume, and the ventilation will be stopped before a suitable period of gas measurement.

o If the methane concentrations have fallen to an acceptable level within 24 hours after leaving the port, the ventilation openings will be closed and the atmosphere in the load volumes will be monitored. If the methane concentrations have not fallen to an acceptable level within 24 hours of leaving the port, ventilation will continue from the surface and the atmosphere in the load volumes will be monitored except for the intervals to be provided before the measurements. Methane concentrations for this application will continue to an acceptable level. In both cases, the atmosphere in the load volumes will be monitored daily.

o If high concentrations of methane are observed in successive measurements in unloaded cargo volumes, special precautions shall be taken for methane extraction coals.

o It is possible that the captain will ensure that the gases that can be emitted from this carbide do not accumulate in enclosed volumes adjacent to the holds.

o Captain cellars, workshops, corridors, tunnels, etc. will ensure that methane, oxygen and carbon monoxide gases are regularly monitored in closed working spaces such as Sufficient ventilation shall be provided in such volumes.

o Regular warehouse bilge tests will be systematically carried out during these cargo movements. If the pH measurements indicate that there is a risk of corrosion, the scintillators will often be evacuated by the pump to prevent possible accumulation of acid on tank tanks and bilge systems during voyage.

o The captain will notify the installer of such differences if the load behaves differently than specified in the load information during the flight. The issuance of such reports allows the uploader to keep records of the behavior of this burden and to allow the information provided to the ship's captains to be observed in the light of experience in transport.

1.2.3.3 Measures against ventilation conditions:

The following procedures for ship in the IMSBC Code will also be considered by the port facility during cargo handling or temporary storage.

If the moisture content is higher than the TML (Portable Maximum Moisture) value, the following conditions will be fulfilled if it is not a special ship intended for this purpose in the event of a risk of liquefaction during the journey ;

• The moisture content of the load during the voyage will be kept below the TML value;

• Unless explicitly stated otherwise, in wet weather conditions the load will not be handled;

• Unless otherwise expressly stated, all unused service / hatch covers of the load volumes to which the load is to be loaded or to be loaded shall be closed during handling of the load;

• The load can be handled in rainy weather conditions, provided that the measured moisture content is below any rainfall, even if the expected increase is too low to exceed the TML value,

• The cargo can be discharged in rainy weather conditions, provided that the entire load at a given cargo volume is discharged to the same port.

1.2.3.4 Loading :

Load leveling shall be carried out according to the conditions specified in the 'Safety Assessment for Shipment of Goods' and 'Contracting Procedures' specified in the IMSBC Code.

If the load level is not leveled uniformly, vertical cracks going into the burden of the coal may allow oxygen circulation and reveal the possibility of self-heating.

1.2.3.5 Precautions :

In the event of a fire, leave the fire unattended. Airlessness may be sufficient to control the fire.

Do not use water.

The use of CO_2 or inert gas should not be used until the fire is visible.

Take the expert opinion and consider the closest and appropriate lima orientation option.

1.2.4 Fly Ash (Dry) according to IMSBC Code General Considerations for Loading/ Unloading, Handling and Storage :

Fly ash is light, very fine grained and dusty waste which is the product of coal and oil-fired thermal power plants. Calcine is different from pyrite, it should not be confused with it.

SLIP ANGLE	BULK DENSITY (kg / m³)	STATISTIC FACTOR (m³ / t)
Not Available	794	1,26
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
Not Available	Not Available	C

1.2.4.1 Danger :

It may slip when ventilated. This load is not the igniter or the risk of fire is low.

1.2.4.2 Stacking and Separation Conditions :

"Separate" from foodstuffs.

1.2.4.3 Precautions against weather conditions :

This load will be kept as dry as possible. This cargo will not be handled in rainy weather conditions. During the handling of this burden, all unused service / hatch covers shall be kept closed in the load volumes to which this load is to be loaded or loaded.

1.2.4.4 Loading :

Load leveling shall be carried out in accordance with the requirements set out in the 'Safety Assessment for Shipment of Ships' and 'Charging Procedures' specified in the IMSBC Code. The ships carrying this cargo will not leave the port until the loading of the cargo is completed.

1.2.4.5 Precautions :

Care will be taken to protect equipment against load dust. Persons who may be exposed to load dust will wear dust-proof masks to wear protective goggles or equivalent protection for the eyes.

2. RESPONSIBILITIES

All measures for safe and secure transport without any harm to environment, preventing accidents and reduce the damage all the way when the accident happens will be taken in our facility, the responsible authorities for these and their responsibilities are as follows.

2.1 Responsibilities of those responsible for goods:

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

b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

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

2.2 Responsibilities of Carrier:

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

b) Controls the compliance of the dangerous goodsclassified,packaged,marked, labeled and plated by the cargo person with the legislation.

c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.3 Responsibilities of the Coastal Facility Operator:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

n) It ensures the transportation of Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage, out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

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

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

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

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

2.4 Responsiable of Ships master

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

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

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

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

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

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

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

h) Notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship approaching the coastal facility and the measures taken for it.
i) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to be transported.
j) Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
k) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
l) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
m) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.
n) It provides the requirements regarding the loading safety of the loads loaded on the ships.
o) Not to go out of the area allocated to him, not to anchor, not to approach the pier and pier without the permission of the port authority
p) To apply all rules and precautions during navigation, maneuvering, anchoring, berthing and departures in order for the ship to carry the dangerous cargo safely.
q) To provide safe entry and exit between the ship and the pier.
r) Informing the personnel about the practices, safety procedures, emergency measures and response methods regarding the Dangerous Goods on board.
s) To keep up-to-date lists of all dangerous goods on board and to declare them to the relevant parties.
t) Taking the necessary safety measures for Dangerous Goods that do not comply with the rules, are unsafe, pose a risk to the ship, people or the environment, and inform the port authority of the situation.
u) Notifying the port authority of the dangerous cargo accidents occurring on the ship.
v) To provide the necessary support and cooperation in the controls carried out by the official authorities on the ship.

2.5 Responsibilities of Dangerous Goods Safety Advisor:

- To monitor compliance with the requirements for the transport of dangerous goods.
- To offer suggestions to the coastal facility regarding the transportation of Dangerous Goods.
- TMGDs, which are authorized within the scope of the IMDG Code, prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve, as determined in this Regulation, and notify this report to the Administration.
- To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of Dangerous Goods (Annual reports are kept for 5 years and submitted to the administration upon request).
- To control the following practices and methods;
- Procedures for controlling that Dangerous Goods arriving at the facility are properly identified, correct shipping names are used, certified, packaged/packaged, labeled and declared, loaded and transported safely in approved and legal packaging, container or cargo transport unit, and reporting control results .
- Loading/discharging procedure for handled and temporarily stored dangerous goods,
- Whether the coastal facility takes into account the special requirements regarding the Dangerous Goods carried while purchasing the transport vehicles for the handled dangerous goods,
- Control methods of equipment used in the transport, loading and unloading of Dangerous Goods,
- Whether the shore facility employees have received appropriate training, including the changes made in the legislation, and whether these training records have been kept,
- The suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading or unloading of Dangerous Goods,
- Compliance of reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of Dangerous Goods,
- Determination of the necessary measures against the reoccurrence of accidents, incidents or serious violations and evaluation of the implementation,

- To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of Dangerous Goods are taken into account,
- Determining whether the employees in the transportation, handling, storage and loading/unloading of Dangerous Goods have detailed information about the operational procedures and instructions.
- Appropriateness of the measures taken to be prepared for risks during the transportation, handling, storage and loading/unloading of Dangerous Goods
- Procedures regarding all mandatory documents, information and documents related to Dangerous Goods.
- Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of the ships carrying Dangerous Goods to the shore facility day and night.
- Procedures for additional measures to be taken according to seasonal conditions for loading and unloading of Dangerous Goods.
- Procedures for fumigation, gas measurement and degassing operations. Procedures for keeping records and statistics of Dangerous Goods,
- The accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,
- Compliance of the regulations for the first interventions to be made for the accidents involving Dangerous Goods,
- Procedures for handling and disposal of damaged dangerous cargoes and wastes contaminated by dangerous cargoes,
- Information on personal protective clothing and procedures for using them.

2.6 Responsibilities of third party, cargo/ship agency, etc. engaged in shore facility

To train the personnel who will do business in the coastal facility, the trainings specified in the Regulations of the Ministry of Maritime Affairs and Communications.

Complying with the requirements of IMDG Code in shore facility.

Complying with Dangerous Goods Guide and the procedures related to Dangerous Goods issued by shore facility.

Reporting to the facility authorities when determining any nonconformity about handling, transporting and storing dangerous goods in shore facility.

Sending shore facility operator and Administration, the form (MSDS) which is an important part for eliminating the risks against Worker's Health and Occupational Safety and prepared to inform the user accurately and sufficiently and involves danger and risks about dangerous goods during using and storing dangerous goods.

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

3.1 Rules to be followed by Shore Facility Operators:

Shore facility operator having Dangerous Goods Compliance Certificate shall follow the following rules.

3.1.1 Shore facility operators should provide transportation of the dangerous goods out of the facility as soon as possible without waiting in port field, if the goods cannot be stored in the field they are discharged in berth or jetty.

3.1.2 Dangerous goods should be packed properly and involve information regarding definition of dangerous goods, risk and safety measures on the packages.

3.1.3 Shore facility personnel, seamen and other responsible people for goods should wear protective clothing suitable for physical and chemical features of goods during loading, discharging and storing.

3.1.4 People who fight against fire in handling field of dangerous goods are equipped with fireman's outfit, having fire extinguisher, first aid units and tools ready to be used at any moment.

3.1.5 Shore facility operators prepare emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergencies, submit to port authority for approval.

3.1.6 Shore facility operators are responsible to take fire, safety and security measures.

3.1.7 Shore facility operators announce issues stated in this article after taking approval from port authority to the people engaged in.

3.1.8 Does not permit personnel who do not have the necessary training and certification in accordance with the Training and Authorization Regulation under the International Code of Dangerous Loads Carried by Sea, to enter and operate hazardous cargo operations and areas where these operations are conducted.

3.2 Measures to be taken by Shore facility Operators:

The measures taken in our facility regarding the rules specified in Article 11 of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" and Article 19 of the "Ports Regulation" specified by the Administration are as follows.

3.2.1 Berths, jetty, storages and warehouses designated for explosive, combustible, flammable and other dangerous goods:

3.2.1.1 Berths and jetty designated for loading and discharging the ships which transport dangerous goods:

On the shore facility we can approach all kinds of vessels on both sides of the pier that match the size and draft. The features are as below.

Pier No	Length (meters)	Width (meters)	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnage and size to berth (DWT or GRT - meter)
1	533	44,50	30	10	200.000 DWT

In our facility, ship acceptance is done day and night.

3.2.1.2 Storages and Warehouses designated for Dangerous Goods :

Hazardous substances are stored in the coastal resort.

3.2.2 Equipment and Installations of Dangerous Goods Handling:

The hazardous materials coming to our coastal facilities are provided with mobile cranes for loading / unloading.

2 pieces (LIEBHERR-LPS600) Rail cranes (1600 tons / hour)

3.2.3 Dangerous substances, scaffolds or storage area where unloading operations will be not be achieved at the dock.

The dangerous goods handled in the coastal facilities were planned to be taken out of the coastal premises as soon as possible without having to wait on the land vehicles to be transported directly from the ship and / or by loading the conveyor (with 3000 ton / hour capacity).

3.2.4 Information on hazardous materials packings and packaging and risk and safety precautions:

Packaging is not done in our coastal facility.

3.2.5 Protective clothing of shore facility personnel in charge of handling dangerous goods, seamen and other authorized people for goods during loading, discharging and storing :

- Protective helmets,
- Trousers,
- Dust mask,
- T-shirts,
- Reflective vest,
- Work Shoes,
- Glove.

3.2.6 Teams in charge of fighting against fire during handling dangerous goods; equipment, fire extinguishing system and first aid units of the teams:

List of people in charge of fighting against fire in our shore facility and their duties, fire extinguishing systems and first aid teams and duties of the team are the same as “Emergency Action Plan”.

Fire-fighting team in our shore facility is equipped with fire-fighting equipment, having fire- extinguishing and first aid units ready to use at any moment.

Information on fire protection systems in our offshore installation is as in the Hazardous Substances Directive Article 8.10, 8.11, 8.12 and in the "Hazardous Material Emergency Plan".

3.2.7 Shore facility operators, preparing emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergency:

The emergency evacuation procedure for removal of ships and marine vessels from coastal installations in an emergency is as in ANNEX-23.

3.2.8 Coast to be taken by plant operators, fire, issues related to security and safety measures:

Our facility measures taken in relation to the fire is the same as "Emergency Action Plan".

Measures taken regarding safety in our facilities, prepared under the ISPS Code is the same as "Port Facility Security Plan".

Issues related to our facility security measures taken "Dangerous Book" is the same as in Article 9.

3.2.9 Required training and certificates according to Training and Authorization Regulation under International Maritime Dangerous Goods published in 11/2/2012 dated and 28201 numbered Official Gazette:

Personnel involved in the hazardous cargo handling operation have received the "General Awareness Training, Occupational Training, Safety Training" and have the necessary certifications according to the subject matter regulation.

3.3 Facility Loading Safety Rules:

a) When the port authority sees any risk during the handling operation at the coastal facility, the work is stopped and not started until the risk is eliminated.

b) In order to ensure that the cargoes are loaded safely on the ship, the provisions of the BLU Code and BLU Manual, the Safe Code of Practice for Load Stacking and Safety (CSS Code) and the Code of Practice for Packing Cargo Transport Units (CTU Code) should be followed.

c) Stacking of the cargo should be done in accordance with the relevant legislation and international agreements we are a party to.

d) The ship cannot be loaded more than the loading limit considering the loading limit brand

e) Loading-unloading plan before the handling operation and the results of the draft survey or weighbridge survey should be submitted to the port authority by the ship owner to determine the amount of loaded cargo before the ship takes off.

f) Precautions should be taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).

g) It should be ensured that the load and ballast water patterns are monitored throughout the loading or unloading operation so that the ship's structure is not subjected to excessive stress.

h) Care is taken to ensure that the ship is free of heel, but if a tilt (rolling) is required during loading, it can be ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading must be ensured in accordance with the approved stability boucle.

i) In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped until the conditions improve.

j) In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with properties that may damage other cargoes should be loaded in accordance with the separation rules.

3.4 Rules Regarding Cargoes Covered by the IMSBC Code:

a) (According to SOLAS Chapter VII Part A Rule 7.2.1, the use of “bulk cargo shipping name” is mandatory in all documents related to the transportation of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.

b) Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2

c) In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded on the ship. For ships within the scope of SOLAS Chapter XII Regulation 6, all solid bulk cargoes with densities between 1,250 kg/m3 and 1,780 kg/m3 must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m3 and above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017).

d) Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at the shore facility and to be transported on board:

• The transportable maximum humidity (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, which are issued by the authorized institutions by the authorized administration of the port, are delivered to the ship related parties by the cargo person. TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO / IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is kept by the relevant port authority and coastal facility.
• Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value higher than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.
• TML test is carried out within six months prior to the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.
• Sampling and testing for the MC test of Group A cargo should be as close as possible to the date the cargo is loaded onto the ship, never more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

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

f) The procedures of the General Directorate of Maritime Affairs regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code should be followed.

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS

4.1 Classes of Dangerous Goods :

Classification of our port handling hazardous substances must be in accordance with the provisions of the IMDG Code. Principles and criteria of classification of dangerous substances in the IMDG Code and Part 2 nd located in Section 5 of this document describes in detail the In the Handbook on Dangerous Goods. Both transactions will not be classified as hazardous materials. Port enterprises are not reported to the appropriate, all expenses related to the payment of compensation for dangerous goods cargo incorrect or incomplete reported.

4.2 Packages and Packaging of Hazardous Substances :

Our port package and packaging of hazardous substances must be handled in accordance with the IMDG Code and related regulations. requirements regarding packaging and packaging of hazardous substances in the IMDG Code and sections 4 and 6 of this document describes in detail the Department of Hazardous Substances located in the guide 5. unpackaged process will be made as necessary to hazardous substances. Convenient and all costs associated with non-approved packaging is recourse to the respective load.

Packed cargoes are not handled and packaged in our port facility.

4.3 Placards, plates, brands and labels related to the dangerous goods handled in our shore facility are as follows.

Handling of hazardous substances in our port plate, brands and labels must be in accordance with the IMDG Code and other relevant legislation. plate for hazardous substances, sheets, brand labels IMDG Code and the provisions of section 5 of this document and are described in detail in Section located at 5 Hazardous guide. As needed not marked, labeled, plating process will be made not to dangerous substances and cargo transport unit. All costs incurred for this type of hazardous substances is recourse to the respective load.

In our port facility, packed cargoes are not handled, branded and labeled.

4.4 Marks and packaging groups of dangerous goods:

Sign of our port handling hazardous materials and packaging groups must be in accordance with the IMDG Code and other relevant legislation. Marking and packaging group relating to hazardous substances in the IMDG Code and section 2 nd and 5 th "Dangerous Substances list" is described in detail. not marked as required and to process hazardous substances are not assigned to packing group is made. All costs incurred for this type of hazardous substances is recourse to the respective load.

Packed cargoes are not handled and marked in our port facility.

Coastal Handled our facility belonging to the Hazardous Materials and Packaging Signs Groups

Packed dangerous cargo is not handled at our coastal facility.

4.5 Segregation tables of dangerous goods aboard ship and port according to classes:

Our port stacking and sorting procedures for handling hazardous materials on board according to the classes must be in compliance with the IMDG Code and other relevant legislation. board stacking and sorting procedures regarding dangerous substances, Article 7 of the IMDG Code are described in detail in the section. To comply with the provisions of this sequence is the responsibility of the ship's captain and distinction.

Dangerous Substances in Port There is no succession is being handled as suphal.

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

According to the classes of dangerous goods handled at our port, the methods of stacking and sorting on the ship must comply with the provisions of the IMDG Code and other relevant legislation. Stacking and sorting methods on the ship for dangerous goods are explained in detail in the 7th part of the IMDG Code. It is the captain's responsibility to comply with these stowage and separation provisions.

5. MANUAL FOR DANGEROUS CARGOES HANDLED ON SHORE FACILITY

Port facility which carries out loading/discharge, handling and temporarily storing of dangerous goods, contributes to make the activities in a safe condition;

- Dangerous goods classes,
- Dangerous goods packages,
- Packaging,
- Labels,
- Marking and packaging groups,
- Segregation tables for dangerous goods on board and port according to classes,
- Segregation distance of dangerous goods in sheds storages,
- Segregation terms,
- Dangerous goods documents,
- Dangerous goods emergency response action flowchart,

Are the same as in Dangerous Goods Manual Annex-10.

6. OPERATIONAL ISSUES

6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition:

- Ships transporting dangerous goods will be gone alongside to port berths by pilotage and tugboats preferably during day, during night if allowed by Port authority, in accordance with Port Regulations.
- Harbor Pilot will be informed about the dangerous goods aboard ship before maneuver.
- Positions of ship transporting dangerous goods must be considered, berthing must be planned after removal of ship in case of risk.
- In the event that practice of Master for mooring is deemed unsafe for port, it should be requested from Master to connect the ship by extra ropes.
- In case of unfavorable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage.
- Anchorage sites are different for the ships transporting dangerous goods; ship can wait in the anchorage sites designated for them.

6.2 Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions.

- Seasonal conditions must be considered for loading and discharging of the dangerous goods. Handling flammable, combustible, explosive goods should be postponed or stopped at extreme heat, extreme cold, extreme rainy and weather with unfavorable sight conditions, lighting and weather with electric power load.
- If loading/discharging in unfavorable conditions have to be continued or in mandatory conditions; fire, fire department, emergency response teams must be kept in order to response to unwanted conditions as soon as possible.
- In case of continuity of similar conditions, measures, such as the workers must be elected from the experienced ones, resting periods must be planned frequently in extremely hard working situation, increase the lighting, etc. must be provided.

6.3 Procedures for keeping away flammable, combustible and explosive materials from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in area of dangerous goods handling, stowing and storing are made.

- Berthed in the state, with load deck and the point of smoking in dangerous cargo vessels carrying hazardous cargo coast of storage space, lighting a fire, it is forbidden to work as welding sparks.
- Flammable materials are kept away from spark-forming process and can not be operated cargo handling dangerous tools or instruments that make up the field of spark.
- In dangerous cargo fields, while handling dangerous goods, working with especially flammable, combustible and explosive ;
  - Not doing hot work (welding, cutting, etc), technical safety measures must be taken in case of mandatory cases,
  - Ex proof hand tools must be used,
  - Working with experienced personnel,
  - Relevant units must be informed before work,
  - Briefing will be given to the personnel working in the field,
  - Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use.
  - Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use.
- The personnel working in Hot Work must wear necessary protective clothing and equipment, closed circuit breathing apparatus when required.
- Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working.
- Also "Directive on Regulating Hazardous Substances Certificate of Conformity" ANNEX-10 should be the fulfillment of specified requirements. The Hot Processing Procedure of our facility is the same as in Annex-22.

6.4 Procedures for fumigation, gas measuring and degassing.

Fumigation in the Port Facility, Gas Measurement and degassing operations and processes involving fumigation are not carried out.

7. DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures related to all required documents, information and papers, their provision and control by the authorities.

7.1.1 The following documents related to Dangerous Goods are kept by Shore facility livingly.

- SOLAS 1974
- IMDG CODE Volume 1, 2 and ANNEX Book
- IMSBC CODE, International Maritime Solid Bulk Cargoes Code
- MSC.1 / CIRC 1216, Revised Recommendations on the Safely Moving of Hazardous Materials in Port Areas and Related Activities

7.1.2 In order to handle the dangerous goods transported to facility in a safe condition and to take the required measures, Shore facility needs documents sent prior. The documents are as follows:

I. Dangerous Freight Notification Certificate
Ii. MSDS (Material Safety Data Sheet)
Iii. Documents Required on Board
Iv. Other Required Documents and Information

7.1.2.1 Dangerous Goods Transport Document:

Transport documents prepared by shipper, shall include “Signed Certificate or Dangerous Goods Transport Document” indicating that the consignment to be transported is properly packaged, marked and labelled and in proper condition for carriage in accordance with the applicable regulations.

Ships and sea vehicles transporting dangerous goods should present transport document involving the detailed information about the goods at least twenty four hours before entering the port administrative field; if the ship's and sea vehicle's journey time till port field is less than 24 hours, they will present them after departing from shore facility, to the Port authority in written for by responsible.

In case of failure to comply with reporting obligation or reporting does not involve correct information, administrative procedures can be made against the person who reports and they could lose their berthing, departing, passing order, if any.

When the dangerous goods transport document is given to a carrier by EDP (electronic data processing) or EDI (electronic data interchange), the shipper shall be able to produce the information without delay as a paper document, with the information in the sequence required by this chapter.

Dangerous Goods Transport Document can be in any form providing involving all information stated in Division 5.4 of IMDG Code.

7.1.2.2 MSDS (Material Safety Data Sheet)

Port The Material Safety Data Sheets prepared to provide effective control and effective supervision of the hazardous substances that may cause harmful effects on the human health and environment will be sent by the sender before the handling of the hazardous material and will be kept available at all times during the loading / unloading and handling of the material.

7.1.2.3 Documents to be found on board

Each ship transporting dangerous goods and marine pollutants on board shall have a special list, manifest or stowage plan regarding names and locations of dangerous goods and marine pollutants. This special list and manifest are based on documents and certificates requested in IMDG Code.

A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants, may be used in place of such special list or manifest.

For consignments of dangerous goods, appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods in transport. The information shall be available away from packages containing the dangerous goods and immediately accessible in the occurrence of an incident. Information used in emergency response will be in the following documents:

- In a special list, manifest or dangerous goods declaration;
- In a separate document such as a safety data sheet;

- In separate documents such as Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and Emergency Response Procedures for Ships Carrying Dangerous Goods (ES Guide) for use in conjunction with the transport documents.

- • The transportable maximum humidity (TML) certificate of the cargo and the moisture content (MC) certificate or statement of the cargo, issued by the institutions authorized by the authorized administration of the loading port of Group A (and Group A and B) cargoes within the scope of the IMSBC Code

- Procedures for sampling, testing and controlling moisture content are prepared by the ship's person taking into account the provisions of the IMSBC Code to ensure that the MC value is less than TML while the cargo is on board. The approval of these procedures and their implementation are controlled by the port authority. Document stating that the procedure has been approved

7.1.2.4 Other required information and documents

In certain circumstances, special certificates or other documents are required as follows:

- A weathering certificate; as required in some entries of the Dangerous Goods List;
- A certificate exempting a substance, material or article from provisions of the IMDG Code (such as, see individual entries such as charcoal, fishmeal, seedcake);
- For new self-reactive substances and organic peroxides or new formulation of currently assigned self-reactive substances and organic peroxides, a statement by the competent authority of the country of origin of the approved classification and conditions of transport.

7.1.2.5 Multimodal Dangerous Goods Form

Multimodal Dangerous Goods Form is a form which is used as a combined dangerous goods declaration regarding transportation of dangerous goods in multiple modes and container packing certificate.

Example of Multimodal Dangerous Goods is in Annex-18.

7.2 Procedures for proper and full keeping updated list of dangerous goods in shore facility area and other information:

Port facility is obliged to submit the information about class, quantity, emergency response methods and locations of all dangerous goods in port facility, to the authorities upon request at any time.

Operation Department will keep the records involving the following information of the dangerous goods handled in our port.

- UN Number,
- PSN name (Proper Shipping Name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine Pollutant feature,
- Consignee,
- Shipper,
- Container / Packing number,
- Seal number,
- Additional Information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field
- Duration of stay in Port

This information is kept under computer or file as only reached by authorized personnel, shown upon request.

Port facility keeps the updated records of dangerous goods about class, quantity, which have been handled throughout the year by the port and notifies them to Port authority in 3 months period.

7.3 Procedures for control of proper identification of dangerous goods in the facility, using proper shipping names, certificating, packaging/packed, labeling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control.

Planning department checks the accuracy of the following information on dangerous goods documents issued by the shipper in coordination with operation about the dangerous goods to be received to port;

- UN Number,
- PSN name (Proper Shipping name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing Group (I; II; III)
- Marine Pollutant feature,
- Container / packing number,
- Seal number,
- Additional information (Ignition temperature, viscosity, etc.)

- Storage Location in Port Field,

This information is delivered to the tally clerk, Field Supervisors, Storage officers, HSE and to the staff who requires knowing the information, by sending upon terminals/documents, so the control of dangerous goods is provided.

In the event that information from operation conflicts with information of goods, operation shall be informed immediately, shipper is directed to confirm the information dangerous goods cargo/vehicle/container, correct the deficient and wrong label marks if any.

7.4 Procedures for obtaining and keeping dangerous goods safety information form(MSDS).

Dangerous Goods Safety Information Form (SDS) involving the following information is required for dangerous goods transported by all modes of transportation (Road, rail, air and marine) according to our national law since 1 January 2014.

- UN number,
- PSN (Proper shipping name,) (required for marine transport.)
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine pollutant feature,
- Tunnel Restriction Code (required for road transport.)

In port, there is a check to control this document together with the dangerous goods to be received.

7.5 Procedures for keeping records and statistics of dangerous goods.

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

Statistical evaluation from records of dangerous goods handled in our port annually is prepared by trade, operation departments.

Monthly inventory and control reports of dangerous goods stored in the port are issued by operation department and submitted to the Management.

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

7.6 Information on Quality Management System:

Since the construction phase of our business, the concept of QUALITY has been our first priority for all processes in our facility.

CENAL Electricity Production Inc. As a stakeholder of our Integrated Quality Management System studies, which we started in 2019, we matured the ISO 9001 Quality Management System practices, again in the last quarter of the same year, and documented them through the Turkish Standards Institute (TSE).

In order to maintain and further our success in the sector, within the framework of legal and other requirements;

For all these, we aim to continuously improve and maintain Quality Management Systems.

• To comply with all legal and other requirements related to quality,

• To have the awareness of protecting quality, to provide satisfaction in our production and after-services in this regard,

• To comply with the logic of continuous control and improvement in the products produced,

• To carry out quality and timely productions in accordance with the standards, by closely following the technological developments and legal regulations, by complying with the management system conditions,

• To eliminate process hazards and to determine the required quality and to ensure that necessary studies are carried out to reduce high risks,

• To ensure the active role and participation of our employees and employee representatives in our entire organizational system,

• To continuously improve and maintain Quality Management Systems for all these

we promised.

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCİES AND RESPONSE

8.1 Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods:

IMDG Code Emergency Guide (EmS Guide) to prevent fire and pollution caused by hazardous substance operations; Emergency Preparedness for Emergency (Ems For Fire) is intervened in accordance with the procedures specified in the Emergency Preparedness and Hazardous Material Emergency Plan prepared by TESİS against the fire that may be generated by the dangerous substances listed in the code. The incident is reported to the Harbor Master.

8.2 Information for possibility, capacity and capability of shore facility to response emergencies.

8.2.1 Possibility, capability and capacity of fire response :

- Fire cabinet 18 pieces
- Dry chemical fire extinguisher 20 pieces
- Carbon Dioxide Fire Extinguishing Device 5 Pieces
- Alarm Button (Manual and Electric) 4 pieces
- Portable Fire Fighting Unit 1 Unit (2 Foam Solution Buttons)
- Fire clothing, shoes, gloves and helmet set 5 pieces

8.2.2 Possibility, capability and capacity against leakage and spillage are the same as in Annex 14.

8.3 Arrangements Regarding First Responding to Accidents involving Dangerous Goods (First Intervention Procedures, First Aid Opportunities and Capabilities etc.):

Accidents, which are occured by dangerous goods in our shore facility are, in form of fire and flow/leakage/spillage.

8.3.1 The measures against fire which is occured by dangerous goods are as follows:

- In case of fire which is occured as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.
- Measures in emergency plan, which are taken for fire, are generally as follows.

- F-A(General Fire Plan)
- F-B(Explosive Substances and Articles)
- F-C(Non-Flammable Gases)
- F-D(Flammable Gases)
- F-E(Non-Water-Reactive Flammable Liquids)
- F-F(Temperature-Controlled Self-Reactives and Organic Peroxides)
- F-G(Water-Reactive Substances)
- F-H(Oxidizing Substances with Explosive Potential)
- F-I(Radioactive Material)
- F-J(Non-Temperature-Controlled Self-Reactives and Organic Peroxides)

8.3.2 The measures taken against flow/leakage/spillage which are occured by dangerous goods are as follows:

- In case of flow/leakage/spillage which are occured as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.
- Measures in emergency plan, which are taken for flow/leakage/spillage, are generally as follows:
  - S-A(Toxic Substances)
  - S-B(Corrosive Substances)
  - S-C(Flammable, Corrosive Liquids)
  - S-D(Flammable Liquids)
  - S-E(Flammable Liquids, Floating On Water)
  - S-F(Water-Soluble Marine Pollutants)
  - S-G(Flammable Solids and Self-Reactive Substances)
  - S-H(Flammable Solids “Molten Material”)
  - S-I((Flammable Solids “Repacking Possible”)
  - S-J(Wetted Explosives and Certain Self-Heating Substances)
  - S-K(Temperature-Controlled Self-Reactive Substances)
  - S-L(Spontaneously Combustible, Water-Reactive Substances)
  - S-M(Hazard of Spontaneous Ignition)
  - S-N(Substances Reacting Vigorously with Water)
  - S-O(Substances Dangerous When Wet “Non-Collectable Articles”)
  - S-P(Substances Dangerous When Wet “Collectable Articles”)
  - S-Q(Oxidizing substances)
  - S-R(Organic Peroxides)
  - S-S(Radioactive Material)

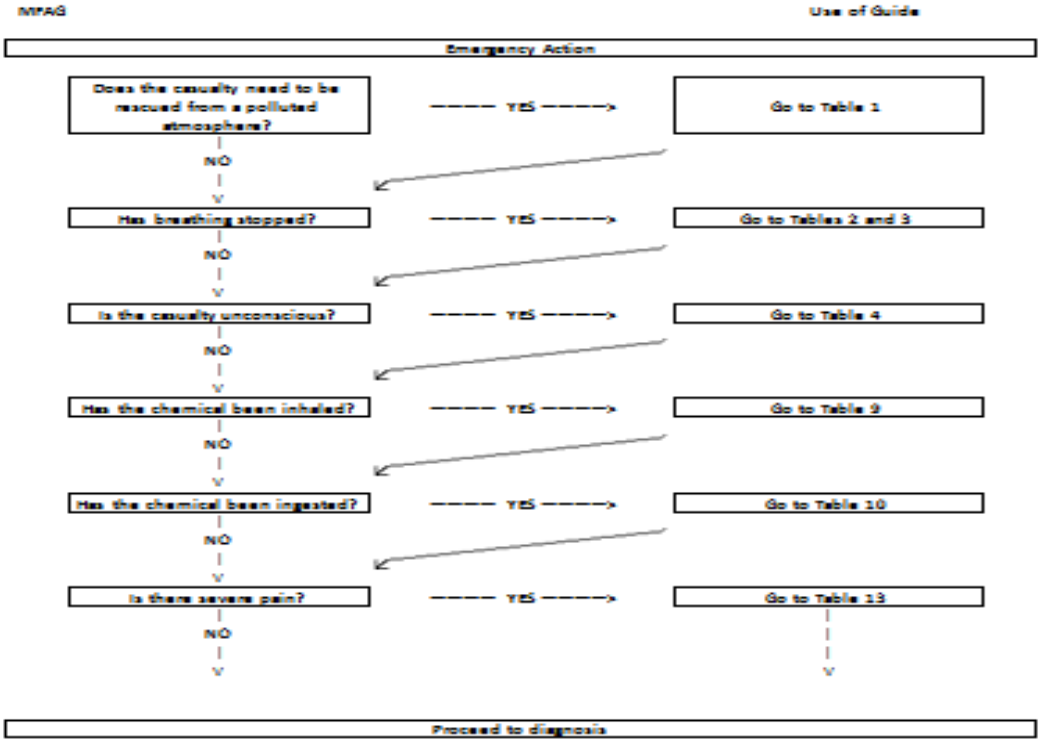
- S-T(Dangerous Goods with Biohazard)
- S-U(Flammable, Toxic or Corrosive Gases)
- S-V(Non-Flammable, Non-Toxic Gases)
- S-W(Oxidizing Gases)
- S-Y(Explosive Chemicals)
- S-Z(Toxic Explosives)

8.3.3 Dangereus goods. Issues taken into consideration for use of this guide are stated below.

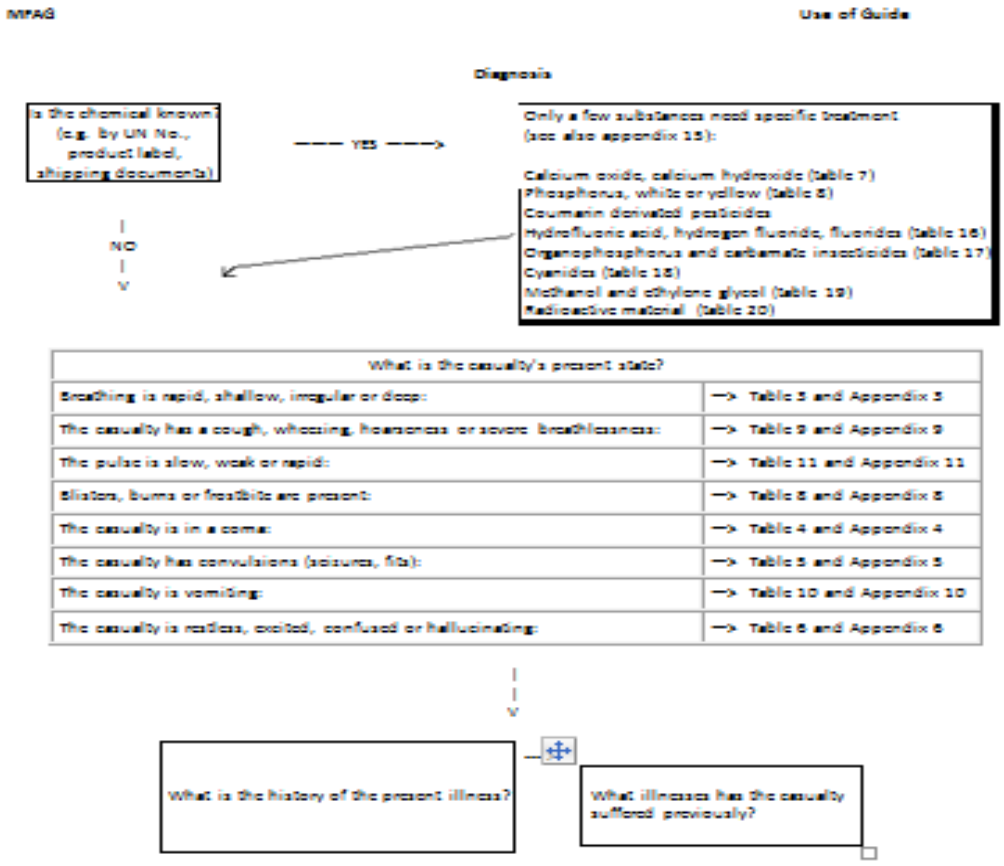
- In any case of exposure to dangerous goods, firstly emergency response will be applied.
- Medical first aid guide will be applied in 3 steps.

1.Step : Emergency Action and diagnosis	Start here!
2.Step : Consider tables.	The tables give brief instructions for special circumstances.
3.Step : Consider appendices	The Appendices provide comprehensive information, medicines and chemicals that might be exposed.

8.3.4 Use the following table while emergency action.



Use the following table for diagnosis.



8.3.5 Tables involves special conditions for special conditions, the information for tables are as follows.

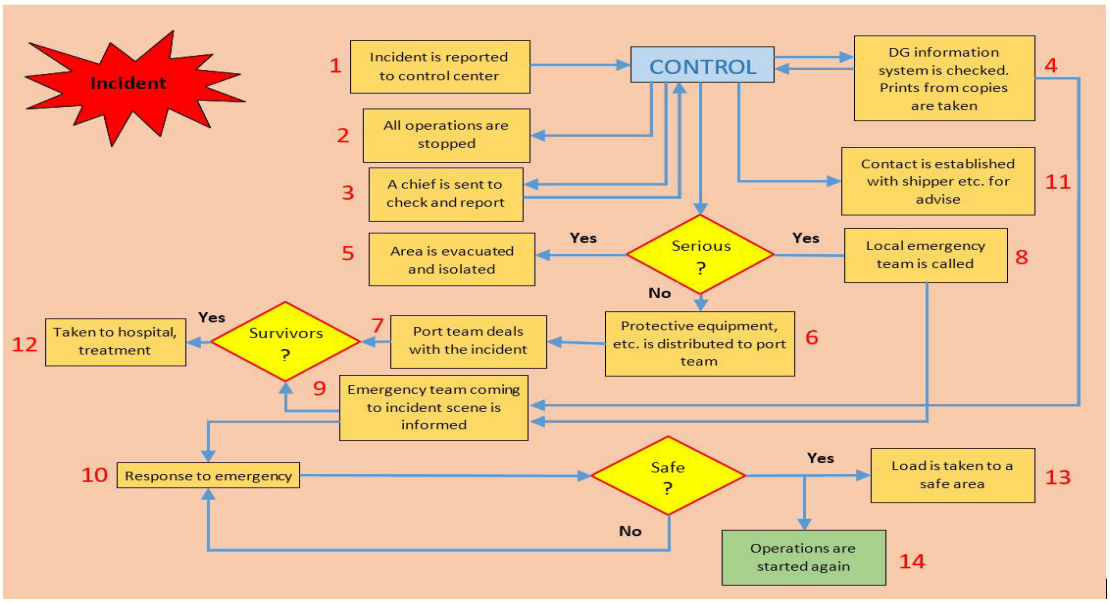
Table 1 : Rescue
Table 2 : Cardio-Pulmonary Resuscitation (CPR)
Table 3 : Oxygen Administration and Controlled Ventilation
Table 4 : Chemical-Induced Distrubances of Consciousness
Table 5 : Chemical-Induced Convulsions
Table 6 : Toxic Mental Confusion
Table 7 : Eye Exposure to Chemicals
Table 8 : Skin Exposure to Chemicals
Table 9 : Inhalation of Chemicals
Table 10: Ingestion of Chemicals
Table 11: Shock
Table 12: Acute Kidney Failure
Table 13: Pain Relief
Table 14: Chemical-Induced Bleeding
Table 15: Chemical-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluoride
Table 17: Organophosphate and Carbamate Insecticides
Table 18: Cyanides
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Material

8.3.6 The Appendices provide comprehensive information, medicines and chemicals that might be exposed. Information on appendices are as follows.

Appendix 1 : Rescue
Appendix 2 : Cardio-Pulmonary Resuscitation (CPR)
Appendix 3 : Oxygen Administration and Controlled Ventilation
Appendix 4 : Chemical-Induced Distrubances of Consciousness
Appendix 5 : Chemical-Induced Convulsions
Appendix 6 : Toxic Mental Confusion
Appendix 7 : Eye Exposure to Chemicals
Appendix 8 : Skin Exposure to Chemicals
Appendix 9 : Inhalation of Chemicals
Appendix 10: Ingestion of Chemicals
Appendix 11: Shock
Appendix 12: Acute Kidney Failure
Appendix 13: Pain Relief
Appendix 14: List of Medicine and Equipment
Appendix 15: List of Materials

8.4 Notification to be made inside and outside of facility in emergencies.

8.4.1 Flowchart for notification to be made in emergencies are as follows.



8.4.2 Notification required to be made in our shore facility is the same as in Cenal Emergency Action Plan.

8.5 Procedures for reporting accidents.

Accidents/incident involving dangerous goods, which occurred in our facility, shall be reported to Port authority no later than 3 hours after incident by VHF radio or other communication tools primarily. After this notification, a written report involving statements about accident/incident shall be sent to port authority within 12 hours. The notification form of the events arising from the Dangerous Goods is as in ANNEX-16.

8.6 Coordination, support and cooperation method with public authorities.

Coordination, support and cooperation method with public authorities is the same as in Cenal Emergency Action Plan.

8.7 Ships and emergency evacuation plan for the removal of the emergency vehicles in the coastal resort of sea

In the case of emergencies arising from Dangerous Goods, it is done with the facilities of İçdaş A.Ş, where the guidance of the vessels and the tugboat service are taken in connection with the port evacuation of the ship. The relevant procedure is the same as in Annex-23.

8.8 Damaged dangerous loads with procedures for handling and disposal of wastes contaminated with dangerous cargo

Our plant for each dangerous cargo to be handled " Safety Data Sheet (SDS)" is based towards the damaged dangerous cargoes with the handling of wastes contaminated with dangerous cargo and disposal shall comply with the instructions given in this form.

Damaged dangerous cargo can be maintained and can be re-allocated or contaminated packaging can be disposed of as special waste and held until the area has been allocated port of dangerous goods storage area. Port emergency procedures and the environment are treated for disposal under the emergency regulations.

Damaged containers, unit load or cargo transport units should be provided immediately transported safely to the private sphere has been allocated. Damaged packages without repackaging, transport and handling appropriate requirement will be ensured leave specific areas before they become safe.

Damaged where each cargo transport unit detected the leak will be loaded onto the ship until the necessary repairs made until removed or damaged packaging.

All damaged or leaking packages containing dangerous goods, the unit load or cargo transport units shall be reported to the Port Authority port management.

8.9 Emergency drills and their records:

8.9.1 Training required to be taken by people in charge of dangerous goods operations will be implemented as indicated below.

- ***Each person engaged in transport or handling of dangerous goods should take training for transport or handling of dangerous cargo in a safe condition commensurate with their responsibilities.***
- ***Shore-based personnel, should take training general awareness/familiarization training, function-specific training and safety training. These people could be stated as follows:***
  - *Classifying the dangerous goods and identifying the Proper Shipping Names of Dangerous goods;*
  - *Packing the dangerous goods ;*
  - *Marking or labelling the dangerous goods;*
  - *Opening/closing the packages of cargo transport units;*
  - *Preparing transport documents for the dangerous goods;*
  - *Offering the dangerous goods for transport;*
  - *Receiving or taking the dangerous goods for transport;*
  - *Handling the dangerous goods on transport;*
  - *Preparing the plans for loading/stowage the dangerous goods;*
  - *Loading/discharging the dangerous goods into/from ships;*
  - *Carrying the dangerous goods in transport;*
  - *Inactivating the cargo storages;*
  - *Measuring the cargo storage and taking samples;*

- Washing the cargo storages in accordance with approved procedures and regulations;
- Enforcing, surveying or inspecting legal requirements, rules and the compliance with regulations
- Involving in any other way into the transport of dangerous goods as determined by Competent Authority.

8.9.2 The content of training required for people engaged in dangerous goods is as follows.

- ***General awareness / familiarization training:***

Each person should take training for safe shipment or handling of dangerous cargo commensurate with responsibilities. Training must be designed to ensure the familiarization of general dangers and legal requirements of dangerous cargoes. This training must involve identification of types and classes of dangerous cargoes, labelling, marking, packaging, segregation and compliance with requirements; a description of purpose and content of dangerous goods transport documents and a description of available emergency response documents.

- ***Function-specific training:***

Each person shall be trained in specific dangerous goods transport provisions about the safe shipment or handling of dangerous cargo which is applicable to the function that person performs.

- ***Safety training:***

Each person should receive training about the following issues regarding risks in the occurrence of a release of dangerous cargoes and the function performed:

- methods and procedures for accident avoidance about proper use of package handling equipment and appropriate methods of stowage and segregation of dangerous goods;
- available emergency response information and how to use it;
- general dangers presented by the various types and classes of dangerous goods and how to prevent exposure to those hazards, including, if appropriate, the use of personal protective clothing and equipment; and

- emergency procedures to be followed in the event of an unintentional release of dangerous goods, including any emergency response procedures for which the person is responsible and personal protection procedures to be followed.

8.9.3 Records regarding the training of people in charge of dangerous goods:

Records of all security trainings are held by the Port Facility Management.

8.9.4 Drills and record regarding to dangerous goods.

- **Drill implementation ;** In order to be ready for emergencies in facility, personnel in emergency organization are prepared for their duties by various training. Trainings must be done by support of specialized organization when necessary. In this context, relevant personnel get IMDG code training regarding to dangerous goods and certificated in the port. It should be planned to carry out and implement the drills according to the worst-case scenario in order to test the adequacy of emergency plans and be ready for real incidents.
- **Drill Scenarios;** The worst scenario must be foreseen as one incident or a combination of incidents faced by port in exercise planning. Exercises are provided to implement in line with prepared scenarios in fastest and most efficient way.
- **Emergency Drills to be held within port facility;**
  - It should be stated in Port annual training plans.
  - IT can be planned as local or general response,
  - It can be combined with Safety, Spilling, etc exercise scenarios,
  - Drills can be made by/without informing.
  - Drills are based on various emergency scenarios.
  - Drills can be made actually, or desk bound, seminar type,
  - Scenarios with different time, day, season and incident are prepared for each drill.

8.9.5 Information on fire protection system.

There are water storage tanks, hydrants, fire foam machine, portable fire extinguishers under fire protection systems in our facility. Information on fire protection systems is the same as in Article 8.2.1

8.9.6 Procedures for Approval, Inspection, Testing, Maintenance and Use of Fire Protection Systems

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

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

8.9.7 Measures to be taken when fire protection system not working.

In case the fire protection system does not work in our facility, firstly it will be tried to utilize from neighbourhood and adjacent facilities, then local fire department will be informed. Response to incident will be carried out by using all capacity of region.

8.9.8 Other risk controlling equipment.

There is no other risk controlling equipment.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1.1 Purposes of Occupational Health and Safety Measures:

The purposes of the occupational health and safety are as follows;

- **To protect employees:**

It is the main purpose of the occupational health and safety. It aims to protect the employees against working accidents and occupational diseases, provide the mental and physical integrity.

- **To provide production safety:**

It is important for economy as providing production safety in workplace will lead an increase in efficiency.

- **To provide facility safety:**

As the measures taken in workplace remove the dangers in facility due to machinery malfunctions and disabled operations, explosions, fire which may arise from working accidents or unsafe and unhealthy working conditions, the facility safety can be ensured.

Port Management, EN OHSAS 18001: 2007 and Occupational Health and Safety Management System Certification, is intended to be addressed and resolved in the framework of continuous improvement targets in an orderly manner the occupational health and safety activities. Occupational health and safety practices in the port of destination of the company '' 0 '' is an accident. In line with this objective, the ISG work is carried out, given ongoing training to employees in the port area and to raise awareness of safe operation taking instructions are provided. Ports are included in the company's area of responsibility, in all personal protective equipment, adequate number and quality of port facilities handling dangerous goods to be used herein are available at any moment ready to use. In this context;

• No. 6331 Occupational Health and Safety Act and related regulations should Occupational Health and Safety within the framework of port in our lives, in terms of plant property and environmental safety Occupational Health and Safety Management System (OHSMS) is applied.
• Limor our input-output port users who TSE according to Personal Protective Equipment (helmets, fluorescent vests, steel toe work health and safety shoes) to wear is required.
• Hazardous material handling of assistants coastal resort staff, other authorized persons for cargo loading, the physical and chemical characteristics of the cargo during unloading and storage are available suitable protective clothing, education and training / ports that work on dangerous cargo on the use of personal protective equipment in the exercise field staff information is given.

9.1.2 Occupational Health Safety Trainings :

- Personnel are primarily engaged in basic work safety training for work at port facilities prior to business start-ups.

- Apart from this training, Ergonomics training (by the Workplace Physician) for the work done in our facility,

- In order to intervene in emergency situations, first aid training, fire training, emergency response trainings,

- Training of personnel working in the field of internal filling and unloading in the field,

- Awareness training is carried out in the areas of work such as working high on electricity, working for our maintenance team.

- Besides these, instant health education (TOOLBOX) is carried out by occupational health and safety specialists.

- Training records are kept jointly with the Human Resources Department and the OHS department.

9.1.3 Health considerations :

Personnel who will work and will do new work;

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

9.1.4 Field Security :

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

9.1.5 Risk Analysis :

Occupational health and safety experts identify all hazards that are found in the test and waiting for the employees in the field, and try to develop appropriate measures to reduce these risks. The training you are doing is missing in the end of this study. They identify the situations and start to work on them. The shortcomings that are found within the scope of the Riski analysis and the shortcomings that they have identified in the field reports are discussed and communicated to the other board members in the Occupational Health Committees held every month.

9.1.6 Periodic Controls :

All lifting devices, earthing systems, pressure vessels, fire tubes and lines in the field are checked and kept in their legal frames. It informs the maintenance team about the shortcomings that are detected during the periodic inspections and ensures that they are removed as soon as possible.

9.1.7 Dangerous Work Permits :

High work, excavation work, closed work, etc., to be performed within the facility. All work to be done in the works is subject to work permits and work is not started without the necessary checks and approval.

9.1.8 Legal Terms :

All legal regulations concerning occupational health and safety issues that concern our establishment are followed by the Occupational Health Safety Department through the official newspaper.

9.1.9 Accident Situations :

All possible stumbling conditions are reported by the staff and they are moved to the Occupational Health and Safety Committee required by the Occupational Health and Safety Department and taken as necessary to correct them.

9.1.10 Subcontracting :

Occupational health and safety requirements are controlled by the Occupational Health and Safety department within the context of subcontracted activities (security, food, lashing, etc.). with in this scope;

o Negotiations with business security experts of relevant companies,
o Establishment visit of the physicians of the workplace is provided,

o Registrations of the companies are requested (risk analyzes, contingency plans, etc.) are recorded,

o Informing the necessary deficiencies (eg education, PPE etc.)

o Participation in the Occupational Health and Safety Committees is ensured.

9.11 Information on personal protective clothing and procedures for their use :

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

PPE VARIETY TO BE USED AT THE STORE

1. Helmet
2. Steel toe shoes
3. Reflective work clothes
4. Reflective vest

PPE VARIETY TO USE IN SKELETAL

1. Helmet
2. Steel toe shoes
3. Reflective work clothes
4. Reflective vest

PPE VARIABLES TO BE USED IN MAINTENANCE REPAIR PROCEDURES

1. Helmet
2. Steel toe shoes
3. Reflective work clothes
4. Reflective vest
5. Working glasses

PPE VARIABLES TO BE USED IN RESOURCE PROCESSES

1. Welder's mask
2. Welder spot size
3. Welder fireproof work clothes
4. Welder fireproof glove
5. Welder with non-combustible lace-free steel toe shoes

PPE VARIABLES TO BE USED IN ELECTRICAL WORKS

1. Insulated sole with hard toe
2. Insulating gloves
3. Helmet
4. Reflective work clothes
5. Reflective vest

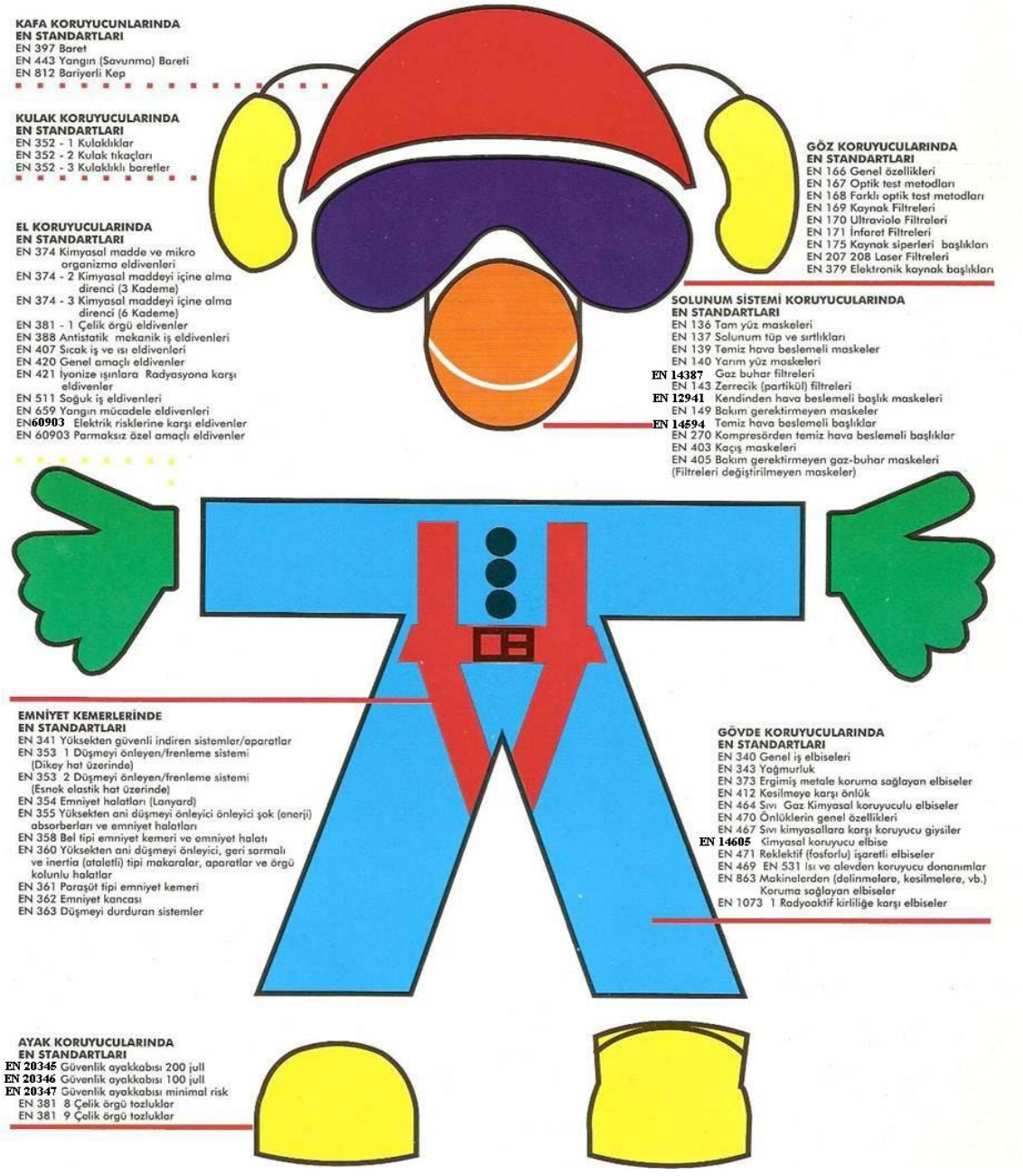
PPE VARIABLES TO BE USED IN HANDLING TRANSACTIONS

1. Helmet
2. Steel toe shoes
3. Reflective work clothes
4. Reflective vest
5. Gloves suitable for material MSDS form
6. Mask suitable for material MSDS form
7. Work glasses suitable for material MSDS form
8. Full face mask suitable for material MSDS form

PPE VARIABLES USED IN WASTE WAREHOUSE

1. Helmet
2. Steel toe shoes
3. Reflective work clothes
4. Reflective vest
5. Business eldiveni

KİŞİSEL KORUYUCU DONANIMLARINDA EN STANDARTLARI



9.3 Confined Space Entry Permit Precautions and Procedures.

The company is responsible for determining the necessary procedures for the safe entry of personnel into confined spaces on board. The process of requesting, issuing, issuing and documenting permits to enter a confined space should be controlled by procedures in the ship's Secure Management System (SMS). It is the captain's responsibility to ensure that published procedures for entering a confined space are followed.

RISK ASSESSMENT

In addition to the risk assessment done when compiling a list of confined spaces on a ship, another risk assessment should be carried out on site by a competent person before any entry into a confined space is made. Such an assessment should take into account various factors such as the final cargo carried, the ventilation of the space, and should be done to determine whether there is any potential hazard at the space. Until it is determined otherwise, the assessment should be made with the assumption that the area to be entered is dangerous.

ENTRY PERMISSION

No entry should be made into a confined space unless authorized by the master or a designated responsible person (who is authorized to allow entry to a confined space and has sufficient knowledge of the procedures to be established and followed on board to ensure that space is appropriate). Before entering a confined space, a "Permission to Entry" system must be in place. The master or the designated responsible person authorizing the entry must ensure that all aspects of the "Permit to Entry" are followed and that regular checks are made to continually monitor the area before authorizing entry.

CONTROLS BEFORE ENTRANCE TO CLOSED AREAS

Ventilation of the environment before and after entry into confined spaces: Ventilation should be carried out with as many openings as possible, preferably with at least one opening at both ends of the relevant space.

Ventilation should ideally be done at least 24 hours before entry; however, this may not always be the case. It will not be possible to ventilate before the entrance, especially if there is an unplanned entrance to the closed spaces. In such cases, efforts should be made to ventilate the area for the maximum amount of time possible to ensure the area is safe for entry. As long as the work continues in the closed space, the ventilation should continue continuously.

If the ventilation system fails, all persons in the confined space must evacuate immediately. If there is a mechanical ventilation or fan facility on the ship, it is preferred to use these mechanical ventilation or fans as opposed to natural ventilation. Natural ventilation is most effective for allowing airflow in the area concerned with at least two accesses open (preferably at both ends). It is important to note that whether mechanical or natural ventilation is used, the air intake should be located in an area that will only draw fresh air. All ventilated gases should be discharged away from the area to avoid polluting the environment.

Ensuring area security: Access to a confined space must be secured against accidental entry. This is especially important when a door or other access is left open to allow natural ventilation. An open door or access may suggest that the area is safe

to enter, mechanical barriers and/or warning signs should be placed at the entrance to prevent this. If possible, an attendant should be left at the entrance.

Testing the indoor atmosphere: Before entry, after and at regular intervals until all work has been completed, the atmosphere of the space should be tested using properly calibrated instruments. They should only be used by persons specially trained in the use of the equipment. Forced ventilation should be stopped during the test (preferably 10 minutes before the test). Where appropriate, space testing should be performed at as many different levels as possible to obtain a representative sample of the atmosphere in the space. In some cases it may be difficult to test the atmosphere indoors (for example, on the bottom landing of a staircase) without entering the cavity. The use of flexible hoses or fixed sampling lines that reach remote areas within the confined space can ensure safe testing without having to enter the area. If the atmosphere in a confined space is classified as unsafe or suspicious after a risk assessment, the area should only be entered when there are no practical alternatives. This should only be for further testing, basic operation, life safety or the safety of the ship. Respirators should always be worn during such entry and the number of people entering the space should be kept to the minimum necessary to perform the job.

Availability of adequate first aid supplies and life-saving equipment at the entrance of the enclosed space: If the personnel in the enclosed space encounter a difficult situation and need to be rescued, the intervention should be done as soon as possible, since the survival time is very limited in such situations. Safety equipment must be readily available at the site entrance to expedite a rescue.

Required equipment may be, but not limited to, the following:

SCBA (Self-contained Breathing Appliance) with a fully charged spare cylinder,

Lifeline and rescue harness. The lifeline must be of sufficient length and strength and be detachable in case of entanglement,

torches,

Fire extinguisher,

Means (e.g. stretcher) to lift a disabled person, and

Portable atmosphere testers.

Availability of experienced personnel at the entrance of the closed space

It is very important to ensure that a staff member stays at the entrance of the closed area. Staff at the entrance of the site; A person who is appropriately trained within the security management system, watches over those entering the confined space, maintains communication with those inside the area, and initiates emergency procedures in the event of an incident. This personnel should not leave the place where they are until all people in the closed area have exited and the environment has been made safe. If he has to leave due to an essential situation, he should leave by assigning someone else instead.

Control of personal equipment: The required protective equipment will differ from case to case. This is because it depends on the risk assessment, which will be different for each confined space entry.

Basic equipment (all to be of approved type) may include:

Helmet, chin strap,
gloves,
Goggles,
ear protectors,
intrinsically safe torch,
protective shoes,
Overalls (protective clothing) and,
An ELSA (Emergency Life Support Apparatus), EEBD (Emergency Escape Breathing Apparatus), or other emergency escape breathing apparatus.

Entry permit control: For each confined space entry, an “Entry Permit” record must be filled. This record is for both control purposes and serves as proof that all necessary precautions have been properly implemented and are sufficient for the intended entry. A copy of the permit must be placed outside the point of entry. Permission should be as painstaking and accurate as possible. Upon expiration of the permit, all persons must leave the area and not re-enter until another permit has been granted. The consent must be completed and signed by all parties involved. A copy of the permit should be hung at the entrance of the section so that any restrictions are placed on the activities allowed inside the section and the personnel are informed of the measures taken while entering the section.

The following items detail the broader elements that a "Permit of Entry" should cover. If necessary, additional special items can be added to the entered field:

o Location, type of work, detailed information of the crew involved, responsible person, officer and the validity period of the permit (this period should never exceed 8 hours),

o The nature and results of the pre-tests and measures taken to minimize the risks and make the work safe,

o Details of ventilation and confirmation that continuous ventilation will be maintained,

o The results of the atmosphere test,

o Details of first aid and life-saving equipment installed, and

o Confirmation that all personnel are wearing the correct types of approved personal safety equipment and that relevant personnel are competent in their use, including confirmation that equipment has been tested (eg, respirator).

10. OTHER ISSUES

10.1 Validity of Dangerous Goods Compliance Certificate :

The Dangerous Goods Conformity Certificate was obtained with the document number 3305/TMUB-02 dated 28.11.2017 and is valid until 08.12.2022. It will be renewed when the Dangerous Goods Conformity Certificate is received..

10.2 Dangerous Goods Security Advisor Task Description :

- Monitor compliance with the requirements for the transport of dangerous goods.
- Providing recommendations to the coastal facility for the transport of dangerous goods.
- Prepare an annual report to the coastal facility regarding the activities of the coastal facility operator in the transport of dangerous goods. (Annual reports will be kept for 5 years and submitted to the registrar upon request).

• Controls the following practices and methods ;

- Controlling of identifying, using the proper shipping name, certificating, packing/packaging, labelling and declaring of dangerous goods, loading and transporting to the approved and appropriate packs, container and cargo transport units in a safe condition , and procedures for reporting control results.
- Procedure for loading/discharge of dangerous goods handled and stored temporarily,
- Whether taking into consideration of special requirements of shore facility about dangerous goods while buying the transport vehicles regarding to handled dangerous goods,
- Control methods of equipment used for transporting, loading and discharging the dangerous goods,

- Whether the shore facility personnel take appropriate training including the amendments in legislation, and whether the records are kept or not,

- Compliance of emergency methods applied in case an accident or incident that affects safety during transporting, loading or discharging dangerous goods,

- Compliance of reports prepared for serious accidents, incidents or serious violations occurred during transporting, loading or discharging dangerous goods,

- Determination of required measures against repetition of accidents, incident or serious violation and evaluation of the implementation,

- To what extent, considering rules about selection of subcontractors or third parties and dangerous goods carriage,

- Determination whether the employee working in transporting, handling, storing and loading/discharging of dangerous goods, have detailed information about operational procedures and instruction,

- Compliance of measures taken to be prepared for risks during transporting, handling, storing and loading/discharging of dangerous goods,

- Procedures for what the required document, information and papers related to dangerous goods.

- Procedures about berthing, mooring to shore facility, loading/discharging, harbouring or anchoring for ships transporting dangerous goods by day and at night.

- Procedures about additional measures for loading, discharging and transshipment according to seasonal conditions.

- Procedures about fumigation, gas measuring and degassing, Procedures keeping records and statistics of dangerous goods,

- Accuracy of information about ability, capacity and capability of shore facility for emergency response,

- Compliance of regulations for first response to the accidents involving dangerous goods,

- Procedures for handling and disposal of the damaged dangerous goods, wastes contaminated with dangerous goods,

- Information about personal protective clothing and procedures for using them.

10.3 Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.):

10.3.1 Documents required to be carried:

- Transport documents,
- Dangerous goods Transportation Driver Training Certificate (SRC-5),
- Identification card with photo in charge in vehicle (identity card, driving license or passport),
- Written instruction prepared by carrier to give to driver ,
- Multimodal Dangerous Goods Transportation Form for dangerous goods transported in multimodals,
- ADR conformity certificate for vehicles,
- Copy of transport permission document taken from related competent authority for Class1, class 6 and class 7 dangerous goods transportation,
- Dangerous Goods and Dangerous Waste Compulsory Financial Liability Insurance for vehicles carried out dangerous goods transportation,

10.3.2 Equipment and apparatus required to have in vehicles:

- Portable fire extinguishers,
- At least one chock of appropriate size to the wheel diameter and maximum mass for each vehicle,
- Two self-standing warning signs,
- Eye rinsing liquid,
- Warning vest,
- Portable lightening apparatus,
- A pair of protective gloves,
- Eye protection goggles,
- Emergency escape mask,
- Shovel,
- Drain seal,
- Collecting container

10.3.3 Speed limits in Port Area:

Speed limits determined by Port facility will be applied.

10.4 Issues regarding to the carriers of dangerous goods to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship)

10.4.1 Exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night:

The ship which arrives to port and carries dangerous goods will have “B” (Bravo) international code of signals by day, an all-round fixed red light by night.

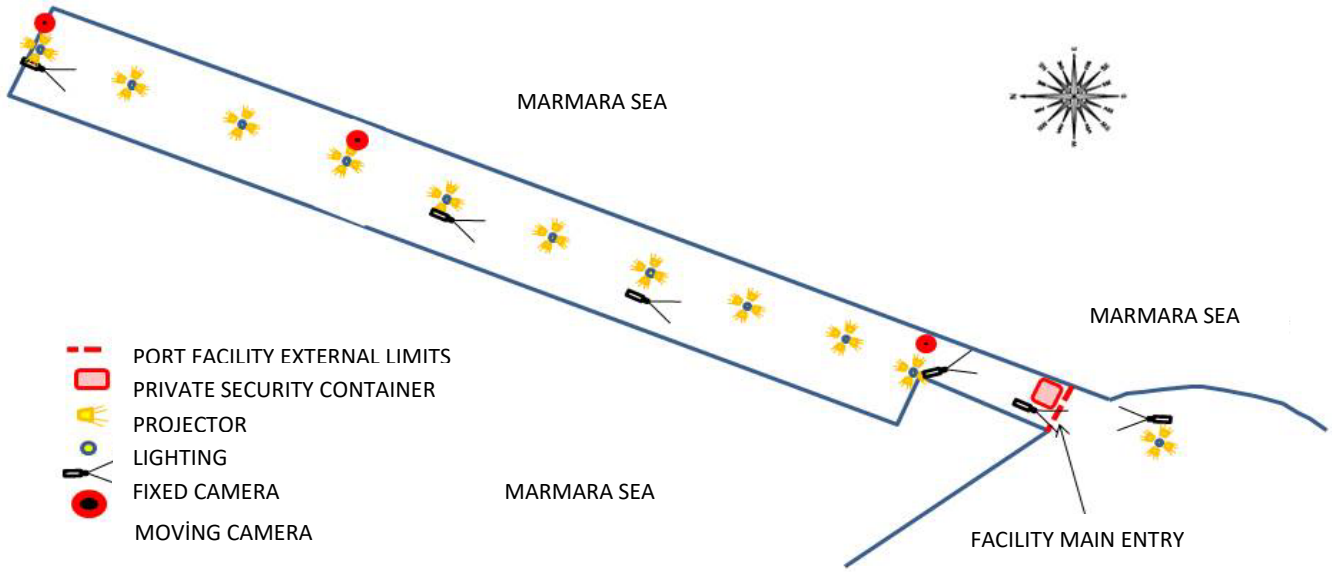
10.4.2 Cold and Hot Work procedures aboard ships in the shore facility and carrying dangerous goods:

10.4.2.1 The ships carrying dangerous goods and staying in shore facility shall take the required permission for hot and cold work from Port authority and inform the shore facility responsible.
10.4.2.2 The principles of hot working in vessels carrying dangerous cargo at coastal facilities are as in ANNEX-21.

10.5 Additional issues added by shore facility.

None.

ANNEX-1
GENERAL LAYOUT OF SHORE FACILITY



ANNEX-2

PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY

ANNEX-3

EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

NAME	PHONE
Governor Makam Santral	0 (505) 455 55 85
Governor's Office	0 (286) 217 12 34
Çanakkale Regional Port Authority	0 (286) 212 98 78
Directorate of Special Administration	0 (286) 218 10 55
Provincial Disaster and Emergency Directorate	0 (286) 217 17 64
Kepez Harbor Administrative Authority	0 (286) 263 55 00
Bosphorus and Garrison Command	0 (286) 217 24 60
Çanakkale Municipality	0 (286) 217 10 79
Çanakkale Gendarmerie Command	0 (286) 213 98 42
Çanakkale Security Directorate	0 (286) 217 52 60 0 (286) 217 52 61
Çanakkale Customs Directorate	0 (286) 217 16 54
Provincial Directorate of Environment and Urbanism	0 (286) 217 32 53 0 (286) 217 11 97
UEDAŞ Electricity Distribution	0 (286) 218 08 50
Directorate of Meteorology	0 (286) 217 10 44
Coastal Safety Salvage Manager	0 (286) 213 55 70
Çanakkale Public Hospital	0 (286) 217 10 98
ÇOMÜ Medical Faculty Hospital	0 (286) 263 59 50
Çanakkale Airport	0 (286) 213 10 21 0 (286) 213 12 43
Karabiga Municipality	0 (286) 354 18 00

NAME	PHONE
Port Manager Özgür SURAT	0 (532) 668 70 77
Biga Customs Directorate	0 (286) 364 58 87
General Directorate of Coastal Safety	0(212) 334 45 00
coast guard command	0 (312) 417 50 50
Biga District Police Department	0 (286) 316 10 08
Biga District Gendarme Command	0 (286) 316 10 05
Serdinç SÜTÇÜ (ISPS)	0 (542) 593 92 87
Karabiga Harbour master	0 ((286) 354 10 17
Logistic responsiable Tolga AKYÜL	0 (538)876 60 04
İçdaş Pılot	0 (533) 364 71 64
İçdaş Eras Agency	0 (286) 395 10 00
İçdaş Tugboats	0 (286) 395 10 00
Fire Warning	110
Ambulance	112
Police Help	155
Electrical Failure	186
Gendarme	156
Coast Guard	158
Disaster and Emergency Management	122

TR. Ministry of Transport, Maritime Affairs and Communications	
Phone : (0312) 203 20 00	Fax : (0312) 231 51 89
E-Mail : tmkt@udhb.gov.tr	GMK Bulvarı No:128/A Maltepe/ANKARA TÜRKİYE
Main Rearch and Rescue Coordination Centre	
Phone : 0 312 231 91 05 (24 hours) 0 312 232 47 83 (24 hours)	Fax : 0 312 232 08 23
e-mail : trmc@udhb.gov.tr	Ankara
General Directorate of Coastal Safety	
Phone : 0 212 252 22 94	Fax : 0 212 292 52 97
	İstanbul
Çanakkale Regional Port Authority	
Tel: 0 286 212 98 78	Faks: 0 286 212 98 79
	Çanakkale
Karabiga Port Authority	
Phone : 0 286 354 10 17	Fax : 0 286 354 10 16
	Karabiga
Çanakkale Governorship	
Phone : 0 286 217 19 99	Fax : 0 286 217 60 90
	Çanakkale
Biga Governorate	
Phone : 0 286 316 10 01	Fax : 0 286 316 99 69
	Biga
Çanakkale Municipality	
Phone : 444 17 17	Çanakkale
North Sea Area Command	
Phone : 0 212 254 31 50	İstanbul
Coast Guard Marmara and Bosphorus Region	
Phone : 0 212 242 30 52	Fax : 0 212 242 30 93

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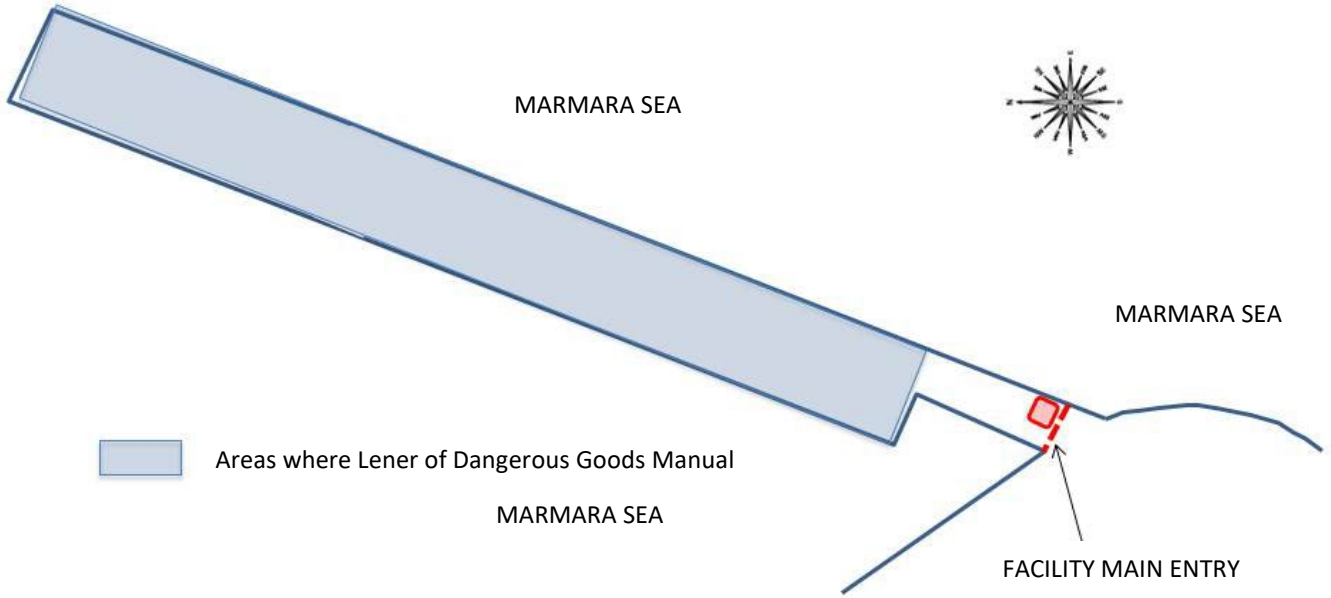
Çanakkale Provincial Disaster and Emergency Directorate	
Phone : 0286 217 17 64	Çanakkale
Çanakkale Provincial Gendarmerie Command	
Phone : 0 286 213 98 42-43	
	Çanakkale
Çanakkale Provincial Security Directorate	
Phone : 0 286 217 52 60	Fax : 0 286 217 37 63
	Çanakkale
Biga District Gendarmerie Command	
Phone : 0286 316 10 05	Biga/Çanakkale
Karabiga Municipality	
Phone : 0 286 354 18 00	Karabiga
Biga State Hospital	
Phone : 0 286 316 10 06	
	Biga/Çanakkale

Fire Department	110
Emergency	112
Coast Guard Notice	158
Police	155
Gendarme	156
Phone Malfunction	121
Electrical Failure	186
Water Failure	185

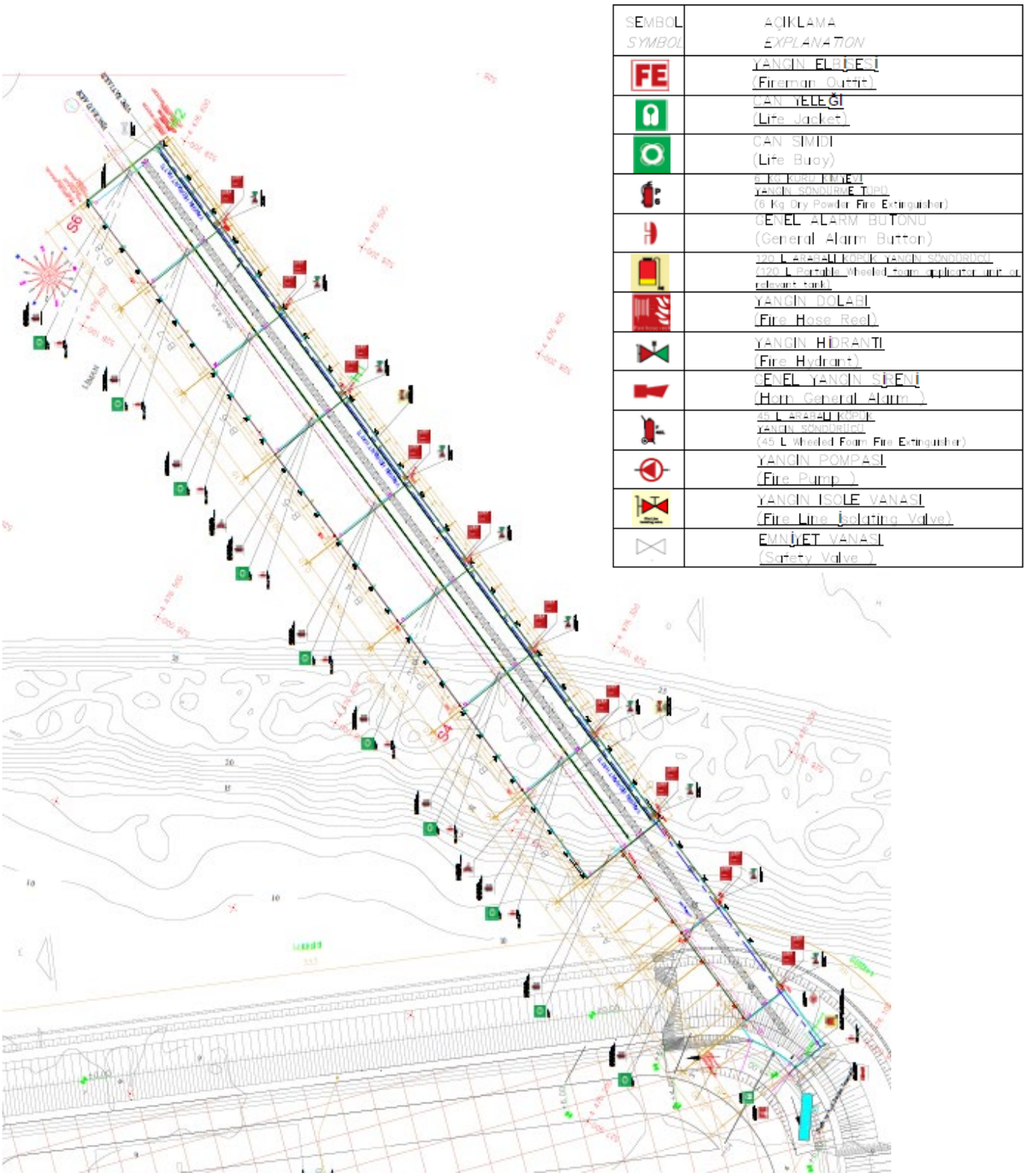
3-3

ANNEX-4

GENERAL LAYOUT PLAN OF FIELDS THAT DANGEROUS GOODS HANDLED

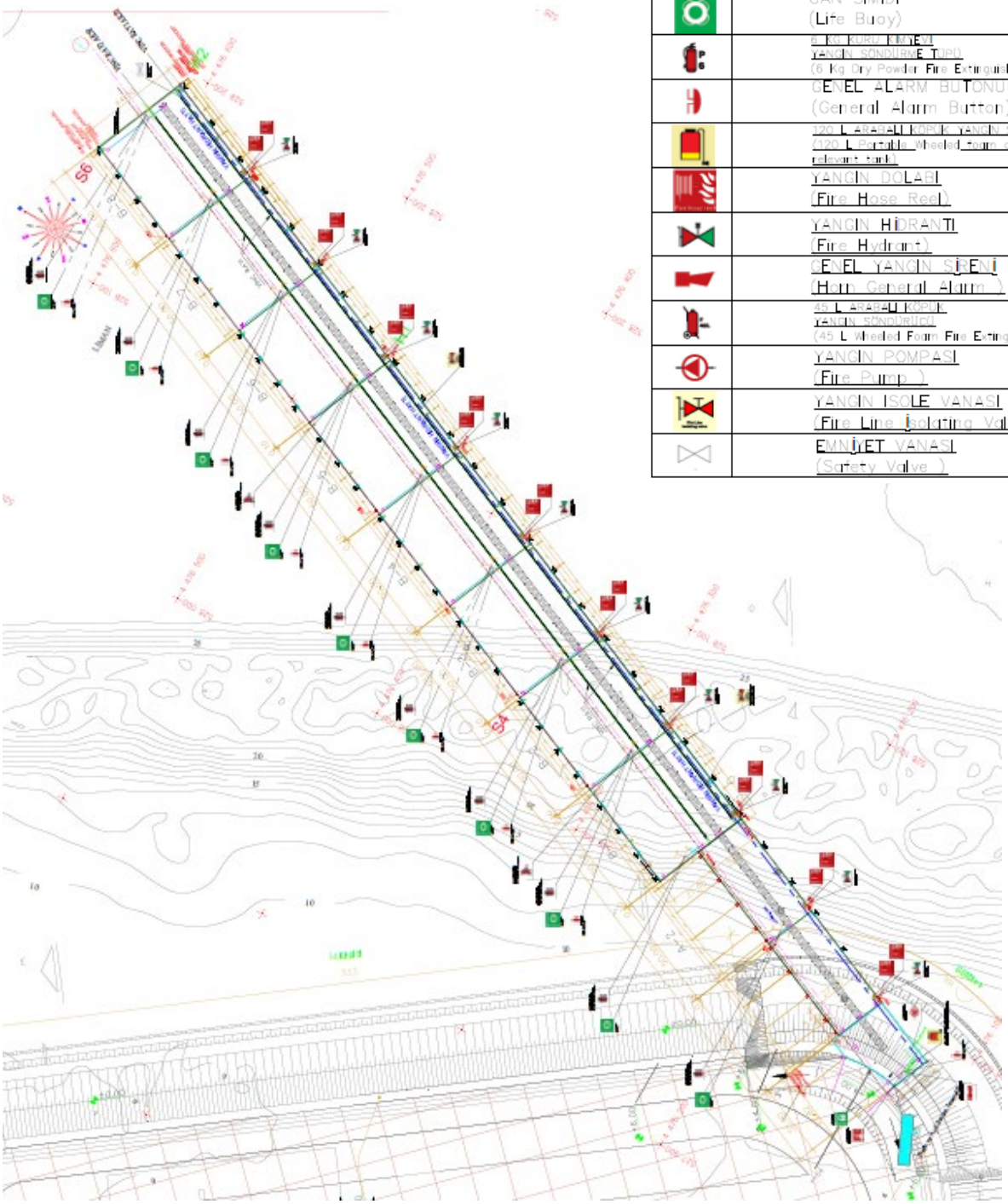


ANNEX-5
FIRE PLAN OF FIELD THAT DANGEROUS GOODS HANDLED



ANNEX-6
GENERAL FIRE PLAN OF FACILITY

SEMBOL *SYMBOL*	AÇIKLAMA *EXPLANATION*
FE	YANGIN ELBİSESİ (Fireman Outfit)
	CAN YELEĞİ (Life Jacket)
	CAN SİMİDİ (Life Buoy)
	6 KG KURU KİMYEVİ YANGIN SÖNDÜRME TÜPÜ (6 Kg Dry Powder Fire Extinguisher)
	GENEL ALARM BUTONU (General Alarm Button)
	120 L ARABALI KÖPÜK YANGIN SÖNDÜRÜCÜ (120 L Portable Wheeled foam application unit or relevant tank)
	YANGIN DOLABI (Fire Hose Reel)
	YANGIN HİDRANTI (Fire Hydrant)
	GENEL YANGIN SİRENİ (Horn General Alarm)
	45 L ARABALI KÖPÜK YANGIN SÖNDÜRÜCÜ (45 L Wheeled Foam Fire Extinguisher)
	YANGIN POMPASI (Fire Pump)
	YANGIN İSOLE VANASI (Fire Line Isolating Valve)
	EMNİYET VANASI (Safety Valve)



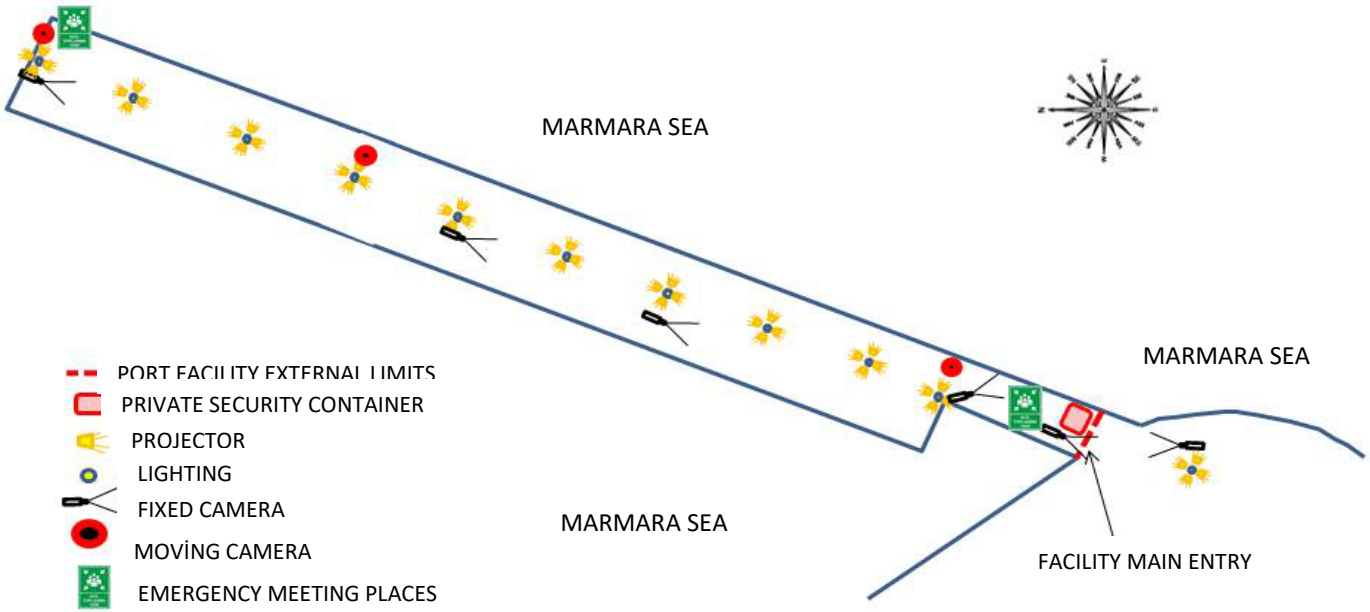
ANNEX-7
EMERGENCY ACTION PLAN

It is kept as a separate document at the port facility, and the Emergency Plan prepared within the scope of the Regulation on Emergencies at Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681, covers the issues specified in Annex-9 of the Directive on the Issuance of Minimum Coastal Facility Dangerous Cargo Compliance Certificate. It is being revised to include it as a separate title. This plan is kept up to date and implemented when necessary. The part of the plan that includes the issues specified in Annex-9 is updated at most every two years and renewed every two years at most. Emergency Plan details are as follows**.**

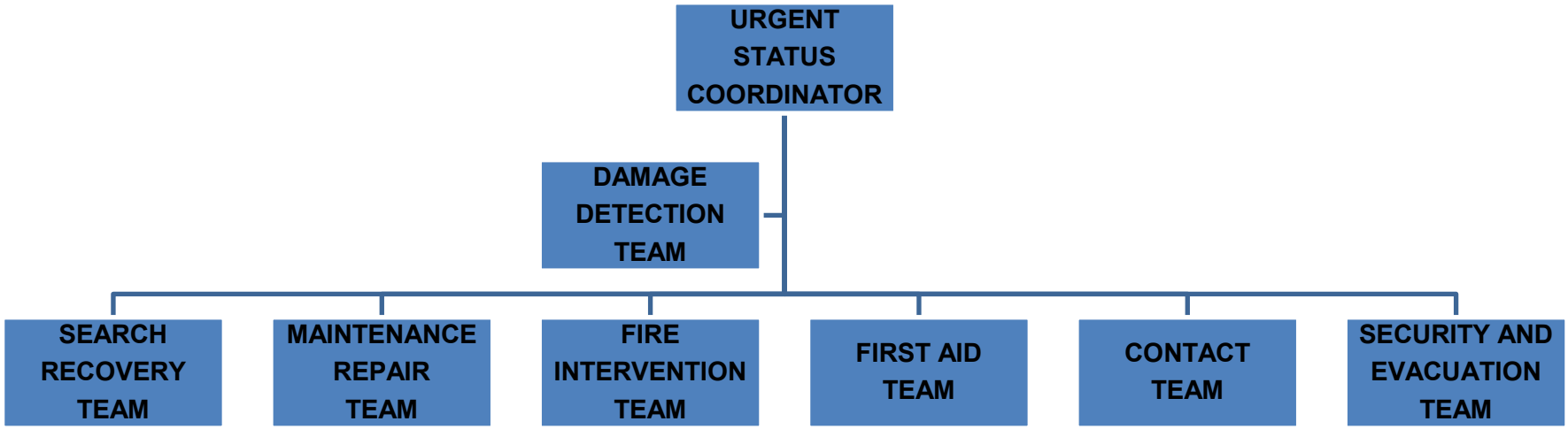
a) Name, title and contact details of the person/organization preparing the emergency procedures and procedures.
b) Emergency response organization chart.
c) Coordinating the response activities to emergencies that may occur in the coastal facility and port authority; where there is no port authority, the name, title and contact information, duties and responsibilities of the authorized person appointed to liaise with the regional port authority and other relevant institutions and organizations.
ç) Coordination methods to be provided with emergency teams outside the coastal facility in case of emergency.
d) The names and duties of the teams designated for emergency response, and the names, duties and responsibilities of the personnel assigned to these teams.
e) The nature, capacity and locations of the resources, equipment and equipment to be used by the coastal facility for emergency response.
f) Measures to be taken and actions to be taken as a result of the risk assessment carried out in order to control the serious conditions that can be foreseen to cause emergency situations and to minimize the negative effects that may arise from them, and the existing facilities, capabilities and capacity of the facility.
g) The nature and announcement methods of the precautions and warnings to be taken in order to prevent or minimize the possible risks to the persons in the coastal facility in case of an emergency, and the arrangements regarding the actions to be taken by the persons in the face of the warnings.
ğ) In case of emergency, the notification procedures to be made in accordance with the Directive on Dangerous Goods Transported by Sea and Special Permit, published with the Minister's Approval dated 12/4/2019 and numbered 29486.
h) Trainings to be taken by the personnel who will be assigned in emergency situations.
ı) The nature and period of the drills to be made for emergencies.

2. In order to provide the necessary medical first aid for the persons affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes, a medical first aid guide (MFAG) included in the IMDG Code annex covers all of the cargo handled and/or temporarily stored in the facility. It is added to the relevant part of the medical first aid guide and the Emergency Plan. General medical recommendations are given on the basis of load classes for packaged dangerous goods.
3. If a new dangerous cargo is to be handled, a procedure including first aid applications for this cargo is prepared, added to the relevant part of the Emergency Plan, and information is given to the port authority. All relevant personnel are explained how to use the medical first aid guide in emergency trainings held at the facility.
4. The relevant part of the Emergency Plan covers each of the following emergencies:
a) Facility, equipment, field and ship fires and explosions,
b) Load fires or leakage, flow or spillage of dangerous goods belonging to each dangerous load class and sub-hazard classes that are allowed to be handled and/or temporarily stored at the coastal facility,
c) Marine pollution caused by dangerous cargoes,
d) Gas leak,
d) Power outage,
e) Earthquake and flood

ANNEX-8
EMERGENCY MEETING POINT PLAN



ANNEX-9
EMERGENCY MANAGEMENT PLAN



ANNEX-10
DANGEROUS GOODS MANUAL

ANNEX-11
SPACE AND EQUIPMENT FOR CTU AND PACKAGES, INPUT / OUTPUT DRAWINGS

THERE IS NO LEAKAGE AREA UNDER LOAD HANDLED IN THE FACILITY

ANNEX-12
INVENTORY OF PORT SERVICE SHIPS

THERE IS NO SERVICE SHIP IN FACILITY INVENTORY

EK-13 KARABİGA HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS

A) Port administrative area boundaries

Karabiga Port Authority is the maritime and coastal area within the line of the following coordinates.40º 19' 36" K – 027º 37' 00" D

a) 40º 24' 00" K – 027º 39' 30" D
b) 40º 26' 45" K – 027º 27' 00" D
c) 40º 38' 06" K – 027º 27' 00" D
d) 40º 32' 42" K – 027º 10' 30" D
e) 40º 27' 42" K – 026º 55' 00" D
f) 40º 24' 24" K – 026º 55' 00" D

B) Mooring areas

a) No.1 mooring area: Anchorage area for ships that do not carry dangerous goods and military vessels, the sea area where the following coordinates are formed.

1) 40º 28' 42" K – 027º 04' 30" D
2) 40º 30' 30" K – 027º 07' 30" D
3) 40º 29' 36" K – 027º 04' 30" D
4) 40º 28' 57" K – 027º 08' 12" D

b) No.2 mooring area : Ships carrying dangerous substances, nuclear-powered ships and military vessels will ship anchorage area of the degassing process to be quarantined the sea area consisting of the coordinates.

1) 40º 28' 57" K – 027º 08' 12" D
2) 40º 30' 30" K – 027º 07' 30" D
3) 40º 31' 12" K – 027º 10' 10" D
4) 40º 29' 30" K – 027º 12' 00" D

c) No.2 mooring area : The anchorage area of the ships coming to the port of the municipality is the sea area which the following coordinates form.

1) 40º 24' 45" K – 027º 20' 03" D
2) 40º 23' 30" K – 027º 20' 03" D
3) 40º 23' 30" K – 027º 18' 36" D

C) Pick-up and drop-off location

1) 40º 28' 00" K – 027º 08' 24" D
2) 40º 24' 00" K – 027º 20' 24" D

ANNEX-14

EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY

MATERIAL NAME	UNIT	QUANTITY	FEATURE
Floating Solid Barrier	Meters	900	* Fribord: 45 cm * Draft: 65 cm * Manufactured from polyurethane-PVC material * Flame retardant fabric * Cylindrical solid fill type * Each unit is 25 m long * Connection points conform to standards (ASTM-Z)
Skimmer	Piece	1	Disc and brush head that can scrape both diesel and fuel oil It cleans a 10 m3 spill in 1 hour.
Absorbent pad, barrier	piece	2000	30*40 cm pad, 70lt absorbent barrier
Hose	Meters	200	Suitable for diesel or electric scraper
Life vest	Piece	20	With a lifting force of at least 100 Newtons
Boat	Piece	1	used in barrier paving

ANNEX-15

PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP

PRODUCT NAME	UNİT	MONTHLY RATİON
RUBBER GLOVES COVERED	PİECES	96
GLOVES ASSEMBLY	PİECES	800
WELDING GLOVES	PİECES	10
GLOVES CHEMICAL	PİECES	50
GLOVES HEAT RESISTANT	PİECES	10
TRANSPARENT GLASSES	PİECES	15
WELDİNG FUME RESPİRATOR	PİECES	5
DUST MASK FFP2 / DUST MASK	PİECES	5
WORK CLOTHES / WORK OVERALLS	PİECES	270
RUBBER GLOVES COVERED	PİECES	50
GLOVES ASSEMBLY	PİECES	5
CHEMİCAL TULUM	PİECES	10
POLİCE TAPE / SAFETY STRİP	PİECES	5
PARACHUTE TYPE SAFETY BELT	PİECES	2

ANNEX-16

NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT

1.	HISTORY AND TIME OF EMERGENCY
2.	PLACE WHERE THE BOILER IS IN THE FIELD (COASTAL PLANT AND / OR SHIP), POSITION AND IMPACT AREA
3.	EMERGENCY TYPE (FOR EXAMPLE: FIRE, FUEL DROP, PERSONAL INJURY) AND BOILER DEVELOPMENT
4.	HOW TO GET THIS WHAT YOU WANT TO KNOW AND FOLLOW
5.	DEFINED INJURY, DEAD AND LOSS NUMBER AND IDENTITY INFORMATION
6.	DIFFERENT INJURY / POLLUTION SIZE
7.	INFORMATION FOR THE SHIPPING SHIPPING SHIP (NAME, SHOULDER, IMO NO, DINNER, OPERATOR, QUANTITY AND QUANTITY, CAPITAL NAME AND SIMILAR INFORMATION)
8.	METEOROLOGICAL CONDITIONS
9.	HAZARDOUS SUBSTANCE INFORMATION; UN NUMBER: PSN: CLASS: POSITION RISK: NO SEA POLLUTION: DANGEROUS MATERIALS SIGN AND LABEL DETAILS,
10.	DANGEROUS GOODS MANUFACTURER COMPANY INFORMATION: SENDER INFORMATION: TRANSPORT INFORMATION: RECEIVER INFORMATION:
11.	CONTROL MEASUREMENTS FOR VEHICLES AND TAKING THE EMERGENCY DURING CONTROL
12.	DAMAGE PLANT / EQUIPMENT DAMAGE
13.	LOSS OF PRODUCT AND / OR WHETHER RETURNED PRODUCT AVAILABLE
14.	THE EFFECT OF ROOT PLANT OPERATIONS ON ROUTINE
15.	EQUIPMENT AND / OR PRODUCT QUALITY CONTROLS
16.	ACTIVITIES TO BE PERMITTED OR TO BE REPLACED
17	SUBJECT TO EMERGENCIES AND EMERGENCY ACTIVITIES
18	PREDICTED OR INCIDENTAL RESPONSE

ANNEX-17

NOTICE OF CONTROL RESULTS FOR DANGEROUS LOAD TRANSPORT UNITS (CTU)

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 04.03.2013 tarih ve 80063613/115.01.1099 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 ilgi tesisinin bağlı olduğu Liman Başkanlıklarına bildirilecektir. Bildirimin yapıldığı Liman Başkanlığınca da Tehlikeli Mal ve Kombine Taşımacılık Genel Müdürlüğüne kontrol sonuçları bildirilecektir.

ANNEX-18
MULTIMODAL DANGEROUS GOODS FORM

1.Shipper/Consignor/Sender		2.Transport document number		
		3.1 page of….page	4.Shipper's reference	
			5.Freight forwarder's reference	
6.Consignee		7.Carrier(to be completed by the carrier)		
		SHIPPER'S DECLARATION I hereby declare that content of this consignment are fully and accurately described below by the Proper Shipping Name and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.		
8.This shipment is within the limitation prescribed for:		9.Additional handling information		
PASSENGER AND CARGO AIR PLANE	ONLY CARGO AIR PLANE			
10.Vessel/flight no.and date	11.Port/place of loading			
12.Port/place of discharge	13.destination			
14.Marks of shipment Number and kind of packages, description, gross mass(kg) net mass(kg)Cube(m^3)				

15.Container identification no/vehicle registration no	16.Seal number(numbers)	17.Container/vehicle size & type	18.Total cargo mass	19.Total gross mass (including tare)(kg)
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING		21.RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon. ORGANIZATION REMARK:		
20.Name of company		Haulier's name Vehicle reg.no Signature and date	22.Name of company	
Name /status of declarant			Name /status of declarant	
Place and date			Place and date	
Signature of declarant		Driver's signature	Signature of declarant	

EK-20 DANGEROUS MATERIAL OPERATION RESPONSIBLE TASK DEFINITION

1. Dangerous Goods Operation Officer is required to have the following qualifications when assigned.

a. Stopping the ship operation, handling dangerous items in the start-up matters and instructing the port staff / subcontractors etc. Must be duly authorized in writing.

b. The IMDG code should be trained and have relevant certificates.

c. It should have sufficient experience in the port operations.

d. He must have at least graduated from college and must have a foreign language in the level where he can communicate with both ships and foreign senders.

2. Examining the documents coming to the acceptance facility before arriving at the port facility by the dangerous goods coming to the port facility:

a. Identify the name of the Hazardous Material

b. Handling of Hazardous Material will observe the procedures related to the drilling / extraction.

c. Determines the necessary safety precautions to be taken by studying the hazards arising from the dangerous material.

d. It specifies the protective equipment for staff to handle / evacuate and handle with respect to the dangerous substance.

e. It informs them by coordinating meetings with persons who will handle / handle and handle hazardous materials.

3. Prevention of accidents that may occur during the handling of dangerous cargoes will help to implement the "Accident Prevention Policy" determined at the port facility in order to minimize the damage to people and the environment by ensuring safety of life, property and environment and possible accidents.

4. The handling operation is stopped when a nonconformity is detected in the handling of the dangerous goods, thereby ensuring that the nonconformity is removed.

5. It constantly checks the fire, safety and safety measures measured and ensures that the deficiencies are eliminated immediately.

6. Provide coastal facility personnel and crew members wearing protective clothing during loading, unloading and storage when handling dangerous goods.

7. Hazardous substance handling equipment provides firefighting equipment for persons to fight fire and ensures that fire extinguishers and first aid units and equipment are ready for use at any time.

8. Coordinates the operation of the emergency evacuation plan for the evacuation of ships and marine vessels in coastal facilities in case of emergency.

9. It checks that persons engaged in the loading, unloading and handling of dangerous cargoes are trained and certified. Inadequate staff only allows short-term working of staff with sufficient certifications.

10. Ensures that hazardous cargo is carried, handled, disassembled, stacked, temporarily suspended and inspected in a safe and proper manner by appropriately qualified, trained, occupational safety precautions personnel.

11. All mandatory documents, information and documents that need to be found in relation to dangerous cargoes are checked for loading. It does not allow handling of the burden when it detects a deficiency.

12. It inspects the relevant documents to confirm that the dangerous cargo entering the facilities has been properly identified, classified, certified, packaged, labeled, declared, safely loaded and moved.

13. Keeps an up-to-date list of all dangerous cargo on site.

14. Takes necessary safety precautions for unsafe, unprotected, or dangerous persons or persons.

15. Ensure that emergency arrangements are made and that all relevant persons are informed.

16. Notify the port authority of dangerous cargo accidents.

17. Provide the necessary support and cooperation in the controls made by the official authorities.

18. Prevents vessels and marine vessels carrying dangerous goods from approaching berths and climbers without the permission of the port authority.

19. In case of an accident arising from dangerous goods, it shall initiate the necessary emergency response taking into account EmS and Emergency Plan.

20. IMDG CODE and other documents are available at any time with regard to the handled loads at the port facilities.

21. Allows the hot work and process procedure to be implemented taking into account the procedure for hot operations to be carried out during the handling and / or storage of hazardous materials at the port facility.

22. Take necessary measures and precautions to prevent the dangerous cargo handled at the port facility from infecting the sea, soil, water or water drainage areas.

23. Medical First Aid will be transferred to the nearest hospital as soon as possible considering the persons affected by the damage of the dangerous cargo and the "Medical First Aid Guide (MFAG)" attached to the IMDG CODE supplement to those who need first aid after the accidents involving these loads.

24. Hazardous substances shall be checked to ensure that all equipment used for handling and stacking operations, which are not operated by force or by force, is used and maintained under the conditions specified in the instructions, and shall report any faults to the relevant units.

ANNEX-21 ACCIDENT PREVENTION POLICY

Cenal Elektrik Üretim A.Ş was determined to prevent fires and accidents and not to harm people and the environment as the Port Facility, which is to be applied in compliance with the Occupational Health and Environmental Policy in accordance with the Accident Prevention Policy.

During Hazardous Material Handling, Picking and Discharging;

- In all activities undertaken under supervision, first of all the prevention of accidents or minimization of risks should be taken into consideration in the first priority,
- Preventing our employees from being injured in work accidents or being exposed to any negative effects
- In the working areas of the ships and coastal facilities; taking all kinds of precautions to ensure that our employees, customers, stakeholders and the environment are safe and secure
- Monitoring the continuous development policy in order to put the best technologies available for the prevention of accidents into practice,
- Identifying appropriate emergency response procedures in the event of an accident and conducting their exercises,
- Identification of all activities that could lead to accidents in our facility and taking the necessary precautions to fulfill the obligations to prevent such accidents,
- Critical operations that affect safety and security during operational business processes; The appointment of personnel with appropriate knowledge, skills, training and experience,
- Risk assessment for the determination and evaluation of the incidents,
- Ensuring continuous improvement of training and personnel, complying with national and related international legislation and standards,

We are our targets and we are committed to meeting the following requirements to achieve these goals ;

o Material Safety Data Sheet of all kinds of hazardous materials to be drilled / handled and handled at the Port Facility is provided; Requirements and precautions to be analyzed in detail shall be set out in relation to the description of the substance-specific hazard, first aid measures, fire precautions, intervention measures in case of leakage / spillage, special cases for handling, measures for personal exposure, and measures for prevention of harm to the environment.

o The necessary equipment and equipment shall be provided to prevent the possible harmful effects of such dangerous goods.

o In order to ensure that the dangerous goods handling areas are kept under constant surveillance by the relevant plant personnel and / or security officers, the necessary monitoring facilities shall be provided, the measuring devices shall be made available and the alarm systems installed shall be checked.

o In case of emergencies, adequate access to and exit from hazardous material handling areas shall be ensured so that the necessary intervention can be carried out. Personal protective equipment and equipment suitable for handling hazardous materials shall be readily available and available at all times.

The implementation of our policy is a fundamental duty for the employees of our facility and it is among our priorities to deliver this policy to other staff working with us.

ANNEX-22 PROCEDURE FOR HOT WORKING WORKS AND PROCEDURES

1. Purpose :

This procedure, which specifies the principles of the hot operations to be carried out in the areas where the dangerous materials are handled within the ship and port facility, is intended to specify the principles to be applied for hot works such as welding and similar emergencies in ship and scaffold.

2. Legislation :

a. Article 22 (9) of the Regulation on Ports; "Ships and marine vessels in port areas unless permitted by the port authority; Repair, scraper and paint, welding and other hot work can not do the boat and / or bot downloads or other maintenance work to the sea. The vessels and marine vessels that will do this work are obliged to co-ordinate with the coastal facility management at the coastal facility. "

b. The minimum safety aspects of the hot work and operations listed in Annex 10 to the Regulation on the Arrangement of the Dangerous Goods Conformity Certificate are stated.

c. Annex 4 of MSC.1 / Circ.1216, which contains the Safe Transport of Hazardous Cargoes in Port Areas and the Revised Recommendations on Related Activities, sets out the minimum safety requirements for performing hot work.

3. Principles Regarding Construction of Hot Work and Operations in Port Facility :

a. The port authority will allow this as long as it does not pose a hazard when it is communicated to them on request to carry out hot works or other maintenance or repair work on the deck or on the deck which may constitute a danger due to the presence of dangerous cargoes. Permission will be obtained from the Port Authority by the Facility Director for the work to be carried out in areas where dangerous materials are handled.

b. Preliminary notification of the required period of permits and the required period of hot works will allow all emergency departments, for example the fire brigade, to be informed so that they can provide information on further measures or obstacles. In addition, OSH, Safety and Emergency Response Units will be informed in advance about the process of hot working in our facility.

c. Persons authorized to carry out hot work and operations shall take the following measures together with the operations / shift responsibilities before commencing work.

(1) Frequently inspect the local area and adjoining areas, including tests carried out by accredited testing facilities, to verify that the areas where the work is done are free from flammable and / or explosive atmospheres and where appropriate, oxygen deficient.

(2) Hazardous loads and other flammable materials shall be removed from areas subject to hot working and from areas adjacent to them. These substances are contained in lime, sludge, sludge and other possible flammable substances.

(3) Warm working areas and flammable elements (eg beams, wooden partitions, floors, doors, walls and ceiling coverings) in the adjacent areas shall be protected against accidental impacts effectively.

(4) Open piping, pipe passages, valves, joints, voids and open parts shall be sealed to prevent flames, sparks and hot particles from spreading from adjacent working areas to adjacent areas or other areas.

d. A sign shall be affixed to the work area, as well as to all entrances to the work area, with a "permit of the work to be done and safety measures to be taken", which shall be clearly agreed upon by the staff to be employed and working. The provision of the subject matter shall be provided by the ISG unit.

e. When hot works are carried out at the port facility, ISG Unit and Operations / Watchkeepers will pay attention to the following points.

(1) Whether the current situation has changed in the working environment will be continuously checked,

(2) At least one fire extinguisher or other suitable fire extinguishing equipment shall be readily available with all apparatus in order to be used instantly during hot work.

f. When the hot work and operations are completed, fire control will be performed on the area and adjacent areas where the hot work is done by the OSG Unit officials and the Operation/Shift Officers.

4. Principles on the Construction of Hot Work and Operations on Board :

a. Before commencing hot decking on the ship deck or berth, the company official or the shipping agency port authority to conduct the hot deck must have received written permission from the port hotline that the hot deck can be carried out.

b. In addition to the safety measures requested by the port authority, the company officer, who will perform the hot work before the start of the hot work,

should take all the additional safety precautions required on the ship and / or quay. The Minister informs the port officer about the measures.

c. These measures include the following ;

(1) Inspection of the local area and adjacent areas, including tests performed by accredited testing facilities to verify that areas are free of flammable and/or explosive atmospheres and where appropriate, oxygen deficient;

(2) Removal of dangerous cargoes and other combustible substances and objects from work areas and adjacent areas.

(3) Effective protection against accidental ignition of combustible building elements (eg beams, wooden partitions, floors, doors, walls and ceiling coverings)

(4) Ensure that open piping, pipe passages, valves, joints, openings and open parts are sealed to prevent flames, sparks and hot particles from spreading from adjacent work areas to adjacent areas or other areas.

(5) A sign must be affixed to the work area and also to all work area entrances, where hot work authorization information and safety precautions are written. Competency and safety precautions should be easily understandable and clearly understood by everyone involved in the hot work process.

(6) When hot work is undertaken, the following points must be observed by the ship's captain and staff ;

I. Checks should be made to verify that the circumstances have not changed.

Ii. At least one fire extinguisher or other suitable fire extinguishing equipment must be readily available in an area for immediate use during hot work.

iii. During hot work, a fire detector should be placed in the hot work area and in the adjacent areas where the danger may arise due to heat transfer, after the hot work has been completed and after the completion of the work in question.

(7) During hot work and processing, for a sufficient period of time after completion and completion of such work; Active fire control must be carried out in the adjacent areas where hot work may have occurred and where danger may arise due to heat transfer.

5. Other Issues :

a. Hot works to be carried out on board are not allowed under normal conditions. However, in case of necessity, the ship agency shall take the permission

in accordance with the legal regulations and be carried out under the control of the port facility

b. In case of hot work on board, the Safety Requirements for Hot Work on board must be met.

c. Prior to starting the hot work and operations at our port facility, written permission will be obtained from the port president that such hot works can be done. The hot job form will include details of where the hot work and operations will take place, as well as the safety measures to be applied.

d. "Hot Work and Procedures Procedure" will be notified, the safety principles will be briefed and the signatures will be filled and filled in the EK form. Monitoring and supervision of the hot working period will be ensured by the Operations / Shift Officers and OHS Authorities.

SICAK İŞ FORMU

Risk Değerlendirmesi

Sıcak Çalışma Alanı:
Giriş Sınırlamaları:

Sıcak İş nedeni:
Çalışma etkinliği açıklaması:
Muhtemel tutuşturma kaynağı türleri:
☐ Alev (kaynak, lehim, vb) ☐ Kıvılcım veya cüruf (taşlama, kesme, kaynak, vb)
☐ Sıcak Nesne (metal yüzey vb) ☐ Diğer:

Tehlike tanımlama, risk analizi ve kontrol önlemi seçimi:

Sıcak Çalışma İle İlgili Sorumluluk: (Uygun olanı işaretleyiniz)		
	☐	Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre taşeron personeli tarafından yapılacaktır. Kişi/Kişiler belirlenmiş ve ayrıntılı çalışma detayları ve daha önce hazırlanıp bu formun sonuna eklenmiştir.
	☐	Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre tesis personeli tarafından yapılacaktır.

Dokümanları ekle ve risk değerlendirmesi yapmadan Sıcak İş İznine geç.
Aşağıdaki risk değerlendirmesini tamamla

Risk Değerlendirme Rehberi

Adım 1 – Sonucunu düşün
Bu tehlikenin meydana gelebilecek sonuçları nelerdir? Bu tehlike çalışma ile ilgili (aşağıda) en olası sonucu nedir düşünün

Aşırı Kritik	Birden fazla ölüm veya kalıcı yaralanmalar
Büyük	Tek ölüm yada kalıcı hasar
	Medikal tedavi veya kayıp zaman yaralanması
Küçük	İlk yardım tedavisi
Önemsiz	Olay veya ramak kala – hiç bir tedavi

Adım 2 – Olasılığı Düşün
Adım 1 de kararlaştırılan tehlike sonucunun meydana gelme olasılığı (aşağıda) nedir.

Mümkün	Çoğu durumda ortaya çıkması bekleniyor
Olasılıklı	Muhtemelen bir kez oluşacak
Muhtemel	Olay bir zamanda ortaya çıkabilir
Olası Değil/ Nadir	Olay beklenmiyor sadece istisnai durumlarda ortaya çıkabilir.

Adım 3 – Riski Hesapla
1. Adım 1. puanı alın ve doğru sütunu seçin.
2. Adım 2. puanı alın ve doğru satırı seçin.
3. İki değerlendirme aşağıda matris üzerinde çapraz risk skoru kullanın

Y = YÜKSEK, S = CİDDİ, O = ORTA, D = DÜŞÜK

Olasılık \ Sonuçlar	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün	O	C	Y	Y	Y
Olasılıklı	O	O	C	Y	Y
Muhtemel	D	O	O	C	C
Olası Değil / Nadir	D	D	O	O	C

Olasılık \ Sonuçlar	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün					
Olasılıklı					
Muhtemel					
Olası Değil / Nadir					

Tehlike (İşe ilişkin tehlikeleri listeleyin)	**Kontroller** (Bütün Tehlikelerin yönetmek için kontrolleri liste)	**Kişisel Koruyucu Kıyafetler**	**Sorumlu Kişiler** (Kontrolleri uygulanmasından sorumlular)	**Risk Değerlendirmesi** (Yerinde Kontroller ile: Yüksek, Ciddi, Orta yeya Düşük)
1.				
2.				

Riski Değerlendiren Personel :

İsim: ..... İş Veren: ..... Tarih: .....
İsim: ..... İş Veren: ..... Tarih: .....

SICAK İŞ İZNİ

Risk Değerlendirilmesinde açıklanan sıcak iş yöntemi ve konumuna göre, aşağıda ilgili bölümlerde kontrol gereksinimlerini belirlemek.

SICAK İŞ VE TUTUŞTURMA KAYNAKLARI KONTROLÜ

Sıcak çalışmalarının bir parçası olarak gerçekleştirilecek sıcak iş ve tutuşturma kaynaklarının kontrollerini belirlemek:	EVET	N/A	Kontrol
	☐	☐	Tesis / yüklenici tarafından sağlanan Yangın söndürücüler sıcak çalışma alanı ve hemen bitişiğinde 10 metrede yer almaktadır (sabit konum yangın söndürücüler hariç)
	☐	☐	Yakalama hasırları veya levhalar kıvılcım ve cüruf yakalamak için uygun yerlere konumlandırılmıştır.
	☐	☐	Yanıcı ve parlayıcı malzemelerin sıcak iş alanından temizlemesi gerekmektedir. (burada uygulanabilir sıcak çalışma alanı etrafında 15m alanı düşünün ve aşağıdaki çalışma alanının yüzeylerinde dahil edilmesi gerekir.)
	☐	☐	Kanalizasyonlar, kablo rafları, elektrik kabloları ve diğer ısı / yangına hassas ürünler dikkate alınacaktır. (15 metrelik bir alanda yanmaz battaniye, yakalama levhaları veya mevcut ise onaylı kaplamalar kullanın)
	☐	☐	Yangın hortumu sıcak iş alında kullanıma hazır tutulacaktır
	☐	☐	Bir Yangın gözlemcisi sıcak iş sırasında yangın riskini, kıvılcım, cüruf, sıcak nesneleri devamlı izlemesi ve / veya iş boyunca belli periyodlar için gereklidir. ☐ Tüm İş Boyunca, ve/veya ☐ İş Boyunca Belli Periyodlarda (…… dakikada bir)

Belirli Sıcak İş / Tutuşturma Kaynaklarının Kontrolleri	Evet	N/A	Evet İse Ek Kontrol Ayrıntıları Belirtilecektir
Sıcak iş esnasında izolasyon yapılması gereken bitişik alanlarda alınması gerekli önlemler (boru, tank, basınçlı kaplar gibi)	☐	☐	
Sabit yangın koruma ve algılama sistemi hizmet dışı bırakılması gerekmektedir.	☐	☐	
Çalışma alanı özel temizlik yapılması, yıkanması, havalandırması veya çalışma öncesi atmosferik izleme gerektirir. (çalışma alanında yanıcı / patlayıcı buharlar, tozlar, sıvılar ya da katı atıklar)	☐	☐	
Çalışma alanı çalışmalar sırasında ön temizleme, sökme, yüzey hazırlığı yapma ve atmosferik izleme gerektirir. (Yüzeyler ve kaplamalar ısıtılırken veya kesilirken zararlı emisyonları oluşturabilir)	☐	☐	
İşin niteliği özel solunum cihazı giyilmesini gerektirir	☐	☐	
İşin niteliği gaz ve diğer hassas ürün için uygulanacak özel kontroller gerektirir.	☐	☐	
Sıcak işte elektrik kaynağı kullanılacak ise elektrik güvenliğini sağlamak için özel kontroller gereklidir.	☐	☐	

Kapalı Mekanlar için ek Sıcak Çalışma Kontrolleri

☐ N/A (Uygulanmaz)

Kontroller:	Evet	N/A
Dışarıda uygun bir yere cihazlar konumlandır. (yangın söndürücü, hortumlar, solum cihazları gibi)	☐	☐
Havalandırma fanını kirlenme kaynağının mümkün olduğu kadar yakına konumlandır.	☐	☐
Kirletici maddeler hava boşluğuna tahliye edilmesi (böylece devri daim edilirler ve diğer işçileri zarar vermezler)	☐	☐
Elektrik kaynağı önemli bir sure askıya alındığında Elektrik kaynaklarından elektrotlar çıkartılır ,takıldıktan sonra tekrar enerji verilir. Böylece kazara kontak yada ark oluşmaz.	☐	☐
Gaz kaynaklı kesme faaliyetleri önemli bir sure askıya alındığında, meşale ve silindir valfleri kapatılır. Meşale ve hortum bağlantısı çıkarılır ve basınçlaştırılır.	☐	☐

Sıcak İşin Tamamlanması

☐ N/A (Uygulanmaz)

Kontroller:	Evet	N/A
İşin bitiminden sonra alan en az yarım saat süreyle kontrol edilir.	☐	☐
Alan en az sekiz saat süre ve birer saat ara ile kontrol edilir.	☐	☐
Sıcak çalışma sonrası yapılacak kontrolle gerek yoktur.	☐	☐

İzin İsteyen

İsim: …… İmza: ……

ANNEX-23 EMERGENCY DISCHARGE PROCEDURE FOR THE REMOVAL OF SHIP AND MARINE VEHICLES IN THE EMERGENCY POST PLANT

1. Purpose

The purpose of this proce- dure is to describe the determination of responsibilities and the determination of the sequence of operations required to distinguish the vessels in the most appropriate manner from the Maritime Systems in the following emergency situations.

2. Emergency Conditions

Port Facility The conditions that require emergency departure of the vessels connected to the marine systems are stated below.

- Weather opposition
- Fire or emergency conditions on board
- Requirements for a fire or emergency situation at the Port Facility
- Other reasons
  - ✓ Fire on board or on board at other facilities
  - ✓ Terrorist actions
  - ✓ War Status
  - ✓ Natural Disasters
  - ✓ Conditions deemed necessary by the Official Institutions
  - ✓ Pollution
  - ✓ Damage to the position of the ship
  - ✓ Malfunction on board
  - ✓ Medical problems

3. Air Opposition :

Weather Conditions	Operations	Transaction to be made	Descriptions
Wind 15 knot	Evacuation	The evacuation is stopped.	The Port Facility is evacuating until the wind speed drops below <15 kts Reserves the right not to restart.
Wind 20 knot	Evacuation	Flexible hose connections are separated	Increase rate of wind speed and sufficient Taking into account the presence of the Port Facility Personnel, necessary precautions will be taken to securely separate the flexible hoses.
Wind 35 knot	Evacuation	Ship from Iskel	The decision will be made by the Ship's Captain and Port Facility Representative on Pilot's advice.
Any wind speed	Docking Evacuation		The Port Facility may order the ship to decide on any operation during berthing, separation and evacuation for its own safety and request the ship to make this decision.
LIGHTNING	Evacuation	The evacuation is stopped, All the valves of the god And the vents are closed. Cargo tank pressures Closely monitored Uncontrolled vent operation Is prevented.	If the Lightning Port Facility area In the immediate vicinity.
Lying down Head-stern slope 2.0m	Evacuation	The evacuation is stopped, All drain valves It is closed.	Taking corrective action Desired.

The values given in the above table are the calculated values in order to sustain the safe operations of the vessels at the Port Facility Maritime Systems. When the wind speed exceeds 40 kts, the ship is removed from the marine systems in terms of ship and plant safety.

4 Conditions Requiring Fire or Emergency on board:

It is the situation that the start of fire operation which can get out of control due to the maritime systems and which can get out of control by getting bigger even if struggled, requires urgent stop and departure of the ship. In addition, in case of any leakage or spillage that can not be prevented by the atmospheres such as breakage or splitting which may occur in any ship tank or pipeline, it is necessary to immediately remove the sea system from the marine systems in order not to damage the port facility and its environment.

5. Terminal Fire or Emergency Conditions :

A fire similar to that in the Port Facility can be urgently removed from the marine systems in case of uncontrollable fugitives emergency conditions such as ship and environmental safety. Fire and fugitives that will not affect the operation within the Port Facility and can be easily extinguished will be evaluated in the Emergency Management Center and the decision to leave the ship in the marine systems will be given.

6. Other Causes :

Where such situations are not directly caused by the ship or the Port Facility, but where there is a possibility of damage to the ship indirectly,

- Fire or explosion on board or in other facilities,
- Terrorist actions
- War situation
- Natural disasters
- Conditions deemed necessary by the State
- Pollution
- Destruction of the position of the yard
- Ship-side mechanical failures
- Medical problems affecting the Ship and Port Facility

The ships are urgently removed from the marine systems to which they are connected.

7. Communication :

The Port Facility and the Ship or the relevant Authorities shall provide a Fast, Secure, uninterrupted communication through the following communication means when the above mentioned emergency situation occurs in the Harbor Facility and the Ship.
UHF transceiver
VHF transceiver
Mobile phone
Land phone
Messenger / Contact staff

WHY ALARM	ALARM VEHICLE	VOICE WARNING
Fire extinguishing	Wireless phone	Facility fire
At the dock Fire	Wireless phone	At the dock Fire
Cutting of Electricity	Wireless phone	Attention power cut
Emergency	Wireless phone	Attention Shutdown System commissioned

8. Emergency Disposal System Preparation :

All emergency situations must be reported to the Port Authority. If it is decided to leave the ship in an emergency, the Port Authority must specify the places where the ship can be moved under controlled conditions.

The ship's captain and the port facility will initiate the emergency departure process by mutual agreement in case of urgent separation, and will notify the Port Authority as soon as possible. Before the urgent segregation of emergency and time permits, a representative from the Port Authority or Harbor Master, Port Manager / Business Officer, Ship Captain, Guide Captain will agree on the time and manner of separation.

Gear machines, rudder equipment and stop systems from the Marine System will be ready for immediate use. All cargo discharges, ballast discharges shall be stopped and ready for disconnection.

Water will be poured into the ship's fire cycle and the water system will be used for strategic departments.

If atmospheric vent operation is required, the machine personnel must be ready, all non-essential receiver inputs must be closed, all safety precautions related to normal operations must be fulfilled and a warning notice must be issued.

If the necessary intervention exceeds the terminal facilities in all emergency cases, it will be immediately reported to the local security forces and / or fire department.

The decision to remove the gateways under control will be based on the principle of life safety and will include the following conditions:

1. Qualification of tugs
2. The ability of the ground to stand up by its own power
3. The existence of safe places where an emergency gateways can advance or withdraw
4. Fire fighting competence
5. The proximity of other ships
6. Fire Lines

As long as the vessel is at the harbor facility, the fire ropes will be kept on the shoulder and the shoulder of the ship on the sea side (Bulk Liquid Cargo Ship). The eyes of the ropes should be lowered to sea level and the part above the board will be tightened by wrapping at least five rounds on the babe. The part of the rope above the board will be tense from the father. A rope capable of carrying a string will be connected immediately before the rope's eye and the rope's eye will be positioned three meters above sea level. When the vessel is at the harbor facility, the rope's eye will be maintained at this level continuously.

9. Realization of Emergency Separation :

All of the above preparations will be examined and, if deemed appropriate, the ship will be immediately removed.

Emergency Dismantling shall be carried out by performing the following operations in order.

A close coordination and cooperation between the Port Facility, Ship and Port Authority is required at each stage.

1.	Alarming
2.	VHF, information about the emergency via telephone
3.	Initial assessment of the situation between the Ship Captain and the Port Facility Authority
4.	Suspension of operation
5.	Implementation of port facility and ship emergency plan measures
6.	Existing condition deteriorates and the presence of the above mentioned emergency separation conditions.
7.	Assessment of the situation between the ship's captain, the port authority, the port authority or the Harbor Master, pilot captain
8.	Decision to make an emergency appointment
9.	Notification of environmental facilities and other vessels
10.	Positioning the tugs for emergency separation around the ship, completing the preparations and indicating that they are ready
11.	It states that the captain of the ship is ready to complete preparations for the ship and is ready.

ATTENTION !
APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST REMEDY IT MUST BE CONSIDERED AND ALL PRECAUTIONS BE TAKEN AND THE ABOVE CONDITIONS Fulfilled.