

BATILIMAN LİMAN İŞLETMELERİ A.Ş.

HAZARDOUS MATERIAL GUIDE



PREPARATION DATE: 30.12.2015
(See revision page for revisions)

Nuri DEMİRAY
(FACILITY SUPERVISOR)

SIGNATURE

SEAL

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REVISION PAGE

Item No	Revision No	Revision Content	Revision Date	Revising Person's	
				Name and surname	signature
1	001	Emergency response equipments available at port facility	29.01.2016		
2	002	Section 7.2 is revised by additional information about keeping the up-to-date list of all hazardous materials and other relevant information in a regular and complete manner on the coastal facility site and on the ship	01.08.2017		
3	003	Section 10.2 tasks defined for Hazardous Material Safety Advisor is revised related to obligation of having a HMSA for IMDG-Code	15.02.2018	Aslı Konuralp	
4	004	1.1 Facility Information Form is revised.	28.06.2019	Aslı Konuralp	
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1. INTRODUCTION

1.1 FACILITY INFORMATION FORM

General information about the Facility contains the minimum information stated in the facility information form presented below.

1	Facility operator's name / title	BATILİMAN LİMAN İŞLETMELERİ A.Ş.		
2	Facility operator's contact information (address, telephone, fax, e-mail and web page)	Ankara Caddesi No:335, Bornova / İZMİR Tel : 0 232 478 44 00 Faks: 0 232 478 44 44 info@batiliman.com.tr www.baticim.com.tr		
3	Name of facility	BATILİMAN LİMAN FACILITIES		
4	The province where the facility is located	İZMİR		
5	Facility contact information (address, telephone, fax, e-mail and web page)	Nemrut Cad. No:13 Çakmaklı Köyü, Aliğa / İZMİR Tel : 0 232 625 54 45- 46- 70 Faks: 0 232 625 54 53 info@batiliman.com.tr www.batiliman.com.tr		
6	Geographical location of the facility	Aegean Region (İzmir-Aliğa) / Nemrut Gulf		
7	The Port Authority to which the facility is connected and contact details	Aliğa Port Authority Tel: 0 232 616 19 93		
8	The municipality to which the facility is connected and contact details	Aliğa Municipality Tel: 0 232 399 00 00		
9	The name of the Free Zone or Organized Industrial Zone where the facility is located	---		
10	Expiration date of Coastal Facility Operation Permit / Temporary Operation Permit	26/ 07/ 2019		
11	Activity status of the facility (X)	Own load and additional 3rd person (X)	Own load (...)	3rd person (...)
12	Name and surname of the facility supervisor, contact details (telephone, fax, e-mail)	Nuri DEMİRAY Tel : 0 232 625 54 45-46 Fax: 0 232 625 54 53 nuridemiray@batiliman.com.tr		

13	Name and surname of the supervisor of hazardous material operations, contact details (telephone, fax, e-mail)	Serdar ZENGİN Tel : 0 232 625 54 45-46-70 Faks: 0 232 625 54 53 serdarzengin@batiliman.com.tr
14	Name and surname of the Hazardous Material Safety Advisor, contact details (telephone, fax, e-mail)	Aslı KONURALP aucan@tmgdkizmir.com.tr GSM: 0-533-348 96 84
15	The sea coordinates of the facility	Latitude: 38 ⁰ 45' 00" North Longitude: 26 ⁰ 53' 00" East
16	Types of hazardous materials handles in the facility (MARPOL, Annex 1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code goods and asphalt / bitumen and scrap goods)	Dangerous Solid Bulk Goods Dangerous Packaged Goods Scrap Goods
17	Ship types which can berth to the facility	Bulk Goods Ship General Goods Ship
18	Distance of the facility from the main road (kilometer)	It is approximately 6 km to the intersection of Izmir-Çanakkale road.
19	Railway distance (kilometer) or railway connection (Yes / No)	Railway distance is approximately 1 km.
20	The name of the nearest airport and the distance (kilometer)	Izmir Adnan Menderes Airport / 70 km.
21	Goods handling capacity of the facility (Ton / Year, TEU / Year, Vehicle / Year)	6.000.000 tons/year
22	Whether or not scrap handling is carried out in the facility	Scrap handling is carried out.
23	Is there a border gate? (Yes / No)	No
24	Is there a customs bonded area? (Yes / No)	Yes
25	Load handling equipment and capacities	1 Sennebogen 850 Mobile Crane; 15 tons 2 Dock Crane (her biri için); 10 ton LIEBHERR LHM 250 Mobile Crane; 64 tons; 1 piece LIEBHERR LHM 180 Mobile Crane; 64 tons; 1 piece LIEBHERR LHM 150 Mobile Crane; 40 tons; 2 piece SENNEBOGEN 850 Mobile Crane; 15 tons; 1 piece Rhyme Crane; 10 tons; 2 piece Loader; 4 piece Forklift; 7 tons; 3 piece Hopper; 5 piece
26	Storage tank capacity	---
27	Open storage area (m ²)	Duty-free area: 35.000 m ² Temporary storage area: 20.500 m ²
28	Half closed storage area (m ²)	Duty-free area: 10.000 m ²

29	Closed storage area (m ²)	Duty-free area: 4.500 m ²			
30	Specified area of fumigation and / or fumigant removal (m ²)	---			
31	Name / title and contact details of the provider of pilotage and towage services	Uzmar Uzmanlar Denizcilik Tel: 0 232 445 76 00 Faks: 0 232 445 79 00 e-mail: izmir@uzmar.net			
32	Is the security plan created? (Yes / No)	Yes			
33	Waste Acceptance Facility Capacity (This section will be arranged separately according to the waste accepted by the facility)	Waste Type		Capacity	
		Sludge		180 m ³	
		Bilge Water		180 m ³	
		Waste Water		60 m ³	
		Waste Oil		120 m ³	
		Waste		9 m ³	
34	Features of areas such as dock / pier				
Dock/Pier No	Length (meters)	Width (meters)	Maximum water depth (meters)	Minimum water depth (meters)	Largest ship tonnage and size (DWT or GRT – meters)
Pier No: 1	182+30	21	17	12	50.000 DWT
Pier No: 2	290	41	32	17	106.000 DWT
Pier No: 3	281	41	32	12	106.000 DWT
Pier No: 4	164	21	12	9	20.000 DWT
Dock No: 1	178		10	3	15.000 DWT
Dock No: 2	178		9	7	15.000 DWT
Pipeline name (if approved)			Number (pieces)	Length (meters)	Diameter (inches)
Not Available			---	---	---

1.2 Procedures of loading / discharging, handling and storage for dangerous goods handled and temporarily stored at the coastal facility

In the port facility, all other hazardous materials are handled except Grade 1 and other subclasses, Grade 6.2 and Grade 7 (all categories) from IMDG Code hazard grades. Packaged or bale /deck/bundle goods, general goods and project goods in the scope of MARPOL Annex I, IMDG Code are handled.

All types of bulk mines, coal, cement, clinker, fertilizers containing ammonium nitrate and such solid bulk goods in the scope of IMSBC code; all types of bulk grains in the scope of Grain Code are handled at the port area.

In case of demand, the billet and forest products covered by the TDC Code may be evacuated or loaded.

Goods in the scope of IBC Code, IGC Code are handled. Liquid goods can not be stored in the port area, but loading and discharging are allowed, provided they are sousplan.

Differences between Dangerous Goods and Harmful Goods

According to IMO, **dangerous goods means** petroleum and petroleum products within the scope of Annex I to the International Convention for the Prevention of Pollution of the Sea by Ships (MARPOL 73/78), packaged materials listed in the International Code of Dangerous goods Carried by Sea (IMDG Code), International Maritime Solid Bulk Goods Code (IMSBC Code) Bulk materials with UN number given in Annex 1, Materials given in Section 17 of International Code (IBC Code) on Construction and Equipment of Vessels Carrying Hazardous Chemicals in Bulk and the materials given in Section 19 of the International Code (IGC Code) on the Construction and Equipment of Vessels Carrying Liquefied Gas in Bulk as well as the materials which have not yet entered into these lists but which have the potential to damage the life, property and environment or other materials during transportation because of their physical, chemical properties and transportation type, the packaging of these materials which are not properly cleaned and goods transport units.

According to the official definition of the ADR prepared with the provisions recommended by the United Nations, **hazardous materials** are materials that pose a threat to the general safety and regulation, especially important public properties, health and lives of people, animals and other living things due to their natural characteristics or their condition during transportation.

Under National Legislation, **harmful materials** are materials which cause acute or chronic damages to human health or death when inhaled, ingested by mouth, or absorbed through the skin.

In addition, both in terms of road and sea route, harmful materials to the environment are materials which, entering the environment, immediately or later show a short or long term hazard for one or more elements of the environment.

Materials which are explosive, oxidising, very easily flammable, easily flammable, flammable, very toxic, toxic, harmful, corrosive, irritant, allergic, carcinogenic, mutagenic, toxic for reproduction and dangerous for the environment are hazardous. They are transported as dangerous goods while they are being transported. The hazard grade to be applied is tested and applied in accordance with the classification criteria in the relevant transportation mode. Every hazardous material is hazardous in terms of transportation. However, materials which are not regarded as hazardous material even though they are hazardous material are either harmful substances or loading safety is not provided.

Hazardous goods means goods which are manufactured in any form resulting from the production process and are supplied to the market in the final product state, and contain hazardous chemicals that can affect the environment and human beings in a negative way.

The materials that need to be collected separately in the ports are: asbestos dust and cement, acids, waste water pipe cleaners, dyes, plant protectors, varnishes, mercury content grades, sealing cement (rust inhibitor), bleach, solvents (benzine, alcohol), disinfectants, energy saving lamps, old medicines, oven and grill cleaners, fluorescent lamps, brake fluid, gas oil, pesticides, lime removers, stain removers, motor oils, wood or board protectors, batteries, spray cans, nail varnish removers, cleaning agents, oils, fire extinguishers, adhesives, etc.

A chemical substance refers to any kind of element, compound or mixture that occurs is produced in nature or that occurs during any process or as a waste, or occurs accidentally.

Hazardous chemical material includes:

- 1) Materials with one or more of explosive, oxidizing, very easily flammable, easily flammable, flammable, toxic, very toxic, harmful, corrosive, irritant, allergic, carcinogenic, mutagenic, toxic for reproduction and environmentally hazardous properties,
- 2) Besides not entering the classifications mentioned above, the materials that may create risks to health and safety of employees due to the chemical, physico-chemical or toxicological properties and their use or maintenance type in the work place,
- 3) Materials of which occupational exposure limit values are specified.

Under Batiliman general rules, dangerous goods or harmful goods of which the Safety Data Sheet has not been previously reported will not be taken to a port facility. The authority of the preparer of the Safety Data Sheet may be requested by Batiliman if deemed necessary. In case of doubt, even if the product concerned is not involved in an accident, additional classification tests can be carried out on products covered by the GBF, all costs of testing and documentation are paid by the person related to the goods.

Safe entry-exit regulations between ship and coastal facility

To ensure staff changes of the ships that call in the port facility, the seamen's departing from/arriving at the port to meet the needs and tour, arrangement of persons or vehicles to bring material, food, etc. to the ship, secure transportation of persons, visitors, official authorities and officials who come to the port area for any work, the following rules shall apply.

One of the biggest causes of accidents involving death or personal injury and damages to equipment or immovables in the possession of the port that may occur in the port facility is the uncontrolled interaction between the direct port mobile machines, vehicles and walkers. These rules have been defined and implemented in a very detailed manner so that unwanted events do not occur. There are so many interactions between machines, vehicles and walkers that even though continuous monitoring and inspections are carried out, it is not guaranteed that unwanted events will not repeat. For this reason, any person who will perform any of the above-mentioned tasks or movements to ensure safe entry and exit regulations and comply with these regulations will behave in the scope of the following rules:

- Only authorized persons or vehicles are allowed to enter the operation areas. It is expected that these persons will strictly comply with the procedures and rules of the port.
- People need to wear reflective vests or carry on them any clothes that provide high visibility, as long as they are in the port facility, regardless of whether they are on foot or in any vehicle.
- The minimum number of persons walking in the port facility shall be the least possible. People who are allowed to walk are required to use the pavements or special walkways allocated for them.
- Even on the pavements inside the port facility, the walkers should always pay attention to the hanging loads on the moving port machines. Operators and vehicle drivers who use these machines should also pay attention to the persons walking in their surroundings in the same way.
- In no circumstances is it allowed to pass, walk, sit or lie under the hanging loads. Likewise, vehicle drivers cannot pass, stop or park under such loads.
- It is not permitted in any case that the load lifting machines go towards walkers or vehicles, regardless of whether the load lifting machines are loaded or unloaded.

- People in port facilities are not allowed to sit, crouch, sleep or lie anywhere on the dock or shipboard, where the operation is continuing. This rule does not apply only if needed by the nature of work to be done; in which case the facility operator shall provide the necessary equipment and take measures.
- There should be a yellow warning lamp that will be visible to everyone clearly on all moving vehicles or work machines that will enter the port area and remain in operation. Vehicles or machines that do not have these warning lamps are required to turn four-way flashers on or activate warning signals that anyone near them can hear.
- Operators or vehicle drivers are not allowed to use any of the roads that are reserved for the walkers in any way while in the port facility.
- It is strictly forbidden to enter the back working areas of the dock cranes during operation as a walker or pass by vehicle in order to go from one place to another.
- It is strictly forbidden to enter the field of operations and storage on foot, or to pass by vehicle to go from one place to another.
- As much as possible, warning signs and marks should be placed on and around the entry and exit of the field operation and storage areas. These warnings are put in place to prohibit unauthorized entry into these fields.
- If there is a walker in the vicinity of, around, or in the influence area of the work machines operating in the area where the loading and unloading operations are carried out and seen by the operator, the operator or the vehicle driver shall not continue operation by stopping the operation and until the walker arrives at a safe area.
- During the maintenance and repair work in these areas, including the periodic inspection of the facility, equipment or infrastructure, no machine operation shall be carried out until the work is over.
- Nonworking equipment is not allowed to be repaired in areas where the operation is actively performed, but repairs are allowed if movement, transport is dangerous, or if other operations in its vicinity are stopped and necessary safety precautions are taken.
- It is not allowed for the mentioned hazardous material grades to enter the port facility from the sea and land.
- The entry and exit of all goods are subject to the permission of the customs authority as the port facility is a customs bounded area. No goods can enter or leave the port area without the knowledge and consent of the customs authority.

Port Area Speed Limit:

The maximum permissible speed limits for any vehicle in the port are:

In the dock : 20 km/h

In the area : 20 km/h

Regulations to ensure that ships and marine vessels carrying hazardous materials are not docked to coastal facilities without the docking permission of the port authority
It is strictly prohibited to dock ships and marine vessels carrying hazardous materials and having not received a docking permission from the Port Authority at any port dock.
If there is an urgent request or force majeure for docking, the Port Authority will be informed first and the docking operation will be allowed if the port operation accepts compliance with the written approval.
Under any circumstances, the competent pilotage and towage organization will be informed simultaneously.

Ships and marine vessels creating hazards :

ARTICLE 46 –

- 1) Regardless of type, tonnage and flag in the port administrative area, ships and marine vessels that are subject to legal proceedings, such as seizure, provisional seizure, restraining order for voyage by the judicial authorities, or that have received a restraining order for voyage with an administrative decision by reason of technical insufficiency or waiting for any reason at coastal facility or at anchorage, that create dangers, cannot be controlled and are dangerous, uncontrollable and inconvenient for sea with similar reasons should be made convenient for the sea by the ship authorities and they should take the measures to avoid dangers to life, property, voyage, environment safety and security with the permission of the port authority.
- 2) The ship authorities are responsible for the removal, towage or destruction of ships and marine vessels in wreck, semi-submerged or abandoned condition in the port administrative area, with the permission of the port authority.
- 3) If rescue is not requested within 72 hours by the ship and marine vessel authorities in case of an emergency such as landing and drifting, rescue operation is initiated by the port authority.

1.3 Procedures for preparation, revision and notification of the hazardous material guide

The prepared Hazardous Material Guide shall be kept open to the access and information of all relevant port personnel, public authorities and users of the facility. In order to ensure this, the operator of the port facility will publish a "pdf" file which can be viewed on the internet page (www.batiliman.com.tr) by providing a link that can easily be seen through the homepage of the official website.

The Regulation stipulates that the Hazardous Material Guide should be kept up-to-date by the facility operator. For this reason, any changes to the information contained in the Hazardous Material Guide will be published and updated in the Hazardous Material Guide within one month at the latest.

The Hazardous Material Guide is submitted for approval to the Port Authority before the first publication date. Following the approval of the Port Authority, port facility personnel is informed against signature. Abbreviated general standards are published on the web page of Batiliman.

2. RESPONSIBILITIES

Responsibilities and obligations:

ARTICLE 11 –

(1) All parties involved in the dangerous goods transportation activity are obliged to take all necessary precautions to make the transportation safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when there is an accident.

(2) The responsibilities of goods authorities are as follows:

- a) They prepare all compulsory documents, information and documents related to dangerous goods and ensures that these documents accompany the goods during the carriage activity.
- b) They provide legislative classification, identification, packaging, marking, labeling and matrixing of dangerous goods.
- c) They ensure safe loading, stowage, fixing, transport and discharge of dangerous goods to approved and regulated packaging, containers and goods transport units.
- d) They ensure that all relevant personnel are trained in the risks of dangerous goods carried by sea, safety precautions, safe operation, emergency precautions, safety and similar matters and they keep training records.
- e) They provide the necessary safety precautions for hazardous materials that violate the rules and that are unsafe or dangerous to persons or the environment.
- f) They provide necessary information and support in case of emergency or accident.
- g) They report the dangerous goods accidents that occur in the field of responsibility to the administration.
- h) They provide the necessary information and documents in the controls made by the official authorities and ensures the necessary cooperation.

(3) The responsibilities of the coastal facility operator are as follows:

- a) It allows the vessels to berth and moor in a convenient, protected, safe way.
- b) It ensures that the entry-exit system between the ship and the coast is appropriate and safe.
- c) It provides training for persons engaged in the loading, unloading and handling of dangerous goods.
- d) It ensures that dangerous goods are transported, handled, disassembled, stowed, temporarily waited and inspected in a safe and proper manner by qualified, trained personnel that take occupational safety precautions.
- e) It requests all compulsory documents, information and documents related to dangerous goods are requested from the goods authority, and demands they accompany the goods.
- f) It keeps an up-to-date list of all dangerous goods within the premises.
- g) It ensures that all operational personnel are trained in terms of the risks of handling hazardous loads, safety precautions, safe operation, emergency precautions, safety and similar issues, and keeps training records.
- h) It inspects the relevant documents to confirm that dangerous goods entering the facilities is properly identified, classified, packaged, labeled, declared, approved and loaded to the proper packing, container and goods transport unit and transported safely.

- i) It shall inform the port authority of the necessary safety precautions for unsafe, unprotected or hazardous materials that create risks to persons or the environment.
- j) It ensures that emergency regulations are made and that all relevant persons are informed on these matters.
- k) The operator notifies the port authority of dangerous goods accidents occurring in the field of responsibility.
- l) It provides the necessary support and cooperation in the controls made by the official authorities.
- m) Activities related to hazardous materials are carried out in docks, piers, storages and warehouses established in accordance with these works.
- n) It equips docks and piers reserved for ships and marine vessels to load or unload bulk petroleum and petroleum products with appropriate installation and equipment.
- o) It permits the transfer of hazardous materials that are not allowed to be temporarily suspended or are unauthorized, outside the coastal facility as soon as possible without delay.
- p) It can not dock ships and vessels carrying hazardous materials without the permission of the port authority.
- q) It establishes a suitable storage area for the separation and stowage of hazardous materials for transport containers and takes the necessary fire, environment and other safety precautions in this area. It takes the necessary safety measures against loading, discharge, transshipment of the hazardous materials to the ships and marine vessels, those loaded, discharged and transshipped with the ship authorities, particularly against heat and other hazards during the hot season. Flammable materials should be kept away from spark-forming operations, and during the dangerous goods handling, no spark-forming tools and instruments are operated.
- r) It prepares emergency evacuation plant for the evacuation of the ships and marine vessels from the coastal facilities in an emergency.

Facility personnel who are involved in activities related to hazardous materials and whose duties are mentioned below are those who have completed the IMDG Code General Awareness and Mission Training and are conscious and knowledgeable about hazardous materials. The following table sets out the scope of the IMDG code in relation to the works for which they are responsible for written activities and shows the qualifications and responsibilities of persons engaged in the transport, handling, separation, stowage, temporary storage, moving and supervision of dangerous goods.

Position	Supervision	Observation	Separation	Transport	Handling	Stowage
Port Operation Manager	X	X				
Port Operation Chief	X	X				
Wharf Operation Chief	X	X				
Port Operation Engineer		X	X			
Operation Technician		X	X			
Weigher		X	X	X		
Tally-man		X	X		X	X
Electrical Maintenance Worker		X				

Within the scope of "Regulation on Training and Authorization within the Scope of International Code Regarding the Dangerous goods Carried by Sea" numbered 28201 published in the Official Gazette on February 11, 2012; the personnel who have not received the IMDG Code General Awareness, Task-Oriented or Renewal Trainings will not be employed. Renewal Trainings will be given every two years to the staff who have received in General Awareness and Task-Oriented Training. After the completion of the trial period, the newly recruited staff will receive General Awareness and Task-Oriented Training no later than 3 months from the date of entry into the job.

Subcontracting employees who temporarily work in the port facility under the long-term contract will be required to have received the IMDG Code training. Employees who do temporary work for a short period of time and who are not trained will be supervised by the port staff who have completed their training and will be given information about the hazard if necessary.

(4) Responsibilities of the ship's captain are as follows:

- a) It ensures that the equipment and devices of the ship are in accordance with the dangerous goods transportation.
- b) It requests all compulsory information and documents concerning the dangerous goods from the coastal facility and goods authority, and ensures that they accompany the dangerous goods.
- c) It ensures that the safety measures related to the loading, handling, separation, handling, transport and evacuation of dangerous goods on the ship are carried out and maintained in full, and performs the necessary inspections and checks.
- d) It checks that dangerous goods entering the vessel is properly identified, classified, certificated, packaged, marked, labeled, declared and they are loaded to the proper packages, containers and goods transport units and transported safely.
- e) It ensures that all ship personnel are informed and trained about the risks of transported, loaded and evacuated dangerous goods, safety precautions, safe operation, emergency precautions and similar matters.
- f) It ensures that persons who have received appropriate and necessary training in loading, handling, evacuation and transport of dangerous goods are provided with occupational safety measures.
- g) Without permission of the port authority, it cannot go out of the area allocated to it, cannot anchor, cannot approach the pier and dock.
- h) It implements all the rules and precautions during navigation, maneuvering, anchoring, berthing and separation to ensure that the ship carries the dangerous goods safely.
- i) It provides safe entry and exit between ship and dock.
- j) It informs its personnel of the practices, safety procedures, emergency measures and intervention methods of hazardous materials on board.
- k) It keeps an up-to-date list of all dangerous goods on board and declares them.
- l) It informs the port authority of the safety precautions for hazardous materials which are unsuitable, unsafe, dangerous to ship, persons or environment.
- m) It notifies the port authority of dangerous goods accidents on board.
- n) It provides the necessary support and cooperation in the shipboard controls by official authorities.

3. RULES AND MEASURES TO BE APPLIED/COMPLIED WITH BY THE COASTAL FACILITY

The subjects to be fulfilled by the coastal facility operator Batiliman in the direction of the measures stated in Article 12 of the "Regulation on the Transport of Hazardous Materials by Sea" are given below.

Rules to be followed in coastal facility operators and measures to be taken:

ARTICLE 12 –

(1) Operators of coastal facility with the Hazardous Materials Conformity Certificate shall take the following measures:

- a) If coastal facility operators are unable to store hazardous materials in the area evacuated at the pier or dock, they ensure that these materials are transported out of the coastal facility as soon as possible without delay.
- b) Hazardous Materials shall be packed in a suitable manner and information on the package that identifies the hazardous materials and on risk and safety measures are included.
- c) The coastal facility personnel, seamen and other authorized persons in charge of handling hazardous materials shall wear protective clothing in accordance with the physical and chemical characteristics of the goods during loading, unloading and storage.
- d) Persons in charge of fire-fighting at the handling of hazardous materials are equipped with firefighter equipment, and fire extinguishers and first aid units and equipment should be made available at all times.
- e) Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vessels in coastal facilities in case of emergency and submit it to the port authority for approval.
- f) Coastal facility operators are obliged to take fire, safety and security measures.
- g) The operators of the coastal facilities announce the points specified in this article by obtaining approval of the port authority.
- h) The inspection of the provisions of this Article shall be carried out by the port authority and, if any nonconformity is detected, the handling operation shall be stopped and the nonconformity shall be remedied.
- i) Personnel who do not have the required training and certification in accordance with the Regulation on Training and Authorization under the International Code on Dangerous goods Carried by Sea, published in the Official Gazette dated 11.02.2012 and numbered 28201, are not allowed to enter and operate dangerous goods handling operations and areas where these operations are conducted.

4. GRADES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, DISPOSAL, STOWAGE AND STORAGE OF DANGEROUS GOODSS

4.1 Grades of dangerous goods

Hazardous Material Grades and Sub-sections according to IMDG Code and ADR are as follows, as explained in the IMDG Code Book Volume 1 Part 2 and ADR Book Volume 1 Part 2:

Grades of Hazardous Materials

IMDG Code	Hazard Grade	Hazard Grade Name	ADR
Part 2.0		General	Part 2.1
Part 2.1	Grade 1	Explosives	Part 2.2.1
Part 2.2	Grade 2	Gases	Part 2.2.2
Part 2.3	Grade 3	Flammable Liquids	Part 2.2.3
Part 2.4	Grade 4.1	Flammable Solids	Part 2.2.41
	Grade 4.2	Self Flammable Solids	Part 2.2.42
	Grade 4.3	Solids Producing Flammable Gases in Contact with Water	Part 2.2.43
Part 2.5	Grade 5.1	Oxidizing Materials	Part 2.2.51
	Grade 5.2	Organic Peroxides	Part 2.2.52
Part 2.6	Grade 6.1	Toxic Ingredients	Part 2.2.61
	Grade 6.2	Contagious Materials	Part 2.2.62
Part 2.7	Grade 7	Radioactive Materials	Part 2.2.7
Part 2.8	Grade 8	Corrosive Materials	Part 2.2.8
Part 2.9	Grade 9	Different Hazardous Materials and Objects and Harmful Materials to Environment	Part 2.2.9
Part 2.10		Marine Polluters	Part 2.2.9

Hazardous Material Sub-Sections

- **Grade 1 Explosives**
 - Grade 1.1** Explosives with mass destruction capacity
 - Grade 1.2** Explosives that do not have mass destruction capacity but are part effect
 - Grade 1.3** Explosives that will not create a mass destruction effect but will produce fire or partial particle or explosion effects or both effects
 - Grade 1.4** Materials without a significant explosion hazard
 - Grade 1.5** Materials that have a mass destruction effect but are not very sensitive
 - Grade 1.6** Materials that do not have a mass destruction effect but are not very sensitive

- **Grade 2 Gases**
 - Grade 2.1** Flammable Gases
 - Grade 2.2** Flammable and Non-Toxic Gases
 - Grade 2.3** Toxic Gases
- **Grade 4 Flammable Solids**
 - Grade 4.1** Flammable Solid Materials
 - Grade 4.2** Self Flammable Solid Materials
 - Grade 4.3** Solids Producing Flammable Gases in Contact with Water
- **Grade 5 Oxidizing Compounds and Organic Peroxides**
 - Grade 5.1** Oxidizing Materials
 - Grade 5.2** Organic Peroxides
- **Grade 6 Toxic and Contagious Materials**
 - Grade 6.1** Toxic Materials
 - Grade 6.2** Contagious Materials

There are no Sub-sections for **Grade 3, Grade 7, Grade 8** and **Grade 9**.

Grade 1 and all other subgrades, Grade 6.2 and Grade 7 (all categories) from these hazardous classes in packed or bulk will not be handled in the port facility. Loading or discharging may also be carried out, provided that bulk liquids or gas products are sousplan.

4.2 Packets and packages of hazardous materials

Hazardous materials coming to the port facility shall be packed and packaged under IMDG Code Part 4.

All packaging containing hazardous materials should have the United Nations (UN) Type Approval, even if it is contained within any Goods Transport Unit (CTU).

4.3 Placards, plates, brands and labels for hazardous materials

The packages containing dangerous goods coming to the port facility and all CTUs shall be marked, labeled and placarded as shown below in accordance with IMDG Code Sections 5.2 and 5.3.

- **Grade 1 Explosives**



- **Grade 2 Gases**



Grade 2.1



Grade 2.2



Grade 2.3

- **Grade 3 Flammable Liquids**



- **Grade 4 Flammable Solids**



Grade 4.1



Grade 4.2



Grade 4.3

- **Grade 5 Oxidizing Compounds and Organic Peroxides**



Grade 5.1



Grade 5.2



- **Grade 6 Toxic and Contagious Materials**



Grade 6.1



Grade 6.2

- **Grade 7 Radioactive Material**



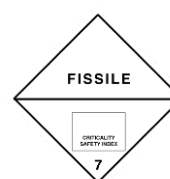
Category 1



Category 2



Category 3



- **Grade 8** Corrosive Materials



- **Grade 9** Different Hazardous Materials and Objects and Harmful Materials to Environment



4.4 Signs and packaging groups of hazardous materials

Other hazard grades as well as other signs to be used are as follows:

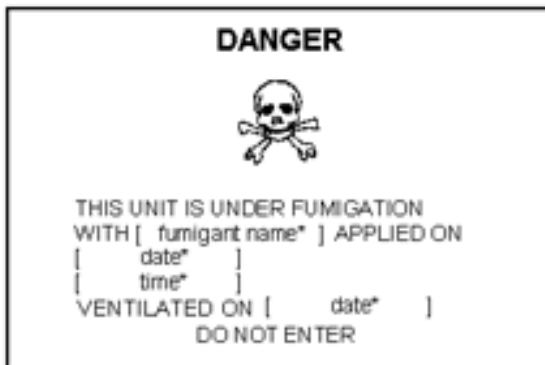
- **Marine Pollutants**



- **Hazardous Materials Transported in High Temperature**

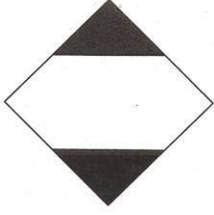


- **Fumigation Warning Sign**



* Insert details as appropriate

- **Limited Quantity**



- **Exempt Quantity**



As shown in the table in the section 3.5 in the scope of categories (from E0 to E5) on the column 7b in IMDG Code Volume II Dangerous goods List, a maximum of 1,000 packages of this scope can be carried.

Where this label is applied, the shipper section should be written on the section ** on-site and product hazard grade *.

There are Packaging Groups (PG) for different hazard grades. These groups and their meanings are as follows:

PG I - High level hazard

PG II - Moderate level hazard

PG III - Low level hazard

However, there are no packaging groups for spontaneously reacting materials of Grades 1, 2, 5.2, 6.2, 7 and 4.1, and also there is no PG I for Grade 9.

The letters X, Y and Z identifies the packaging strength included in UN type approved packaging codes for the hazardous material transportation. The letter X is the most durable packaging available for all Packing Groups. The letter Y is medium durable and can be used for Packing Groups II and III, and the letter Z is the least durable packaging and should only be used for Packing Group III.

4.5 According to the grades of hazardous materials, on-board and port separation tables

For the determination of the separation conditions for two or more dangerous goods, Separation conditions, the Separation Table given in IMDG Code Volume I, 7.2.4 and the provisions of Column 16 (b), IMDG Code Volume II Dangerous Goods List (DGL). In case of any conflict, the provisions of Column 16(b) above will take precedence over the Dangerous Goods List (DGL).

The general separation table for dangerous goods is given below:

GRADE	1.1	1.2	1.3	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
	1.1, 1.2, 1.5	1.3, 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9	
Explosives	*	*	*	4	2	2	4	4	4	4	4	4	4	2	4	2	4	X
Explosives	*	*	*	4	2	2	4	3	3	4	4	4	4	2	4	2	2	X
Explosives	*	*	*	2	1	1	2	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases	4	4	2	X	X	X	2	1	2	X	2	2	2	X	4	2	1	X
Flammable and Non-toxic Gases	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X	
Toxic Gases	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X	
Flammable Liquids	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X	
Flammable Solids	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X	
Self Flammable Solids	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X	
Solids Producing Flammable Gases in Contact with Water	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X	
Oxidizing Materials	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X	
Organic Peroxides	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X	
Toxic Materials	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X	
Contagious Materials	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X	
Radioactive Materials	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X	
Corrosive Materials	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X	
Different Hazardous Materials and Objects Harmful Materials to Environment	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

The separation terms in this table provide information on the distances that should be between the hazardous materials of different hazard grades:

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

“2”: separate from“.....”:They can be transported in different warehouses under deck or with a horizontal distance of at least 6 meters on the deck.

“3”: separated from “....” with a full compartment or staple: They can be carried on the deck with a horizontal distance of at least 12 meters. They can not be transported in the same warehouse or compartment under the deck.

“4”: separated from “....” with a full compartment or staple lengthwise: They can be carried on the deck with a horizontal distance of at least 24 meters. If they are transported under the deck, it is necessary to place another staple in addition between the (fore and aft direction) hazardous materials.

Stowage requirements given within the framework of special provisions in the IMDG Code and Dangerous Goods List for “X” and “*” shall apply.

Dangerous goods in the port area within the different cargo transport units or those packaged will be stowed based on distances in the following separation table:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Flammable and Non-toxic Gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Self Flammable Solids	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Solids Producing Flammable Gases in Contact with Water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing Materials	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic Materials	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosive Materials	8	A	0	0	0	A	A	A	S	S	0	0	0
Different Hazardous Materials and Objects	9	0	0	0	0	0	0	0	0	0	0	0	0

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

- 0** = no need for separation (Unless otherwise stated in special provisions)
- A** = away from“...” – a minimum distance of 3 m
- S** = separate from“...” – a minimum distance of 6 m in open areas;
separated by a minimum of 12 m in closed area and storage or by a fireproof wall

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

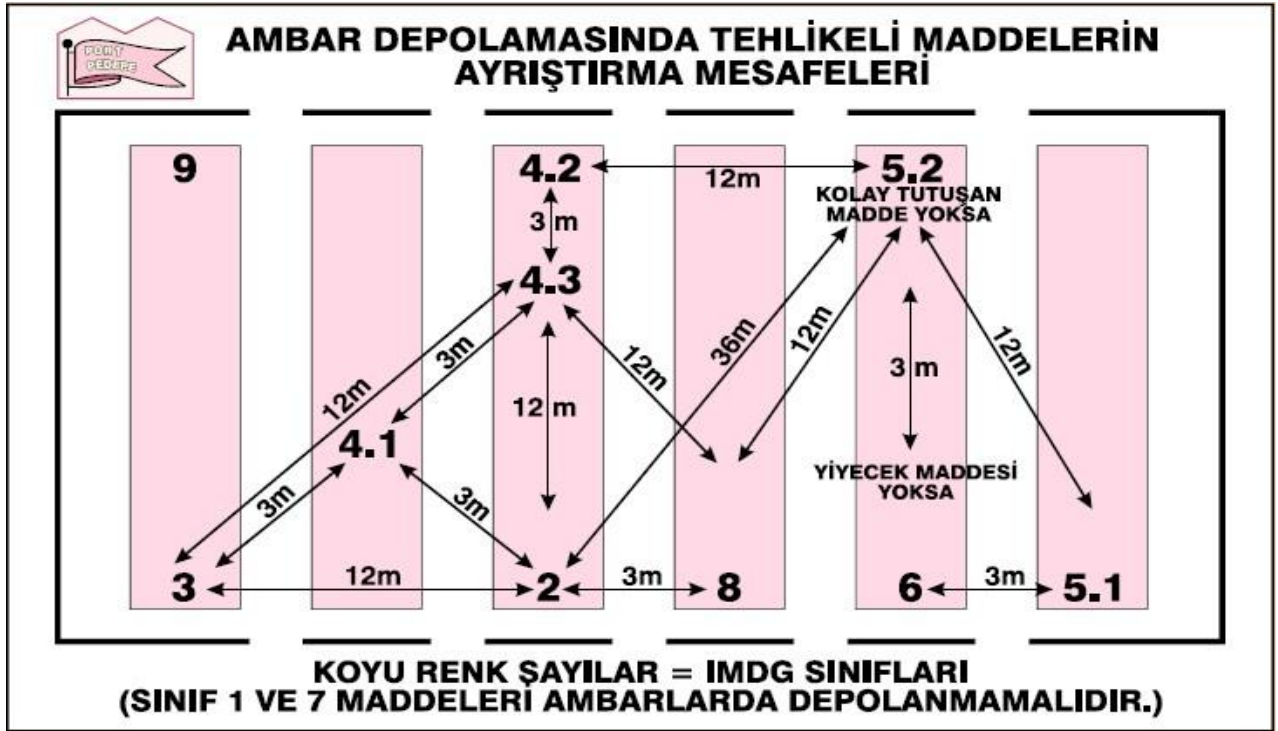
- 0** = no need for separation (Unless otherwise stated in special provisions)
- A** = away from“...” – no need for separation (Unless otherwise stated in special provisions)
- S** = separate from“...” – in open areas, longitudinal and horizontal distance of min 3 m, separated by a minimum of 6 m in closed area and storage or by a fireproof wall

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

- 0** = no need for separation (Unless otherwise stated in special provisions)
- A** = away from“...” – a minimum distance of 3 m
- S** = separate from“...” – in open areas, longitudinal and horizontal distance of min 6 m, separated by a minimum of 12 m in closed area and storage or by a fireproof wall

4.6 Separation distances and separation terms of dangerous goods in warehouse storage

Dangerous goods storage will not be carried out with packages other than the freight transport units in Batiliman Facilities. If hazardous material is stored in port warehouses for a short time in a controlled way due to force majeure, the following separation distances shall apply.



4.7 Dangerous goods areas

The information and documents of the dangerous goods arriving at/departing from the port are covered in IMDG Code Chapter 5.

Under 5.4.1.1.1, such information may be transferred electronically via EDP or EDI.

The information of the dangerous goods coming to the port by land will be given in advance. However, Safety Data Sheets and Emergency Information for each hazardous material will also be requested. Safety Data Sheets should be up to date and prepared in Turkish in accordance with the latest regulations.

It is necessary to deliver the Multimodal Dangerous Goods Form to the port authorities for dangerous goods reaching the port by using different modes of transport. In addition, the Container / Vehicle / Truck Loading Certificate for each cargo transport unit (CTU) containing dangerous goods will be requested by the port.

Vessels with dangerous goods to call on the port should submit to the port the Stowage Plan as well as the Dangerous Goods Manifest.

For the cargo transport units containing hazardous materials that will be received from the port and go to the customer by land, transport documents for ADR legislation should be available.

5. MANUAL ON HAZARDOUS MATERIALS HANDLED IN THE COASTAL FACILITY

In order to contribute to the safe fulfillment of the activities in question, Batiliman, which is engaged in the handling and temporary storage, loading/unloading of dangerous goods, has prepared a Hazardous Material Manual which includes hazardous material grades, packagings of hazardous materials, labels, signs and packing groups, separation tables on ship and in port according to the grades of dangerous goods, separation distances of dangerous goods in warehouse storages, separation terms, dangerous goods documents, dangerous goods emergency response action flow diagram and made it available for the relevant persons in a pocket size for mobility.

6. OPERATIONAL CONDITIONS

6.1 Procedures for securely landing, mooring, loading / discharging, harboring or anchoring related to the vessels carrying dangerous goods at daylight and night

Control of the Dangerous Goods Arriving At the Port Facility:

Prepared in accordance with the legal regulations on the Preliminary Notice;

(1) After the preliminary notification of dangerous goods arriving at the port facility with the ship, it is the responsibility of the Port Authority to grant the permission to the ship according to the suitability of the cargo/cargoes and the facility. In case the port facility is structurally inadequate for the pre-notified dangerous goods, or if the goods in question port are not allowed in the coastal facility operation permit, entry to the port is not permitted. If requested, appropriate port or ports in that area may be proposed for that cargo.

(2) If it is informed that a damaged cargo has been received from ship, the Port Authority should obtain information from the port operator about the necessary measures under the IMDG Code in the port area for that cargo, and perform physical check, if necessary.

(3) The port operator should make plans and preparations for dangerous goods arriving either by sea or by land, handling, stowage and transporting. In case the dangerous goods are to be stowed in the port area, the separation rules of the IMDG Code shall be applied and the notified cargoes shall be planned accordingly and operation is carried out. The Port Authority may check that dangerous goods are carried out within the boundaries of the IMDG Code segregation rules on the port side. Port operator is responsible for nonconformities.

(4) The port operator plans the stowage of the goods in accordance with the IMDG Code rules in compliance with the preliminary notifications of the dangerous goods coming by land.

(5) Cargo transport units with dangerous goods are inspected by certified port staff who have received IMDG Code General Awareness and Task-Oriented Trainings and at the port entrance according to IMDG Code rules. Unsuitable cargo transport units are not allowed into the port area.

(6) In accordance with the preliminary notification, the operator's/driver's license, vehicle / wagon / container / tank container conformity and loading document and the dangerous goods operation document of the shipper and/or the carrier should be checked and recorded in the port system. If any of these information is not suitable, entry of the vehicle and / or cargo into the port area is not permitted.

(7) In addition to pre-notification information, the vehicle's dangerous goods transport document should also be checked at the port entrance. A vehicle that does not have a Dangerous Goods Transport Certificate or that has a fault in the Transport Document is not allowed to enter the port area.

(8) Vehicles and cargoes that do not have any fault in the controls and accepted to the port area after the controls made as a result of the preliminary notification should be registered in the port system and reported monthly and submitted to the Port Authorities and the Administration. As a port facility, the notification rules will be valid. All dangerous goods entering the port facility both by sea and by land should be notified at least one week in advance. This notification should contain the IMDG Classification, UN Number, MSDS prepared by the producer and Packing Group, if available, of the dangerous goods. Notifications will be forwarded to the Operations Department.

Anchoring Location of Vessels Carrying Dangerous Goods:

Will be dealt with Regulation on the Amendment of the Ports Regulation No. 28572 dated February 27, 2013.

ALIAĞA PORT AUTHORITY

Port administrative area limit of Aliağa Port Authority:

The sea and coast area between the line connecting the following coordinates (a) and (b) and the line drawn to the real west (270°) direction from the coordinates (b) and the line connecting the coordinates (c) and (d) and the line drawn in drawn to the real west (270°) direction from the coordinate (d) and limited by Turkish territorial waters

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

ANCHORING LOCATIONS

Anchoring area numbered 3: Anchoring area for vessels carrying hazardous material and vessels to be degassed is the sea area determined by the following coordinates.

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

Anchoring area numbered 6: Anchoring area for vessels carrying hazardous material and nuclear powered military vessels, vessels to be put in quarantine and vessels to be degassed is the sea area determined by the following coordinates.

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

Port Docks For Handling Dangerous Goods:

Since all hazard grades except Grade 1, Grade 6.2 and Grade 7 will be handled, all docks and piers for this type of vessels will have the status for handling hazardous materials.

General Provisions Regarding Rules to be Followed in Dangerous Goods Operations and Measures to be Taken:

Within the scope of the PORTS REGULATION No. 28453 published in the Official Gazette on 31 October 2012;

Notification obligation for dangerous goods

ARTICLE 18 –

(1) All vessels making international voyages and carrying dangerous goods, whether Turkish or foreign flagged, should fill in the Dangerous Goods Manifest Form at least twenty four hours before entering the port administrative area and notify the port authority in writing while the with less than twenty-four hours of cruising time before entering the port area should fill in the Dangerous Goods Manifest Form immediately after the departure from the coastal facility and notify the port authority in writing.

(2) Vessels carrying oil and its derivatives and other harmful and dangerous goods should make the necessary declarations to the port authority within the scope of the Implementing Regulation of Law no. 5312 dated 3/3/2005 on Compensation Principles of Intervention and Damage in Emergency Situations in the Contamination of Marine Environment with Oil and Other Harmful Substances and Law on Compensation Principles of Intervention and Damage in Emergency Situations in the Contamination of Marine Environment with Oil and Other Harmful Substances published in the Official Gazette dated 21/10/2006 and numbered 26326 and are obliged to fulfill the financial obligations stipulated in the international agreements to which the Republic of Turkey is a party.

(3) Dangerous goods between the port administrative area and the adjacent ports are transported by means of ships and marine vessels reserved for these works and without passengers, provided that they are loaded in wagons and trucks in the special containers and packages and that the necessary safety precautions are taken by the carrier and the shipper. This shipment is carried out according to the procedures and principles determined by the port authority and at the times deemed appropriate.

Transport between vessels subject to customs inspection and customs service points:

ARTICLE 28 –

1) Passengers, passenger baggages, crew, personnel, supplies, provisions and persons related to the ship can only be transported by authorized service boats from the ships and marine vessels subject to the customs inspection to the places where customs service is provided or vice versa. These boats are given written permission by the port authority.

2) Ships and marine vessels subject to customs inspection and ships and marine vessels to serve between the places where the customs service is provided move from the places designated by the port authority and the customs administration and moves back to the same place. The docking, mooring and other similar matters are indicated in the permit.

3) Ships and marine vessels that are not subject to customs inspection are also serviced by certified service boats with written permission. However, these boats may not use the places where customs service is provided.

- 4) Public officials with supervisory authority may use boats belonging to the public for going to ships and marine vessels subject/not subject to customs supervision, as well as the boats permitted by the port authority collectively or separately.
- 5) Service boats that do not receive written permission from the port authority according to the provisions of this article can not operate within the port administrative area.

Port Arrival Notification and Pilotage/Towage Requests of Ships:

Shall be carried out in accordance with the principles laid down in the relevant article "Pilotage services and the obligation to receive towing boat" of the Port Regulations:

Guidelines for the maritime pilot and towing boat ARTICLE 14 –

- 1) In marine areas where there is no authorized guidance and towage organization, the administration may give temporary exemption, or may request services from other port areas regarding the maritime pilot and/or towing boat conditions, taking into consideration (The technical structure and characteristics of the ships and marine vessels, the risk situations of the facilities in the port area, the purpose of use, the transported cargo and the type of cargo, the maneuverability and the infrastructure status of the coastal facilities, including docking without a towing boat and all responsibility belonging to ships and the related coastal facilities. However, in the event of an unexpected situation such as adverse weather conditions, towing boat failure, etc., during the service to be taken from other port areas, these ships and marine vessels may dock without any towing boat with the permission of the port authority for one time all responsibility belonging to ships and the coastal facility authorities.
- 2) Considering the technical structure and characteristics of the ships, the purpose of use, the type of cargo they carry, the tonnage and numbers of the ships coming to the coastal facility, the infrastructure status and maneuverability of the coastal facilities, the duration of the docking and departing maneuver, and the maneuver risks in the coastal facility, the Administration is authorized to make temporary modifications and amendments to the towing boat number and towage force given in Annex 5 and Clause 5.
- 3) For existing, newly constructed or coastal facilities that wish to expand or expand; considering the type, size and technical characteristics of the vessels and the environmental factors such as maneuvering areas, oceanographic and meteorological conditions, interaction with neighboring facilities and density of docking traffic, and the Modeling Report to be prepared if deemed necessary, the Administration may designate the towing boat number referred to in Annex 5 and increase the towing force.
- 4) Tankers carrying LPG, LNG and flammable, explosive dangerous cargoes and vessels with bow and stern thrusters or propulsion systems, except for ships and marine vessels over 200 meters in full length; after their arrival at the port area, upon presentation of the documents related to thrusters or propulsion systems and ability of these systems to operate in full capacity by the ship authorities to the port authority in writing, receiving a towing boat in the gross tonnage range, and for ships with bow thruster or system only, receiving at least one towing boat, it is permitted to dock and depart with one missing towing boat from the towing boat number given in Annex-5, provided that the total towing force is not reduced by more than 30%.

- 5) In the event that the declaration that the passenger vessels are operating at full capacity with the documents relating to bow and stern thrusters or systems are presented to the port authority by the ship authorities in writing, towing boat/towing boats shall be assigned only to serve these vessels in emergency situations. The towing force and the numbers of these towing boats are given below.

Ship size	Escort towing boat total towing force (minimum)	Explanation
Up to 200 meters	At least 50 tons	1 towing boat
201-300 meters	At least 60 tons	1 towing boat of 60 tons or 2 towing boats on of which is at least 16 tons
Over 301 meters	At least 90 tons	1 towing boat of 90 tons or 2 towing boats of 45 tons, or 1 towing boat of 30 tons or 1 towing boats of 60 tons

- 6) From the exemptions mentioned in the fourt clause, ships and marine vessels enter or exit the pool will not benefit. In addition, the minimum power of the propellers of the vessels to benefit from these exemptions is shown below, and ships and marine vessels that do not carry propellers with such power shall not be eligible for these exemptions.

Ship Gross tonnage	Total power of propellers or systems
5001 – 15000	750 KW
15001 – 30000	1000 KW
30001 – 45000	1250 KW
45001 – 60000	1500 KW
60001 and higher	1750 KW

- 7) For passenger ships, ro-ro passenger ships and ro-ro cargo ships with at least two independent main engines and two propulsion systems with high maneuverability, greater than 2000 GT with cabotage and port administrative area line permission, with bow thruster, classified by one of the class entities authorized by the Administration, capable of maneuvering over the bridge, with exclusive guidance and /or towing boat exemption, fitted with a unlimited master, the obligation of receiving maritime pilot and towing boat is not applied in the coastal facility where the line permission is obtained.
- 8) For passenger ships, ro-ro passenger ships and ro-ro cargo ships, smaller than 2000 GT with cabotage and port administrative area line permission, the obligation of receiving guidance is not applied in the coastal facility where the line permission is obtained .

Guidance and Towage Services:

The following principles stated in the Official Gazette numbered 28453 dated 31.10.2012 in the guidance and towage services to be performed within the scope of navigation safety will be complied with.

- 1) Tankers of 500 GT and above and ships and marine vessels carrying all kinds of dangerous goods to dock or depart from coastal facilities, ships and marine vessels of 1000 GT and above with Turkish flag, ships and marine vessels of 500 GT and above with foreign flags, commercial and private yachts of over 1000 GT with foreign flag are obliged to receive a maritime pilot. All foreign flagged military vessels are required to enter the non-military coastal facilities and to depart from these facilities using the maritime pilot.
- 2) According to Gross tonnage, the minimum number of towing boats the ships and sea vessels are required to receive and the minimum towage forces of these towing boats are specified in Annex-5.
- 3) In cases where the conditions stated in Annex-5 are not fulfilled; ships and marine vessels shall not be docked to the coastal facilities, and in case of docking, the necessary administrative sanctions shall be imposed on the guidance and towage organization authorities.
- 4) Guidance and towage services to ships and marine vessels coming into the ship dismantling area are carried out in accordance with the following principles.
 - a) All ships and marine vessels approaching the ship dismantling area ashore stem on should receive a maritime pilot regardless of the tonnage.
 - b) All boats and marine vessels that come to the ship dismantling area ashore stem on in working condition are exempted from the towage. However, ships and marine vessels that are not capable of self-propulsion are subject to the conditions set out in the Appendix-5 and those under 2000 GT are obliged to receive at least one towing boat.
 - c) Additional measures may be taken by the port authority in terms of the conditions of towage receiving, if needed due to the state of the facilities, tonnage of the ship, weather conditions or the like.

Attachment – 5
TOWING BOAT NUMBER THAT SHIPS AND MARINE VESSELS
SHOULD RECEIVE ACCORDING TO GROSS TONNAGE AND TOWAGE
FORCES OF TOWING BOATS

Gemi GT Tonajı		Gemi Tipi	İstenen Römorkör Sayısı (Asgari)	İstenen Toplam Çekme Kuvveti (Asgari)	Açıklama
1	2000 – 5000	Tüm Gemiler	1	16	En az 16 ton
2	5001 – 15000	Tüm Gemiler	2	32	Her biri en az 16 ton
3	15001 – 30000	Tüm Gemiler	2	60	Her biri en az 30 ton
4	30000 – 45000	Tüm Gemiler	2	75	Her biri en az 30 ton
5	45000 üstü	Tehlikeli Madde Taşımayan Gemiler	2	90	Her biri en az 30 ton

6.2 Procedures for additional measures to be taken according to seasonal conditions for the loading, discharging and transshipment operations

Hazardous materials can be affected by high temperature (in summer) and rain, strong wind (all year) events, depending on the season in general. The port facility is very rarely exposed to snow and icing during the winter months due to its geographical location.

- Cargoes that need to be transported with temperature control are scheduled in summer to avoid direct sunshine in extreme hot weather and are protected from direct sunlight.
- Operation of grade 4.3 dangerous goods that are not packaged and not in a cargo transport unit (CTU) in rainy weather shall not be allowed under any circumstances and shall not be loaded or discharged into the vessel. If storage is to be done, it is stored absolutely in closed places.
- In the case of snow and icing, the operation of the port machines and transfer vehicles is not allowed until the slippery environment is secured, and when the environment is safe, the vehicles perform operations at the safest speed.

Risks of Hazardous Material Grades to be Handled at the Port Facility and Measures to be Taken:

HAZARD GRADES 2.1 – 2.2 – 2.3 (Gases)



ADDITIONAL HAZARDS



HAZARD CHARACTERISTICS AND RISKS (Grade 2 Gases)

- Fire hazard
- Hazard of fueling and speeding up the fire
- Hazard of explosion in contact with oxygen or air
- Hazard of suffocation
- Hazard of poisoning
- May be under pressure
- May cause hot or cold burns
- Potentially explosive when the contents heat up
- May be irritating
- The gases may not be visible and the leaking gas may become excessively cooling

MEASURES TO BE TAKEN (Grade 2 Gases)

- Put yourself under protection.
- Stay away from windows or environments with windows.
- In small gas leaks, distribute the gas.
- Use proper gas masks.
- Do not enter where there is a gas leak in closed spaces.
- Provide ventilation in closed spaces.
- Make sure that there is no risk of the gas outlet in the area where it is ventilated.
- Cool containers with water which are at risk of explosion by heating up.
- Avoid skin contact with any gas leak.
- To protect people in the environment, create a water curtain and keep the gases away from the people.
- Do not spray water directly towards the gas leak is
- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- If possible, call a specialized agency or person.

HAZARD GRADE 3 (Flammable Liquids)



ADDITIONAL HAZARDS (Grade 3 Flammable Liquids)



HAZARD CHARACTERISTICS AND RISKS (Grade 3 Flammable Liquids)

- Fire hazard
- Explosion hazard
- Hazard of poisoning
- Hazard of expansion and volume change
- Hazard of electrostatic charging
- Potentially explosive when the contents heat up
- May be irritating
- Can change the biological, chemical and physical structure of water

MEASURES TO BE TAKEN (Grade 3 Flammable Liquids)

- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- Keep away from static electricity generating materials such as mobile phones, synthetic clothes.
- Put yourself under protection.
- Stay away from places close to ground.
- Wear suitable protective clothing and gas masks against toxic smoke.
- Have the wind at your back.
- Avoid swallowing or skin contact.
- If possible, stop the leak.
- Do not spray water directly to the leak, sweep with water.
- Allow the steam to flow in case of leakage.
- If possible, fill the leak inside the sealed container or barrel using absorbent material and store the filled barrels in a ventilated place.
- Pay attention to the flashing and boiling grades.

HAZARD GRADE 4.1 (Flammable Solids)



ADDITIONAL HAZARDS (Grade 4.1 Flammable Solids)



HAZARD CHARACTERISTICS AND RISKS (Grade 4.1 Flammable Solids)

- Spark, fire, easily flammable in contact with hot surfaces
- Toxic smoke can form during the fire
- Risk of explosion in dry state
- Potentially explosive when the contents heat up
- Its powders can explode
- Hazard of poisoning
- May be irritating

MEASURES TO BE TAKEN (Grade 4.1 Flammable Solids)

- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- Put yourself under protection.
- Stay away from places close to ground.
- Wear suitable protective clothing and gas masks against toxic smoke.
- Have the wind at your back.
- Avoid skin contact.
- Do not walk on scattered materials.
- Clean the spills with water if possible.
- Never use metal shovels to collect.
- Pay attention to the ambient temperature.

HAZARD GRADE 4.2 (Self-flammable Solids)



ADDITIONAL HAZARDS (Grade 4.2 Self-flammable Solids)



HAZARD CHARACTERISTICS AND RISKS (Grade 4.2 Self-flammable Solids)

- When combined with flammable materials, oxygen is released
- Easily flammable in contact with spark, fire, hot surfaces
- It is self-flammable without fire source
- Excessive reaction with water
- It is self-flammable in contact with water
- May be irritating
- Hazard of poisoning

MEASURES TO BE TAKEN (Grade 4.2 Self-flammable Solids)

- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- Put yourself under protection.
- Wear suitable protective clothing and gas masks against toxic smoke.
- Have the wind at your back.
- Avoid skin contact.
- Do not walk on scattered materials.
- Never clean the spills with water.
- Keep spilled material dry by closing the spills.
- Pay attention to the ambient temperature.

- Keep away from rain and excessive moisture.

HAZARD GRADE 4.3 (Solids Forming Flammable Gases In Contact With Water)



ADDITIONAL HAZARDS (Grade 4.3 Solids Forming Flammable Gases In Contact With Water)



HAZARD CHARACTERISTICS AND RISKS

(Grade 4.3 Solids Forming Flammable Gases In Contact With Water)

- Excessive reaction with water
- It is self-flammable in contact with water
- Forms flammable gases in contact with water
- Fire hazard
- Explosion hazard
- Forms toxic gases in contact with water
- Hazard of expansion and volume change
- Hazard of electrostatic charging
- May be irritating
- When combined with flammable materials, oxygen is released
- Easily flammable in contact with spark, fire, hot surfaces
- It is self-flammable without fire source

MEASURES TO BE TAKEN

(Grade 4.3 Solids Forming Flammable Gases In Contact With Water)

- Always keep away from water, rain and excessive moisture.
- Never clean the spills with water.
- Keep spilled material dry by closing the spills.
- Do not walk on scattered materials.
- Pay attention to the ambient temperature.
- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- Put yourself under protection.
- Wear suitable protective clothing and gas masks against toxic smoke.
- Have the wind at your back.
- Avoid skin contact.

HAZARD GRADE 5.1 (Oxidizing Materials)



ADDITIONAL HAZARDS (Grade 5.1 Oxidizing Materials)



HAZARD CHARACTERISTICS AND RISKS (Grade 5.1 Oxidizing Materials)

- Should not come in contact with flammable substances
- Mixtures with other substances may cause fires
- Friction and knocking cause fires
- Hazard of poisoning
- Explosion hazard
- May be irritating

MEASURES TO BE TAKEN (Grade 5.1 Oxidizing Materials)

- Prevent mixing with flammable or combustible materials.
- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- Put yourself under protection.
- Wear suitable protective clothing and gas masks against toxic smoke.
- Pay attention to the ambient temperature.
- Avoid skin contact.
- Stop the leak if any, if possible.
- Clean with plenty of water.
- Use absorbent material to collect spillage.
- Ensure that the environment is ventilated in the closed environments.

HAZARD GRADE 5.2 (Organic Peroxides)



ADDITIONAL HAZARDS (Grade 5.2 Organic Peroxides)



HAZARD CHARACTERISTICS AND RISKS (Grade 5.2 Organic Peroxides)

- These substances are assigned to groups A-B-C-D-E-F-G according to the hazard levels
- Group A materials are not carried in packaging, Group G materials are not classified under "Grade 5.2", and groups B-F are classified according to the maximum amount of organic peroxide allowed to be contained in a package
- Risk of exothermic breakdown at high temperatures and in contact with materials such as acids, heavy metal compounds or amines
- Flammable and toxic gases form after decomposition
- It is extremely flammable because it contains plenty of oxygen
- Should not come in contact with flammable substances
- Some organic peroxides should be transported with temperature control
- Explosion hazard
- Hazard of electrostatic charging
- May be irritating

MEASURES TO BE TAKEN (Grade 5.2 Organic Peroxides)

- The control temperature should not be exceeded when carrying with heat control.
- There must be systems that can continuously and easily monitor the heat of the cargo.
- The coolant should not be flammable.
- The cooling system should not be relevant to the motor.
- Handle very carefully.
- Avoid mixing with flammable or combustible materials.
- Do not approach with fire.
- Do not store unprotected light bulbs, electrical equipment in the environment.
- Put yourself under protection.
- Pay attention to the ambient temperature.
- Avoid skin and eye contact.
- Protect yourself from vapours, wear chemical-resistant protective clothing and gas masks when smoke is seen.
- Stop the leak if any, if possible.
- In case of leaking or dripping, clean with non-combustible materials using absorbent material and never use sawdust or cloths etc.
- Clean with plenty of water.
- Ensure that the environment is ventilated in the closed environments.

HAZARD GRADE 6.1 (Toxic Materials)



ADDITIONAL HAZARDS (Grade 6.1 Toxic Materials)



HAZARD CHARACTERISTICS AND RISKS (Grade 6.1 Toxic Materials)

- Hazard of poisoning
- May be irritating
- Health disruptive
- There is a risk of infection and it can cause serious diseases in humans and animals
- Hazard of burning
- The formation of poisonous gases in contact with water
- Risk for the aquatic environment and the sewage system

MEASURES TO BE TAKEN (Grade 6.1 Toxic Materials)

- Do not approach with fire.
- Do not store unprotected bulbs, electrical equipment in the environment.
- Put yourself under protection.
- Pay attention to the ambient temperature.
- Never breathe the smokes.
- Wear suitable protective clothing and gas masks when smoke is visible.
- Have the wind at your back.
- Avoid skin and eye contact.
- Stop the leak if any, if possible.
- Ensure that the environment is ventilated in the closed environments.
- Do not clean with water without knowing the side danger.
- Avoid mixing with flammable or combustible materials.

HAZARD GRADE 8 (Corrosive Materials)



ADDITIONAL HAZARDS (Grade 8 Corrosive Materials)



HAZARD CHARACTERISTICS AND RISKS (Grade 8 Corrosive Materials)

- Corrosive
- Hazard of fire
- Hazard of intense reaction between themselves and the water
- Hazard of poisonous and corrosive gases during reaction
- Hazard of expansion and volume change
- Hazard of electrostatic charging
- Effect of fragmentation on objects
- Hazard of poisoning
- Hazard of burning
- Risk for the aquatic environment and the sewage system

MEASURES TO BE TAKEN (Grade 8 Corrosive Materials)

- Even if you wear protective clothing, definitely avoid any kind of contact.
 - Protect yourself from smoke and fumes and do not breathe.
 - Have the wind at your back.
 - Remove contaminated clothing as soon as possible.
 - Do not intervene with water without knowing the side danger.
 - Do not approach with fire.
 - Do not store unprotected bulbs, electrical equipment in the environment.
 - Keep away from static electricity generating materials such as mobile phones, synthetic clothes.
 - Stop the leak if any, if possible.
 - Ensure that the environment is ventilated in an enclosed environments.
 - Avoid mixing with flammable or combustible materials.
-

HAZARD GRADE 9

(Different Hazardous Materials and Objects and Harmful Materials to Environment)



ADDITIONAL HAZARDS

(Grade 9 Different Hazardous Materials and Objects and Harmful Materials to Environment)



HAZARD CHARACTERISTICS AND RISKS

(Grade 9 Different Hazardous Materials and Objects and Harmful Materials to Environment)

- Fire hazard
- Hazard of burning
- Hazard of explosion
- Hazard of cancer
- Hazard of environmental pollution

MEASURES TO BE TAKEN

(Grade 9 Different Hazardous Materials and Objects and Harmful Materials to Environment)

- Avoid contact.
- Do not breathe smokes or fumes.
- Do not approach with fire.
- Do not store unprotected bulbs, electrical equipment in the environment.
- Keep away from static electricity generating materials such as mobile phones, synthetic clothes.
- Stop the leak if any, if possible.
- Ensure that the environment is ventilated in an enclosed environments.
- Avoid mixing with flammable or combustible materials.

Risks of Hazardous Material Grades not to be Handled in Port Facility, but only in Case of Force Majeure or Private Permission and Measures to be Taken:

Subclasses except for HAZARD GRADES 1 and 1.4 (Explosive Materials)



ADDITIONAL HAZARDS (Grade 1 Explosive Materials)



HAZARD CHARACTERISTICS AND RISKS (Grade 1 Explosive Materials)

- Mass explosion
- Part and shrapnel effect
- Intensive fire / heat current
- Blaze formation
- High sound or smoke
- Sensitivity to shocks, impacts and heat
- Fire hazard
- Blindness
- Toxic smoke
- Possible risks after explosion:
 - Broken glass pieces
 - Electric current / wiring
 - Fire
 - Gas leaks
 - Burst of water pipes
 - Heavy damaged concrete, iron, articles
 - Risk of secondary explosion

MEASURES TO BE TAKEN (Grade 1 Explosive Materials)

- Do not approach with fire.
- Do not store unprotected bulbs, electrical equipment in the environment.
- Keep away from static electricity generating materials such as mobile phones, synthetic clothes.
- Put yourself under protection.
- Stay away from places close to ground.
- Wear suitable protective clothing and gas masks against toxic smoke.
- Have the wind at your back.

HAZARD GRADE 1.4 (Explosive Materials)



HAZARD CHARACTERISTICS AND RISKS (Grade 1.4 Explosive Materials)

- Risk of a small explosion
- Risk of misfiring

MEASURES TO BE TAKEN (Grade 1.4 Explosive Materials)

- Do not approach with fire.
- Do not store unprotected bulbs, electrical equipment in the environment.
- Put yourself under protection.

HAZARD GRADE 6.2 (Infectious Materials)



ADDITIONAL HAZARDS (Grade 6.2 Infectious Materials)



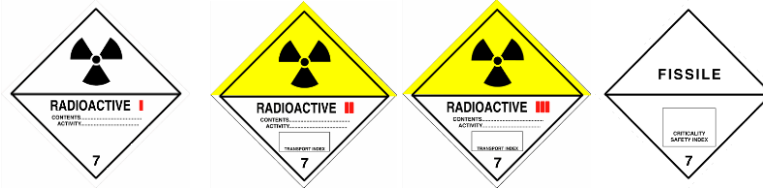
HAZARD CHARACTERISTICS AND RISKS (Grade 6.2 Infectious Materials)

- Health disruptive
- There is a risk of infection and it can cause serious diseases in humans and animals
- Infectious
- Risk for the aquatic environment and the sewage system

MEASURES TO BE TAKEN (Grade 6.2 Infectious Materials)

- Wear suitable protective clothing and gas masks.
 - Avoid all kinds of contact.
 - Pay attention to the hygiene and cleanliness rules.
 - Try to stop the leak if any, when possible.
 - Clean up the spills with plenty of water and, if possible, additives such as bleach.
-

HAZARD GRADE 7 (Radioactive Materials)



ADDITIONAL HAZARDS (Grade 7 Radioactive Materials)



HAZARD CHARACTERISTICS AND RISKS (Grade 7 Radyoaktif Maddeler)

- Hazardous rays come out
- Exposure to rays (beam)
- Hazard of heat generation
- Tendency to react with each other
- Hazard of absorption
- Hazard of External radiation
- Hazard of Cancer
- Hazard of burning
- Hazard of nuclear chain reaction
- May be irritating

MEASURES TO BE TAKEN (Grade 7 Radioactive Materials)

- Even if you wear protective clothing, definitely avoid contact.
- Protect yourself from smoke and vapors, even short-term breathing can lead to breathing difficulties.
- Have the wind at your back.
- Shorten the exposure period.
- Take off contaminated clothing as soon as possible.
- Move as far as possible from the environment.
- Do not intervene with water.
- Inform the competent authorities as soon as possible.

6.3 Procedures for keeping combustible, flammable and explosive materials away from sparking operations, handling dangerous goods and for not operating tools, instruments or equipments that may generate spark in stowage and storage areas

All hot works that are to be carried out in the port or on the ship are subject to permission. Batiliman demands information from the subcontractor or any crew member to work on the ship or in the port in terms of security, isolation and insulation mechanism, information plates about the work to be done, restricted workspace, evacuation plan and, if necessary, work permits. If work is required at places where there is a high risk of danger, the cargoes containing hazardous materials are transported to a safe distance

before starting work.

Smoking is strictly prohibited in environments where hazardous materials are present.

6.4 Procedures for fumigation, gas measurement and degassing operations and processes

Fumigation:

Fumigation is allowed at the port facility in ships, closed warehouses and directly into cargo transport units. This will only be done under the supervision of authorized personnel. The following rules will be taken into account for the process:

- a) The vessel, the closed warehouse and/or cargo transport unit (CTU) to be fumigated and the fumigants to be used shall be reported to the port the day before.
- b) Fumigation and termination of the process will be done only by the fumigation operators. These operators who are going to operate in the port area are obliged to have education within the scope of "Regulation on Training and Authorization within the Scope of International Code Regarding Dangerous Goods Carried by Sea" numbered 28201 published on Official Gazette on February 11, 2012.
- c) The sealing of the closed areas and the cargo transport units to be fumigated will be provided very well and there will be no air flow.
- d) After the process is completed and the covers of the cargo transport units (CTU), such as ship doors, warehouse doors or containers, are closed, a fumigation warning mark shall be affixed at an elevation that can be seen by everyone on the entrance doors or manholes, as specified in IMDG Code sub-section 5.5.2.3.2.
- e) The fumigation information will be written on the warning sign correctly and legibly.

Gas Measurement and Degassing:

This section covers the following matters relating to the gas-containing cargo transport units and products in warehouses or cargo transport units on vessels to be subjected to fumigation, including the products forming gases by themselves in the cargo transport unit (CTU) or section due to the nature of the transported material: necessity of agricultural quarantine legislation of the recipient country, identification of contamination with harmful organisms such as insects, mites, nematodes, diseases, weeds in importation, exportation and transit by the persons, institutions and organizations authorized and if deemed necessary; cleaning of the environment in which the packaging materials are located in the freight transporting units including warehouses, silos, ships and containers and determination of the harmful organisms subject to internal quarantine and transporting from the factories, storages, warehouses and entrepots from the customs bonded areas and port areas in the case of cleaning the environments where the plants are cultivated. In this context:

- a) The risk assessments shall be made by authorized persons, institutions or organizations authorized for all kinds of closed cargo transport units which are sent from abroad and reach to land or coastal facilities as well as port areas in the same way, regarding the possible gas formation or existence in closed unit.
- b) The risk assessment can be made for import cargoes or for export cargoes according to the buyer's demand or international agreements. The risk assessment is not limited

- to these, and may be applied to transit cargoes within the authority of the Administration as well as to empty transport units not loaded.
- c) Contracts shall be concluded with an institution or organization having a Risk Assessment and Gas Measurement Authorization Certificate related to land and coastal facilities.
 - d) Gas measurement can not be performed without risk assessment.
 - e) After the risk assessment, the closed transport units at risk are subjected to gas measurement by the authorized person, institution or organization.
 - f) The employees of the authorized organization who are in charge of the gas measurement will have the training of IMDG Code.
 - g) One or more of the values of the gases determined by the Administration as the result of gas measurement can not be above the declared values, in that case, degassing will be carried out.
 - h) If there is a request for active ventilation for degassing, there is no room for ventilation. In order to use special apparatus for active ventilation, any space suitable for operation within the site or facility where gas measurement is made may be used. Once the active ventilation is complete, the cargo transport unit (CTU) will be labeled with the fumigation warning label and gas measurement will be performed on the cargo transport unit.



- i) Risk assessment for products that can cause fumigation and gas formation will always be comprehensive and detailed. Potential hazards encountered by third parties, including employees of the authorized company, customers or employees of the public agency, will be taken into account during the gas measurement.
- j) Identification of risk potential: If one or more of the following characteristics are present, it will be assumed that the CTU is fumigated with a hazardous material or contains gas and if this unit can not be opened properly and correctly, it will damage the employees and other persons around:
 1. If the label on the cargo transport unit (CTU) states the fumigation was carried out in accordance with the IMDG Code, the text on the label is legible, and it is not older than 3 months,
 2. If there is a label the cargo transport unit (CTU) stating that the fumigation has been carried out in accordance with the hazardous material regulations and there is a fumigation warning label which means ventilated,
 3. If there is any information or note regarding fumigation in the loading and transportation information, on the bill of lading or on any evacuation lists issued by the agency; for example, cargo transport units with UN Number 3359 in connection

with IMDG Code 9,

4. In the event that any fumigant is found in the closed cargo transport unit (CTU) by means of a measuring probe to be inserted through door liners or ventilation flaps,

5. A ship warehouse or closed storage with a fumigated cargo.

Special precautions should be taken to protect workers or third parties against dangerous fumigants, if any of the above mentioned features are present, without opening that cargo unit or storage doors, before entering or ventilating the warehouse.

k) In the case of the following listed cases, the cargo transport unit (CTU) is considered to be potentially hazardous under this Article:

1. If the fumigation has been carried out in accordance with the hazardous material regulations in the cargo transport unit (CTU) and the label has not been completely removed, the text on the label can not be read properly, or the date information is not clear,

2. If the ventilation flaps of the cargo transport unit (CTU) are closed off to prevent ventilation,

3. If the transport documents contain information that the cargo is loaded on a wooden pallet or packed with wood,

4. If the gas measurement results are not sufficiently specific,

5. If the main or side hazard grade of the material contained in the CTU contains 6.1 toxic materials or contains products of which chemical reaction is gas,

6. If there is an environment that causes gas formation during transport (cooling gas etc.) or there are products (cement, wheat, etc.) forming powders which may have explosive effects are contained within the CTU,

7. If there is any suspicious condition.

In the case of the above circumstances, there is the possibility of a hazardous gas present in the cargo transport unit (CTU) and gas measurement is compulsory.

l) If passive ventilation is demanded for degassing, a special area will be allocated for ventilation for portable cargo transport units. This area will be entry-controlled in such a way as to prevent unauthorized access. After opening the warehouse doors or the ship doors, people should not enter within the following times. Passive ventilation will last for at least 2 hours or 24 hours. The person, institution or organization authorized for gas measurement shall decide on the ventilation period.

m) The fumigation warning label will be removed if the fumigated cargo transport unit (CTU) is ventilated and the cargo is evacuated.

n) After active or passive ventilation, gas measurement will be repeated by authorized organizations.

o) Cargo transport units (CTU) of which risk assessment has been completed by Risk Assessment and Gas Measurement Operator, gas measurement has been completed if necessary and that do not have Degassed Transportation Certificate can not leave the port area.

p) Fumigated and gas-containing cargo transport units (CTU) shall only be transported by the transport operators in accordance with the provisions of the Regulations on ADR and Transport of Hazardous Materials by Land.

Other Related Rules:

- a) Previously fumigated, loaded and damaged cargo transport unit (CTU) can not be opened before risk assessment and gas measurement.
- b) In physical controls, if the ventilation flaps of the container are physically closed, gas measurement is made.
- c) If any import, export, or transit cargo-containing cargo transport units (CTU) are fumigated with any fumigant and will be for inspection, detection or any other reason, they should be subject to risk assessment and gas measurement before opening.
- d) If an accident occurs during fumigation or during the handling or transport of the fumigated cargo transport unit (CTU), actions will be taken in accordance with IMDG Code Emergency Action Plan.
- e) If any closed cargo transport unit has a leak, the leaking unit will be taken to the special area within the facility and gas measurement will then be performed before opening.
- f) Risk assessment, gas measurement, ventilation and/or degassing rules will also be applied for materials used for cooling and conditioning purposes or for cargo transport units using dry ice for cooling purposes. If the relevant cargo transport unit (CTU) is proved to be in conformity with the ATP provisions, then the provisions of paragraph 5.5.3 of the international legislation shall not apply.

7. DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures for determining all mandatory documents, information and documents relating to hazardous materials, their provision and control by the authorities

The documents to be kept in the port facility for dangerous goods handling are listed below:

1. IMDG Code (with amendments)
2. The EmS Guide: Emergency Response Procedures for Ships Carrying Dangerous Goods, (with amendments)
3. Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), (with amendments)
4. United Nations Recommendations on the Transport of Dangerous Goods – Model Regulations, (with amendments)
5. United Nations Recommendations on the Transport of Dangerous Goods – Manual of Tests and Criteria, (with amendments)
6. IMO/ILO/UNECE Guidelines for Packing of Goods Transport Units (CTUs)
7. Recommendations on the Safe Transport of Dangerous Goods and Related Activities in Port Areas
8. Code of Safe Practice for Goods Stowage and Securing (CSS Code), (with annexes)
9. Recommendations on the Safe Use of Pesticides in Ships, (with annexes)
10. International Convention for the Safety of Life at Sea (SOLAS) 1974, (with annexes)
11. International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78), (with annexes)

12. Related laws, regulations, legislations, circulars, communiqués, directives and application instructions.

The possession of or access to these documents will be provided as a book when updated, as specified by regulation, or as encrypted entries as possible via the web.

7.2 Procedures for keeping the up-to-date list of all hazardous materials on the coastal facility site and other relevant information in a regular and complete manner

The lists of import and export cargoes entering the port are recorded as of the date of entry and exit via the port operation registration system used at the port facility. There are regime (category), proper transport name, hazard grade, packaging group and UN number of the dangerous goods in the cargo.

The informations related to hazardous materials at different times and at different locations are available.

➤ Information about hazardous materials coming with the ship.

Information related to the types and total amounts of hazardous cargoes is provided from agency via evacuation manifest prior to arrival of a ship. Confirmation of this information and the location of hazardous materials in the ship warehouses is provided by evacuation list and evacuation plan. In addition to the materials to be evacuated, the tonnage of the cargo to be left on board as transit and the information of which ship warehouse they will be located are available in general stowage plan.

➤ Information on hazardous materials that have been evacuated and stored and/ or stacked in the port area

For all hazardous materials, site planning is done before evacuation. During the evacuation operation, solid bulk cargo is weighed and taken to the previously planned area. Any information about the amount of hazardous cargo in the area can be obtained by examining the port information system (oracle based). The areas where they will be located are determined within the framework of the pre-established field assignment. When the materials which the evacuation process is completed and the custom clearance is provided are taken out of the port area, the amount is deducted from the system.

7.3 Procedures for controlling whether hazardous materials are classified properly, right shipment names of the dangerous goods are used, they are classified, certificated, packaged, declared and labeled properly, they are safely loaded to approved and proper packaging, containers and cargo transport units and reporting the control units

The following notification rules apply to dangerous goods entering the port facility. When the cargoes arrive in port, checks will be carried out at the checkpoints under the Batiliman operational procedures. The controls to be carried out with respect to dangerous goods shall cover all matters covered by international and national conventions and regulations. Cargo authorities should be aware of these rules.

Before arriving in the port by land:

Ship agency will send loading list before dangerous goods enter the Batiliman Terminal. If

there are any dangerous goods on this list, their properties will be indicated. For these dangerous goods, the operation planner will determine a suitable location in the site and inform the other relevant operation units so that the cargo can be disloaded to the determined location.

In the stage of entrance to the port by land:

When the drive arrives at the main gate of the terminal, it will stop at the safety point and will give information about the dangerous cargo. The driver will then deliver the documents to the operation authority after entering from the terminal door. A cargo subject to the weighing operation will firstly be entered into the port weighbridge and then the cargo will be disloaded to the site or the loading operation will be continued directly to the ship. In the case of packed cargoes, the physical check of the markings in accordance with the IMDG rules, other IMDG markings and, where necessary, UN Number should be carried out regarding the information given before at the checkpoint.

Before the ship arrives in the port:

Prior to arriving at the port, the operation planner will determine the dangerous goods in terms of the loading plan of the ship. The appropriate transport name, hazard grade, packing group and UN number for packed or packaged dangerous goods shall be defined. If there are cargoes of different hazard grades that will not be discharged as sousplan, a field stowage plan will be made in accordance with the separation rules in accordance with IMDG Code Volume 1 Section 7. When the cargo is unloaded, it will be placed in the pre-determined and appropriate allocated spaces for each cargo to be stowed.

IMDG cargo pre-notifications and stowage possibilities:

The following stowage rules will apply if those other than hazard grade 4 are only packed and packaged.

IMDG Hazard Grade	Pre-notification (at the earliest)	Stowage possibility
Grade 5.2	1 week	<ul style="list-style-type: none"> ▪ Stowage and storage of those in Group A in the port is prohibited.
Grades 2.1, 2.2 and 2.3	1 week	<ul style="list-style-type: none"> ▪ Stowage is done according to IMDG rules. ▪ The cargo should be picked up from the port facility within 48 hours as long as there is no written approval from the facility operator. Customs procedures should be completed
Grades 4.1 and 4.2	1 week	<ul style="list-style-type: none"> ▪ Stowage is done according to IMDG rules. ▪ Stowed away from combustible materials, heat or sources of fire.

Grade 4.3	1 week	<ul style="list-style-type: none"> ▪ Stowage is done according to IMDG rules. ▪ Cargoes are stowed in dry and well ventilated areas and absolutely inaccessible to water (these cargoes release flammable gases when in contact with water).
Grades 3, 6, 8 and 9	48 hours	<ul style="list-style-type: none"> ▪ Stowage is done according to IMDG rules.

The dangerous goods that are packed other than the bulk cargoes to the Batiliman facility are checked according to the IMDG and ADR rules at the port entrance. Cargoes that are not properly packaged, marked or labeled are not allowed to enter the port.

7.4 Procedures for the provision and maintenance of the Hazardous Material Safety Data Sheet (SDS)

In addition to the measures taken within the scope of the general hazard grade at the Batiliman facilities, the Safety Data Sheet is required from the cargo authorities with regard to the dangerous goods or hazardous materials or those containing hazardous contents coming by sea or by land to the port facility. If it is deemed necessary by the Hazardous Material Safety Advisor or HSSE officer to be appointed as of 01.01.2018, a Batiliman Hazardous Material Safety Information Form is prepared for the employees of the facility to ensure work safety and health. It is a general standard that every cargo with hazardous contents entering the port facility has a Safety Information Form. In the event of storage, transport and emergency situations, the measures specified in the Safety Data Sheet are urgently taken by Batiliman authorities.

7.5 Procedures for keeping records and statistics of dangerous goods

As stated in Article 7.2, information on dangerous goods is kept regularly and statistical information is prepared and reported as requested by the competent authorities. The reports are stored in a computer environment so that they can be accessed on demand.

8. EMERGENCIES, BEING PREPARED FOR EMERGENCIES AND INTERVENTION

8.1 Procedures for intervening in hazardous materials that may create risks to the life, property and/or the environment and dangerous situations involving hazardous materials

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

- Relations with the scope and other plans
- Dangerous goods located in the terminal area
- Rules and responsibilities
- Emergency types

Facility, Site, Cargo Fires

- Explosion
- Accident and injury
- Natural disasters such as earthquakes
- Adverse weather conditions such as storms
- Leakage or spillage of hazardous materials
- Marine pollution (e.g. oil / fuel leaks)
- Gas Leak
- Power failure
- Ship fires
- Emergency response procedures
- Post-emergency management patterns
- Training and exercises
- Emergency response plan management
- Coordination with external parties and relevant persons

Hazard control and emergency response workflow

Emergency situations due to hazardous materials in the port area and the action plans to be carried out before the intervention in such cases are as follows:

1- Practices and exercises related to Emergency Plan

An important part of the emergency strategy is the complete and regular repetition of the procedures.

Emergency teams have been formed from employees in each department and unit of the port, and these teams are trained with regular exercises and practices.

Local emergency service teams (fire brigade, ambulance service, etc.) are also involved in these exercises in order to recognize the geographical features of the port.

2- Regular control of emergency equipment

All emergency equipment such as fire hoses and fire extinguishers, protective clothing sets, boots, glasses, safety showers, protective equipment, first aid boxes, emergency communication systems, sign boards etcç are regularly maintained and checked at certain intervals.

The main responsibility belongs to the occupational safety manager, which is responsible for the safety of all port staff, emergency warehouses and equipment.

3- Implementation of the plan in case of emergency

1. The person noticing the accident informs the port management or emergency control center immediately using the specified system.
2. The control center stops all operations in the vicinity.
3. The control center will send the nearest supervisor to the spot to assess the situation and report the necessary information.
4. The authorized supervisor checks whether any person is injured or whether or not the persons are infected with the substance, the precise incident location in the warehouse, on the ship, at the dock, the identification information of the cargo lot, the

IMDG hazard grade and other details on the packets or packages (e.g. UN Number), the amount, color, smell, structure and smoke of the material if a leak or spillage occurs.

5. By checking the recording system, the control center finds out what dangerous goods are present and what kind of hazard the cargo contains in the light of the information in EmS and MFAG. Kontrol merkezi, kayıt sistemini kontrol ederek, hangi tehlikeli yüklerin bulunduğunu ve EmS ve MFAG'de bulunan veriler ışığında yükün ne tür tehlike içerdiğini bulur.
6. If the supervisor reports that the incident is serious, the control center takes everybody out of the area and insulates the area with barriers.
7. Emergency fire, ambulance, first aid, security and other systems are activated.
8. Protective clothing and emergency vehicles are provided if the port's own emergency teams intervene in the accident.
9. The accidents may be intervened by the port team(s) at the accident site, or due to hazard, the teams may need to move the cargo and/or casualties to the safe area as quickly as possible.
10. If the accident is large, the control center calls the local emergency service teams.
11. The local emergency teams are given an output or photocopy of the IMDG data and are escorted to the accident site.
12. Local emergency services take care of accident and make the area safe.
13. The control center gets in contact with the shipper, ship agency or other responsible persons, and seeks advice of the incident and handling of the damaged cargo.
14. If the first aid at the accident site is inadequate, the injured person is taken to the hospital in the region.
15. If it is safe, the damaged cargo or packaging is transported to a safe area for removal. The scene is properly cleaned using absorbent materials, chemical foams or water.
16. Once the accident area is declared safe, the control center gives instructions to start operations again.

4- Reporting and reviewing the incident

The final step in emergency methods is the reporting of all accidents.

Immediately after the accident, the background and root causes of the accident are investigated and reported to the occupational safety committee primarily through appropriate channels (using accident notification forms).

The occupational safety committee evaluates accident intervention in terms of speed, accuracy and efficiency and provides necessary improvements for the intervention of the future accidents.

Safety Data Sheets

Safety Data Sheets (MSDS) contain the relevant safety data for all hazardous substances with an UN number.

Safety Data Sheets can be obtained from the supplier, the ship agency, the commercial department, the planning department or the operation department.

All relevant employees of the facility and subcontractors will be informed on toolbox discussions or trainings on information on the safety data sheet.

8.2 The capability, ability and capacity of coastal facility to respond to emergencies

The ability to intervene in emergencies that can be encountered during 3 shifts and 24 hours is limited to the technical possibilities and man power of the facility. In natural disasters or emergencies facilities may be insufficient, external services are used. The fires, leaks / spillages and environmental pollutions, whether due to hazardous materials, will be intervened by the possibilities of the facility and external services that will be provided from Petkim Petrokimya Holding A.Ş. ve Uzmar Uzmanlar Denizcilik Ticaret ve Sanayi Ltd. Şti. For fire and other emergencies which may occur during evacuation or loading at the Batiliman Facilities, the intervention is made according to the agreement of the ship captain, maritime pilot and port facilities and weather conditions. The ports fitted with fire-fighting facilities keeps the towing boats in the number and towage force necessary for moving away the ship and pulling it to a safe point as soon as possible according to the regulation. Towing boats have a towing capacity of up to 80 tonnes and an appropriate fire extinguishing capacity.

Against the case of any sea pollution due to cargo or ship, within the framework of the Emergency Response to Intervention Authorization Certificate for the Contamination of the Marine Environment with Oil and Other Harmful Materials that Uzmar Uzmanlar Denizcilik Ticaret ve Sanayi Ltd. Şti. possesses, it has the minimum quantity and quality of equipment, fittings and marine equipment and employs qualified personnel trained in the legislative provisions.

8.3 Regulations on the first intervention to be made against the accidents involving hazardous materials (procedures for making the first intervention, capability and ability for first aid, etc.)

There is a health unit in the facility. However, in any accident or event, the following rules will be observed:

- The first aid measures listed in Section 4 of the Safety Data Sheet apply to the hazardous material exposed when any hazardous material caused an injury. At the same time, the toxicological effects of the material in Section 11 should also be considered.
- When any person is injured, first aid rules are applied according to the nature of the material, or the nearest person who can do first aid is called for, but if the injured person is not moved unless needed.
- The person who intervenes in the injury should use the appropriate personal protective clothing and equipment to avoid being affected by the environment. Persons with suitable protective equipment should be removed from this environment as soon as possible if the injured person has been affected by the environment (toxic gas, airless or smoky environment).
- If the injured person has been in contact with a corrosive material should get rid of the contaminated clothes as soon as possible.

- The telephone numbers listed in Section 8.4 are searched for necessary ones, and specialist support or ambulance is called.
- Although it seems to be insignificant, accidents and incidents that do not cause any injuries or injuries requiring first aid are reported to the Port Authority.

8.4 Notifications to be made on-site and off-site in an emergency

In case of emergency, the relevant units and numbers listed below can be accessed within the facility:

Batiliman Facility

CCTV Control Room	: 0232 625 54 45
Port Officer	: 0232 625 54 45
Port Facility Security Officer	: 0530 972 68 08 (Serdar Zengin)
Shift supervisor	: 0534 271 62 13

Batıçim – Center

	: 0232 478 44 00
Police	155
Ambulance	112
Fire Department	110

8.5 Accident reporting procedures

When an emergency and/or an accident occurs, the numbers in article 8.4 should be called and calmness should be maintained when information is given, the emergency area, the building, the caller's contact number and the type of emergency is notified to the person called. It is of utmost importance that the information to be provided at this stage is correct and understandable, and that information will determine what will be the first intervention.

8.6 Coordination, support and cooperation method with official authorities

The port manager is the person who will manage the emergency situation and provide coordination, support and/or cooperation with the official authorities when there is a need for any emergency response.

The Operation Manager manages the emergency response operation and all the affiliated teams. He/she carried out all activities in accordance with the Emergency Response Plan. It is also the contact point for communication with relevant authorities and agencies.

When there is no Operation Manager, the person who will direct the operation is the Shift Supervisor.

The institutions and their contact information that can be contacted in an emergency, for cooperation, request for support or providing information only are as follows:

Aliğa District Governorship	: 0232 616 1001
Aliğa Chief Public Prosecutor's Office	: 0232 616 2882
Aliğa Garrison Command	: 0232 616 0996

Aliğa District Gendarmerie Command	: 0232 616 1982
Aliğa Coast Guard Command	: 0232 616 8137
Aliğa District Police Department	: 0232 616 2165
Aliğa Port Authority	: 0232 616 1993 / 616 1999 / 616 6774
Aliğa Maritime Police Directorate	: 0232 616 1337
Aliğa Customs Directorate	: 0232 625 5233 / 625 52 14
Aliğa Municipality	: 0232 616 1980
Fire Department Line	110
Aliğa Fire Department	: 0232 616 1045
İzmir Ambulance Service	112
Aliğa State Hospital	: 0232 616 2839
Aliğa District Health Directorate	: 0232 616 8989
Provincial Disaster and Emergency Directorate	: 0232 478 1701

8.7 Emergency evacuation plan for removal of ships and marine vessels from coastal facility in case of emergency

Notifications and operation plans to be made before, during and after emergencies that may arise for the removal of ships and marine vessels from coastal facility are as follows:

Fire on ships or in coastal cranes under operation

The port officers (ship operation workers, crane operators, dock safety personnel, CCTV personnel, technical personnel or any port operator who is on the dock due to his/her duties) who first sees or hears the fire shall report the emergency as soon as possible to the Port Manager within the working hours and the Shift Supervisor outside the working hours from the numbers in 8.4 of this document.

If it is necessary to separate the ship from the port with the notification, the following processes are completed:

- If the operation is ongoing, it is stopped and the employees involved in the operation are transported to a safe place.
- In case of fire on board, the coastal cranes on or near the ship are transported away from the fire area and crane booms are hauled.
- If the fire is on the coastal crane and there is an operator in it, the operator is first safely sent down to the dock and the cranes near the burning crane are transported away.
- Fire brigade and fire fighting teams are informed about fire fighting operations at the dock and information is provided to the door operation staff and customs guard officers about the location of the fire and the fire fighting vehicles entering the port area.
- The towing boats are requested to arrive at the scene as soon as possible in order to be able to push out the ship by informing the competent guidance and towage organization and the hawsers.
- Towing boats with fire-extinguishing equipment are also required to arrive at the scene so that the fire can be intervened from the sea.
- The Port Authority is called and informed that the ship will leave the port due to an emergency situation.

- If the machines of the ship are in a working condition and can push off themselves from the dock on its own, it is ensured that the port ropes are released and it leaves the port as soon as possible. If the machines of the ship are not in a working condition, it is ensured that it leaves the port with the help of a towing boat.
- All operations are handled by Port Officer during the working hours, and by Shift Supervisor outside the working hours.

Rope cutting of the ship docked due to the rapid wind or storm

As port operation, meteorological conditions are constantly monitored. In the event of severe storm reports, the operating staff, operators and staff on duty at the docks are informed. Priority is to ensure that the ship's machines are always ready to act in the fastest way possible, under all circumstances, to increase the number of ropes of the ship according to the severity of the coming storm. When the wind reaches the severity that will prevent the safe operation of the coastal cranes, the crane wind alarm is activated and the cranes are secured by stopping the operation. The following processes are followed in the event that the ship connected to the dock starts to break off the rope and depart from the dock as soon as the operation is stopped when it is continued:

- If ship loading or discharge is in progress and there is a cargo connected to the crane in the vessel storage, the crane operator is promptly informed that the vessel has been disconnected from the dock with vane intercom and/or radio.
- The operator moves the boom in the direction of movement corresponding to the speed of movement of the ship, at the same time, it starts to haul the cargo in the warehouse in the fastest and safest way.
- After the cargo has been removed from the ship, the crane is secured by leaving at the nearest point in the dock.
- Although the ship made a notification through the VHF call channel of guidance and towage organization, as the port operator, it is demanded by radio or telephone emergency call that the serving towing boats reach the position where the ship is separated from the dock.
- As regards the decision of the ship captain, the dock may be given a new rope and the ship may be reconnected or the existing ropes may be unmoored so that the ship is separated from the dock.
- If the ship under operation leaves the dock for any reason before the operation is completed, both the Port Authority and the Customs Directorate are informed.

8.8 Procedures for handling and disposal of damaged dangerous goods and wasted mixed with dangerous goods

If structural bodies and main parts of packaged cargoes or packages containing hazardous materials are significantly deformed, cracked, broken, collapsed, punctured, this means that the packages are heavily damaged. Risk Assessment is required before handling such cargoes. The types of damage specified for the packets and packages to be assessed in terms of risk are as follows:

- Overhanging in / out on the sides of packages
- Cracked or deformed corner points
- Excessive cuts / tears
- Breakage or puncture of any side

It is highly probable that the hazardous materials in the package with this type of damage have also been damaged. Damaged goods containing hazardous materials, depending on the arrival at the port or formation;

may arrive in a damaged state from ships.

- Steerman / Tallyman will warn the Dock Crane Operator in case of a damaged cargo arrival with the ships in the terminal, first of all about the damage. At the same time, the Operations Officer and the Ship Guards Deck Officer are simultaneously informed.
- The Operational Officer performs risk assessment.
- If unusual handling is required, heavy lifting equipment such as sling / hooks / locks / forklifts to be used is prepared on the dock.
- If serious damage to the package or the cargo/commodity in the package is foreseen, the customs officer will be informed accordingly.
- Dock Crane Operator lifts the heavily damaged cargo under the slings and the same application is also carried out by the operator using the field equipment depending on the type of damage.
- If the cargo damage is severe, it is stowed on a separate area outside the stowages.

may arrive in a damaged state at the port gate

- The Operation Officer, who is responsible for controlling the vehicles and cargoes, checks the overall condition of the cargoes on the external truck / truck chassis and informs the Operation Supervisor in case of damaged packages containing dangerous goods.
- Risk assessment and necessary actions are performed by the Operation Supervisor before the entry. If the type of damage is such that the cargo is not allowed to be loaded on board or a possible damage to cargo/commodity is foreseen, it is not allowed for the damaged cargo to enter the port area by contacting Ship Line / Agency through the Customer Service representative.

Damage may occur while the cargo is handled in the port or in the stowage

Cargo transport units carrying dangerous goods, according to IMDG Code 7.3.8, should be examined for external damage indications, leakage, spillage before loading on board. Damaged, leaking, or spilling cargo transport units cannot be loaded onto the ship without the damage being removed or the damaged packaging being discarded.

- Packages or packets containing dangerous goods may be damaged by third parties during the handling such as the machine operator or external vehicle drivers or other external factors.
- If any Batiliman personnel find any damaged cargo, they will immediately inform the Operation Supervisor. After that, the cargo condition and the damage state are evaluated and risk assessment is done. Herhangi bir Batiliman personelinin hasarlı

- Operation Supervisor informs the Shift Supervisor about the damage.
- Operation Supervisor shall take the necessary and appropriate measures to prevent any further damage to the contents of the ship and inform the ship line or agency to cancel the export cargoes from the loading list.

The IMDG Code divides hazardous materials into different hazard grades and each hazard grade carries its own risks and hazards. The following hazards may occur if any hazardous material leaks on the detected damaged cargo:

- The effect of suffocation,
- Poisoning,
- Infection and burning effect in living tissues,
- Corrosiveness and skin burns,
- Fire in work areas,
- Increase or spread of fire effect,
- Explosion

Thus, it is necessary to ensure that the packets or packages with hazardous material leaks are handled safely and securely, the protective materials and equipment are in complete, full and in an operational condition, the leaking cargoes are carried safely and securely to the leaking area and that the leaking area is then professionally cleaned in accordance with the rules and regulations. The methods and steps to be followed from the arrival of leaking cargoes to the end of the process, including the cleaning of the leaking, should be carefully monitored.

The role of the Environment Unit in handling the cargo with the hazardous material leak

- The Environment Officer checks the condition at the leak site.
- The safety data sheet for the dangerous goods that leaks / spills should be obtained before the cargo is checked for leaks and spills in serious quantities.
- The Environment Officer decides on the type of the action to be taken according to the hazard grade and the nature of the hazardous material.
- The fire brigade is kept ready when necessary.
- It is removed from the leakage area when the exit process of the leaking cargo or the wates contaminated with the hazardous materials.
- Regarding the leak and shipment, records are kept to be accessed when necessary.
- The area where the leak is first detected is also controlled by the Environment Officer and should be cleaned appropriately if environmental pollution has occurred.
- If necessary, suitable personal protective equipment is used during the operation according to the nature of the material.
- After the leaking cargo is taken out of the port, all the leaking spaces and leaking pool are cleaned appropriately by the authorities having the appropriate certificates issued by the competent authorities.

The general processes and provisions to be followed according to the IMDG Code are as follows:

- After the leak is detected, the scene of the event will be fenced first. Unauthorized personnel entry is blocked and the relevant units are informed by fencing with the safety tape around the leaked area.
- Risk is assessed by risk assessment: The type of leaked or spilled material, the source and amount of leakage are determined. IMDG data and a Safety Data Sheet are required regarding the dangerous goods.
- The required Personal Protective Equipment is provided: Appropriate personal protective equipment and supplies are provided before the leak is intervened.
- Where possible, the leakage is restricted and prevented from spreading: In order to prevent the leak from spreading around more, it is firstly restricted.
- If possible, the leakage is stopped: In order to stop the leak, the leaking packaging should first be taken to the leakage pool or blocked.
- Leak cleansing process is initiated: The leak is definitely not cleaned with flammable materials such as sawdust; dry, neutral absorbent materials such as absorbent kit, sand, sorbent pads are used.
Liquids: Absorption is done by adding a small amount of absorbent material / substance on the spill. In large spills, a border / set is formed around it.
Solids: The spill is cleaned from the environment with a shovel and broom. Care is taken not to create a dusty environment and not to disperse in the wind.
 It is prevented that the leaking / spilling material blends into the soil, underground and surface waters.
- Waste Disposal
 Packages to carry hazardous materials and to be disposed of should be UN type approved. The hazardous material being cleaned is collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area in the port facility. In accordance with the Environmental Law and Waste Disposal Regulations, they are delivered to the firms having the proper hazardous material transport license to be carried and disposed of in the licensed hazardous waste disposal facilities.

8.9 Emergency trainings and their records

The trainings, inspections and tests given below, together with the participants concerned, shall be held at the stated frequency. The exercises and controls will be recorded by Batiliman HSE Department, distributed to the relevant participants, kept for 3 years and then the records will be disposed of.

Action	Period	Participants
Emergency Training	Yearly	Uzmar and Batiliman employees
Control of Fire Intervention Equipment	Monthly	Occupational safety department and technical team
Fire Training	Every 3 Month	Department officers

8.10 Information on fire protection systems

Emergency and fire equipment is as follows:

- Fire hydrants
- Fire Extinguisher
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors in the Field
- Electric Fire Pumps
- Diesel Fire Pumps

Other emergency supplies:

- Emergency Telephone Lists
- Building Fire Plan
- Emergency Safety Signs

8.11 Procedures for approval, inspection, testing, maintenance and use of fire protection systems

Emergency and fire equipment:

Fire Hydrants: Occupational Safety Specialists will keep a list of all fire hydrants and are responsible for monthly inspections. The Technical Department is responsible for repair and maintenance. Control records will be kept by the Occupational Safety specialists.

Fire Extinguishers: Occupational Safety Specialists will keep a list of all fire extinguishers and are responsible for monthly inspections. A label shall be affixed to all fire extinguishers indicating the date of the last inspection and the identification number of the employee responsible for the control of Batiliman.

Fire Cabinets and Fire Hoses: Occupational Safety Specialists will keep a list of all fire cabinets and are responsible for monthly controls. The Technical Department is responsible for repair and maintenance. Control records will be kept by the Occupational Safety Specialists.

Electric Fire Pumps: Maintenance and attitudes will be made by the Technical Department according to the maintenance schedule and all records will be made by the Technical Department.

Emergency Telephone Lists - Occupational Safety Specialists are responsible for ensuring that relevant departments and emergency telephone lists are accurate and up-to-date.

Building Fire Plan - It is the responsibility of the Occupational Safety Specialists and the Port Authority that the fire plan is always up-to-date.

Emergency Safety Signs - Occupational Safety Specialists and operation supervisors are responsible for ensuring that all safety signs are in place where the unit is located. Occupational Safety Specialists are responsible for identifying "Escape Routes" and "Assembly Locations" and hanging these documents in appropriate places.

8.12 Measures to be taken when fire protection systems do not work

Where there is a need for urgent intervention and where the fire protection systems are not functioning, the telephone number provided in Article 8.4 shall be searched and the closest team shall be informed.

8.13 Other risk control equipment

Fighting with sea fires

ARTICLE 32 –

- 1) In accordance with the provisions of the Regulation on Prevention, Extinguishing and Rescue Measures to be Taken against the Fires that May Occur on the Land, and the Fires That May Occur on Port, Sea or Shore and Spread to Land, or the Fires that May Occur on Land and Reach Port, Sea and Shore put into effect by the Decree of the Council of Ministers dated 06/8/1975 and numbered 7/10357 on the marine fires that may occur in the port administration area, they are intervened by all the official and private organizations. Fixed and portable fire extinguishers and first aid units and equipments in coastal facilities are in full, ready and working condition.
- 2) The activities to extinguish fires that may occur in coastal facilities are carried out by fire fighting teams equipped with the necessary tools and equipment required by the relevant legislation. Organizations involved in towage operations participate in the extinguishing activities in line with the instructions of the port authority.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

All occupational health and safety rules apply in the terminal and are strictly enforced. Success in this respect depends on understanding, acceptance and actively participating in and implementing the port facility's health, safety, security and environmental protection management system.

Everyone has to think about their own health and safety first, and health and safety of others is also important. It should not be forgotten that you may affect the others negatively with your mistakes. The following rules and prohibitions should be observed to ensure the prevention of any unsafe incident, accident or injury:



- All buildings including workshops and used by Batiliman
- All facilities or machines rented by Batiliman and owned by Batiliman
- Board of the ships calling in the port
- Storage areas or areas where dock operations are made
- Areas where flammable liquids or substances are produced, handled, processed, used, transported or stored
- Areas where the batteries are charged and UPS devices are located

The use of portable radio or other electronic devices, headphones or similar devices and instruments in the port facility is prohibited.

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

- High visibility jacket and clothing
- Helmet
- Protective footwear

Symbolic Safety Signs

Symbolic safety signs are used to provide information or instructions to the persons by means of their size, color and appropriate symbols. Images and pictures (pictograms) are used for practical solutions to the problems encountered in providing information for health, safety and protection of the environment, and especially for overcoming different language barrier. Such markings are used for the protection of everyone:

- Do not ignore the symbolic safety signs!
- Do not remove symbolic safety signs if you are not authorized to do so!
- Do not scratch, erase, paint or distort with symbolic safety signs!

PROHIBITION SIGNS

These symbolic safety signs are round, the bottom is white, the outer circle is ring-shaped and red, and there is a diagonal strip. The pictogram is black, located at the center of the mark and below the diagonal strip. This sign means that something should not be done.

Some prohibition signs include, but are not limited to, the following:



NO SMOKING



DO NOT
APPROACH
WITH FIRE



NO
PEDESTRIANS



LOOSE
CLOTHES ARE
PROHIBITED



AUTHORIZED
PERSONNEL
ONLY



NO CAR
ENTRY



NO BICYCLE



COMPRESSED
GAS ON THE
BODY IS
PROHIBITED



NO ALCOHOLIC
BEVERAGES



NO
PHOTOG
RAPHY
ALLOWED

WARNING SIGNS

These symbolic safety signs are triangular, the bottom is yellow and the outer circle is black. The pictogram is black, located at the center of the mark. This sign warns of a specific risk or danger.

Some warning signs include, but are not limited to, the following:



GENERAL
HAZARD



CORROSIVE
MATERIAL
HAZARD



FIRE HAZARD



EXPLOSION
HAZARD



TOXIC
MATERIAL
HAZARD



SUSPENDED
LOAD
HAZARD



TOOL FALLING
HAZARD



MOVING PART
HAZARD



ATTENTION TO
OPERATING
FORKLIFT



MOVING BOOM
HAZARD

OBLIGATION SIGNS

These symbolic safety signs are round and the bottom is blue. The pictogram is white, located at the center of the mark. This sign indicates which specific behavior or action is required or expected, or specifies which personal protective equipment should be used to protect against hazards. This sign means that something has to be done.



IT IS COMPULSORY
TO WEAR HIGH
VISIBILITY JACKET



IT IS COMPULSORY
TO WEAR HELMET



IT IS COMPULSORY
TO WEAR
PROTECTIVE
FOOTWEAR



IT IS
COMPULSORY TO
WEAR SAFETY
GLOVES



IT IS
COMPULSORY
TO WEAR EAR
PROTECTION



IT IS COMPULSORY
TO WEAR EYE
PROTECTION



IT IS
COMPULSORY TO
WEAR FACE



IT IS
COMPULSORY TO
WEAR OVERALL



IT IS
COMPULSORY TO
WEAR GAS MASK



IT IS
COMPULSORY TO
WEAR DUST MASK



IT IS
COMPULSORY TO
USE SAFETY BELT



WORKING AREA
SHOULD BE
KEPT CLEAN



IT IS
COMPULSORY TO
USE VENTILATION



IT IS COMPULSORY
TO USE SAFETY
CAGE



IT IS COMPULSORY
TO USE
PROTECTIVE SHIELD

GENERAL INFORMATION SIGNS

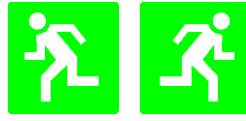
These symbolic safety signs are square or rectangular in shape and the bottom is green. The pictogram is white, located at the center of the mark. This sign ensures that specific information is given. For example, certain facilities, centers, emergency roads and exits, first aid and rescue equipment, etc. places are indicated by these marks.



GENERAL
DIRECTION



FIRST AID
EQUIPMENT



ESCAPE
DIRECTIONS



PEDESTRIAN
ROAD



WAITING AREA



LADIES'
ROOM



MEN'S
ROOM



EMERGENCY
SHOWERS



EMERGENCY
EYE WASHING
STATION



DRINKING
WATER

FIRE PREVENTION AND FIRE PROTECTION

These symbolic safety signs are square or rectangular in shape, the bottom is white to yellow and the outer circle is red. The pictogram is red and located at the center of the mark. This mark indicates the location of fire fighting equipment and fire centers.



LOCATION OF
FIRE FIGHTING
EQUIPMENT



FIRE
EXTINGUISHER



FIRE
HOSE



FIRE
HYDRANT



FIRE FIGHTING
SYSTEM CLOSING
VALVE



FIRE PUMP
CONNECTION



FIRE
BLANKET



FIRE
ALARM



FIRE
TELEPHONE



FIRE MARSHAL

WORK PERMITS

Work permit documents should include the following:

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

Work permits should be used for works to be carried out on matters not covered by standard operational procedures. Work permits are required for routine and nonstandard jobs that are potentially hazardous and risky to be carried out at workshops, at the terminal, on the dock, at sea or anywhere on the premises. Work permits are available for different works. The following tasks require a work permit:

- Works to be done in restricted areas
- Hot works
- Works related to hazardous materials
- Works to be done on or near the sea
- Works to be done in pressure systems
- Excavation works at the terminal
- Electrical work
- Working at height

In all non-routine work, all subcontractors can not do works without a work permit.

9.2 Information on personal protective clothes and procedures for their use

Below are the types of Personal Protective Equipment that will be used to protect employees from workplace hazards and from the hazards caused by the activity being performed:

Head protection equipment (helmet):

The helmets used should comply with TS 2429 EN 397, marking on the helmet to indicate compliance with this standard.

Foot protection equipment (Steel Toe Shoe):

The shoes used should conform to TS EN ISO 20345 and the marking on the shoe must indicate conformity to this standard. The conformity to TS EN ISO 20344 should be sought in rubber boots.

Hand protection equipment (gloves):

The glove is produced from natural, synthetic materials or a rubber which is mixture of them, tyre or latex (raw material of rubber) insulating and elastic materials with five fingers. There should not be stitches, cracks, holes, tears, mold mark, wrinkles, bubbles and patches on the glove. Right and left hands should be manufactured separately. Never use gloves alone (without protective material) to touch the energized area.

- a) The gloves used should comply with the minimum standard EN 420 (General Work Glove) standard.
- b) The glove to be used by the personnel should comply with the EN 388 (Mechanical Work Glove) and be standard nitrile coated gloves that should be used to protect their hands against burrs, cuts, scraping and object prick during operation.
Light works: such as light metal works, cargo loading and unloading, packaging, maintenance jobs, etc.
Medium weight: Light metal works, cargo loading and unloading, assembly, garbage collection, water and electrical installations, general maintenance jobs.
Heavy works: Heavy metal works
- c) The glove to be used when working with chemical materials such as acids, bases, paints, mineral oils, etc. should comply with EN 374 (Chemical Material) standard.
- d) The glove to be used when performing electrical work should comply with EN 60903.
- e) The glove to be used when cutting or welding metal with gas should comply with TS 7935 EN 407 (Heat and Welding Glove).

The standards of the hand protection equipment to be used for the intervention of hazardous materials are as follows:

EN 388: Mechanical risk

EN 374: Chemical risk

EN 407: Risk of hot environment

EN 511: Risk of cold environment

Eye Protection Equipment (Goggles):

The goggles to be used should conform to TS 5560 EN 166 and the markings on the goggles should show conformity to this standard.

When working with chemical materials, working with dusty materials, doing paint work and working with compressed air spraying systems, a full closed goggle called 'goggle' should be used to protect the eyes.

Welding operations should be done with fully closed goggles with green lens with darkness no 5 for the oxygen welding and green glasses with darkness no 9 for the electrical welding.

The standards of the eye protection equipment to be used for interfering with dangerous substances are as follows:

EN 166: Technical performance standard

EN 167: Methods for optical tests

EN 168: Methods for tests other than optical tests

EN 169: Weld fisters

EN 170: Ultraviolet filters

EN 172: Brightness filters for industrial use

EN 175: Face protection equipment in welding operations

Face Protection Equipment (Face Protector):

Face protectors are used to protect the face from splashed arcs or splashed foreign materials. Conformity to EN 166 standard should be sought when face protective equipment is used. Face protectors are attached to helmets and used with helmet.

Face protectors can be used to protect the remainder of the face in addition to the work goggles, according to the hazard created by the work being done.

Ear protection equipment (Ear Plug, Headset):

It is a safety material used to prevent harmful noises and sounds over 80 dB from harming the ear. The constant noises in the working environment cause the sense of hearing to disappear over time. For this reason noise sources in the working environment should be isolated as far as possible and earplugs in accordance with EN 352-2 or EN 352-1 standards should be used where isolation is not possible.

Respiratory system protector (Dust-Gas Masks):

There are two types of respiratory protective equipment available.

- a) Filtered type protective masks: allows the breathing by filtering particles in the environment. Such masks should comply with the EN 149 (maintenance free) standard. FFP1, FFP2 and FFP3 type filters should be selected according to the type of particles present in the environment, or the type of the exposed gas.
- b) Half face mask cleans the air by closing the nose and mouth when the paint work is done. The filters are a cartridge type and are replaced when it becomes unable to filter. The choice of filters, according to the type of gas or dust protection required, is made properly. It should be adjustable to fit in the face and have an elastic band.

The standards of the respiratory devices to be used for the intervention of hazardous materials are as follows:

- EN 136: Standard for full face gas masks.
- EN 137: Standard for breathing tube and backrests.
- EN 139: Standard for clean air supply masks.
- EN 140: Standard for half-face gas masks.
- EN 141: Standard for gas-vapor filters.
- EN 149: Standard for maintenance-free masks.
- EN 270: Standard for clean air supply heads.
- EN 403: Standard for escape masks.
- EN 405: Standard for maintenance-free gas-vapor masks.

Below is the selection table to be used for gas and steam filters required for intervention in smokes coming out of hazardous materials:

- A: Filter to be used for organic gases and vapors (Boiling point over 65 degrees)
- B: Filter to be used for inorganic gases and vapors
- E: Filter to be used for acid gases
- K: Filter to be used for ammonia and derivatives

Body protector (Overall, Work clothes):

Work clothes are used to protect the entire body from light cutting, piercing, burning materials. Where there are few external hazards, flax working clothes may be used. In areas where traffic is heavy inside the port, the work clothes that are worn should be equipped with reflective tapes in order to ensure high visibility.

The standards for body protection equipment that will be used to intervene in hazardous materials are as follows:

EN 343: Raincoat standard
EN 341: General working clothes standard
EN 467: Standard for apron against liquid chemical
EN 465: Standard for clothes against chemicals
EN 471: Reflective clothes standard
EN 469 and EN351: Heat and flame protective clothing standard
EN 412: Standard for apron against cutting
EN 464: Liquid-gas chemical protective clothing standard
EN 1073-1: Standard for clothing against radioactive pollution

Welding mask:

It is the safety material that protects the working staff's face and eyes from harmful rays, sparks and splattering burrs arising when welding. The part of the mask which carries the fixed and transparent glass is manufactured from heat resistant light material. The mask can be optionally hand-held, mounted on the helmet, or it can be used with adjustable headband. The transparent frame, which is mounted on the fixed part, can be opened and closed easily, and the green transparent glass can be easily changed.

10. OTHER MATTERS

10.1 Validity of Hazardous Material Conformity Certificate

Obligation to Obtain a Certificate and Permission (General)

- Operations involving dangerous goods which do not have the Hazardous Material Conformity Certificate carried by sea can not be carried out at the port facilities.
- In case the provisions of the relevant directive can not be complied with temporarily, it is obligatory to obtain special permission from the Administration.
- The transport of dangerous goods carried under Grade 1, Grade 6.2 and Grade 7 can not be carried out without the conformity approval of the related public authority.

Obligation to Have Hazardous Material Conformity Certificate

- Storage, handling, loading, unloading, packaging, labeling, marking work and operations related to dangerous goods will be carried out in Batiliman facility. The workplace where the real or legal persons performing these duties work will receive the Hazardous Material Conformity Certificate in case of conformity with the provisions of the international contracts and standards specified in the relevant directive provisions and in compliance with the conditions determined by the Administration.
- Our hazardous material handling port facility has prepared a hazardous material guide containing the goods in each hazard grade that it handles commercially.

These guidelines contain mandatory information such as all detailed information, emergency action plans, intervention procedures, and medical first aid requirements for hazardous material grades handled and the port facilities and subcontracting employees engaged in handling hazardous materials because of their task description have been made aware of these plans. When the detailed instructions related to the Hazardous Material Guide are explained by the Administration, the Hazardous Material Guide prepared by Batiliman will be revised and approved in the scope of the instructions.

- If there is a change in the relevant conditions, this change will be notified in writing to the Administration within 30 days at the latest and the necessary conditions will be restored within 90 days.

Batiliman will comply with the requirements of this Hazardous Material Conformity Certificate during its activities. Port facility users and cargo authorities will also be expected and required to comply with the conditions in the same way.

10.2 Tasks defined for the Hazardous Material Safety Advisor

The requirement of having Hazardous Material Safety Advisor in the port facilities in the scope of "Communiqué on Hazardous Material Safety Advisory" numbered 30043 published in the Official Gazette on April 19, 2017 is required by 01.01.2018 for port facilities transporting and temporarily storing hazardous materials. For this reason a Hazardous Material Safety Advisor is available related to obtained Hazardous Material Conformity Certificate for the enterprises operating within the scope of this Communiqué.

In the case of the loading of a vehicle coming out to the highway within the scope of the confiscation facility, it shall perform the loading in accordance with ADR provisions. In this context, at the end of the exemption date, at least one Road Hazardous Material Advisor should be present. In addition, within the scope of dangerous goods transport, the receiver, the sender, the loader, the unloader, the filler, the packer, the tank container operator, the carrier and the driver shall carry out inspections at the facilities related to the compliance with the relevant legislation.

The necessary trainings have been taken for similar activities related to the cargo going by sea.

The Hazardous Material Safety Advisor has the right to suspend transportation, loading and unloading until the compliance with these provisions is provided, if it finds out that there is no situation in the examinations carried out or the situation reported to itself in accordance with the relevant international and national legislative provisions.

10.3 For those who carry hazardous materials to arrive at/depart from coastal facility by land (documents to be kept at the entry / exit of the port or coastal facility area by road vehicles carrying hazardous materials, the equipment and fittings to be kept by these vehicles, speed limits etc. at the port area)

(1) The following documents are required to be issued by the parties involved during the transportation of dangerous goods::

1. Dangerous Goods Declaration
2. Dangerous Goods Transport Waybill
3. Multi-Mode Dangerous Goods Form
4. Dangerous Goods Manifest
5. Packaging and Container / Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport document showing exemption in transportations within the scope of ADR / RID / IMDG Code 3.4 and 3.5
8. Carrying documents showing exemption in transportations within the scope of ADR 1.1.3.6
9. In transportations within the scope of ADR
 - a. Transportation conformity and valid SRC certificate
 - b. ADR written instruction
 - c. Applicable and valid Vehicle Eligibility Certificate
 - d. Transportation document
10. CSC Certificate in Transportation with Container
11. Certificate indicating that the tree is suitable for use in the cargo transport unit (CTU) and loading safety and transportation
12. Loading safety certificate indicating that the cargoes in the containers or vehicles are properly secured under the IMDG Code (except for cargoes with no space, no movable parts and solid / liquid bulk cargoes)
13. In the cargo transport units arriving at the port facility and the cargo transport units leaving the port facility, risk assessment results of those containing hazardous gas or fumigated, If the gas measurement is made, the certificate of conformity with the transport,

(2) Hazardous goods arriving at the port facilities and leaving the port facilities without the necessary compulsory documents for transport listed above can not be transported. Cargoes not properly secured under the IMDG Code are also treated as dangerous goods.

The speed limits at the port area are as specified in Article 1.2. However, vehicles carrying Dangerous Goods, under the Road Traffic Regulation, have the following speed limits:

In residential areas	: 30 km/h
On double lane roads	: 50 km/h
On highways	: 60 km/h.

The hazards, threats and attacks from land and sea and what measures to take are included in the ISPS plans of the port.

10.4 For those who carry hazardous materials to arrive at/depart from coastal facility by sea (day / night signs that ships and marine vessels carrying dangerous goods show at ports or coastal facility, cold and hot operation procedures etc.)

If a ship enters or participates in an operation involving the transport or handling of dangerous goods at the port, a special type of signal that may appear day and night will be used. Hazardous loads include the following loads:

- Bulk liquid cargoes in closed containers with a flash point below 60°C;
- flammable and / or toxic bulk gases; and
- explosives (except for section 1.4S), liquid explosives assigned to grade 3 that have lost their sensitiveness, and solid explosives assigned to grade 4.1 that have lost their sensitiveness, in accordance with the rating specified by the regulatory agency.

The reason for using the day or night signal is to inform the marine traffic and personnel in the port area about the hazard posed by the presence and handling of dangerous goods. The signals and marks to be used are as follows:

- Daytime: "B" flag and



(Bravo: I load, unload or transport dangerous goods)

- At night, the 360° visible red light.

Cold and Hot Operation on Ships Carrying Dangerous Goods at Port:

The ships and marine vessels that will carry out degassing operations for maintenance and repair with hot and cold operations shall comply with the provisions of the Degassing Regulation on the Construction, Renovation, Maintenance, Repair and Dismantling Processes of Ships and Marine Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.

10.5 Other matters to be added by the coastal facility

Prohibited activities

ARTICLE 21 –

- 1) In the approach channels of coastal facilities, breakwaters, docking and mooring areas and anchorage areas; making any kind of aquaculture, sailing, rowing or other water sports activities and swimming are forbidden.
- 2) Vessels for sports, sightseeing and recreational purposes should cruise at a speed that will not interfere with the activities of other ships and marine vessels in the port area, within the area limited to the breakwaters, and in the bays. The Port Authority sets the appropriate speed limit when and where it deems it necessary.
- 3) Ships and marine vessels coming into or out of the buoy and vessels and marine vessels other than those used in the services of the coastal facilities can not switch

between buoys and buoy lines.

- 4) Except those used in fishery facilities and fish cages, ships and marine vessels can not come closer than two hundred meters to aquaculture facilities and fish cages.
- 5) Ships and marine vessels may not be moored or docked to places with no coastal operation permit or to places that are not owned or operated by any institution / organization. However, in case of emergency, the Administration may make temporary arrangements for the facilities it deems appropriate.
- 6) Ships and marine vessels, which have excessive trim or dangerous tendency and which are subject to environmental pollution due to any damage, ships and marine vessels which do not have towage and dangerous goods documents but carry dangerous goods can not dock or leave the coastal facilities without the permission of the port authority.

Other matters subject to the permission of the port authority

ARTICLE 22 –

- 1) Prior to the construction of the coastal structures and the establishment of the aquaculture production areas to be carried out after obtaining the necessary permits and approvals from the relevant institutions / organizations, the relevant authorities shall be authorized by the port authority to start the activities.
- 2) It is compulsory to obtain permission from the port authority prior to activities such as buoys, diving, sea bottom and underwater activities, maritime surveillance and similar activities. The ships and marine vessels used in such activities shall display the daylight signs with the appropriate lantern and give the sound signs.
- 3) It is compulsory to apply for permission to the port authority at least 15 days in advance for competitions starting from a port administrative area and ending in another port administration area, at least 7 days in advance for other competitions and activities.
- 4) Race and similar activities or organizations can not be organized in the port administrative area unless permission is obtained from the port authority.
- 5) The water sports to be carried out in the administrative area of the port are carried out within the scope of the Regulation on Sportive Activity for Torusim Purposes published in the Official Gazette dated 23/2/2011 and numbered 27855 and other related legislative provisions. The authorities of the port authority for the protection of life, property, navigation and environment related to water sports for tourism purposes are reserved. In these activities, the Port Authority is authorized to make any restrictions and to stop these activities taking into consideration the life, property, navigation and environmental safety and security.
- 6) Unless permission is obtained from the port authority, other shos and marine vessels can not be aboard at tge boards the ships and marine vessels on the anchorage or in coastal facilities. Boarding of the agency and provision vessels, public vessels, refueling vessels, water tankers and coastal facilities is outside the scope of this paragraph and such vessels carry out their services in coordination with the coastal facilities within the information of the port authority.
- 7) The ship captain or agency who will take on fuel, oil and water supply shall notify the relevant port authority before the operation.
- 8) Fishermen's boats and yachts may aboard in each other's boards in the coastal facilities and they cannot make double-line mooring.

- 9) Unless permission is obtained from the port authority, ships and marine vessels located in the port areas can not make repair, rasp and paint, weld and other hot operations, lifeboat release and/or boat release operations or other maintenance works. The ships and marine vessels that will do this work should coordinate with the coastal facility management at the coastal facility.
- 10) The coastal facilities located in the administrative area of the port make notification to the Naval Forces Command, Navigation Hydrography and Oceanography Department for processing of their geographical locations on the relevant marine maps.
- 11) Ships and marine vessels can not change anchorage areas without permission from the port authority. However, those who can not stay where they are due to adverse weather and marine conditions can leave and anchor to more secure anchoring areas. Their authorities shall make notification to the port authority as soon as possible. Arrangements for the implementation of this clause shall be made by the relevant port authority in places where the ship traffic services center is located.
- 12) Ships and marine vessels that anchor in anchorage areas for shelter due to force majeure such as weather opposition and circumstances that may jeopardize navigation, life, property, environmental safety and security shall make the necessary notification to the relevant port authority and / or guidance organization without delay. Regulation for the implementation of this clause shall be made by the relevant port authority in places where the Ship Traffic Services Center is located.
- 13) Ships and marine vessels can not approach to the head of the ships and marine vessels stern-to docking.
- 14) Floating equipment within the boundaries of the port and in the beach areas, coastal hotels, motels, holiday villages, in front of the sites, in the sea areas up to 200 meters from the shore are determined by the authorities and are fully prepared and maintained between 1 April and 15 November of each year. No ships and marine vessels can enter the designated swimming areas. The port authority is authorized to change the boundaries of the swimming area, regarding the navigation, life, property, environmental safety and security.
- 15) The transshipment operation in the port administrative area is subject to the permission of the port authority.
- 16) The backup operation shall be carried out with the permission of the port authority within the framework of the procedures and principles determined by the Administration.
- 17) In each port, kedging and anchoring requirements and related regulations are carried out by the port authority, and the operating procedures and principles are determined by the Administration.
- 18) Providing guidance to ships and marine vessels not permitted to dock on coastal facilities, and ships and marine vessels without port departure certificate or anchoring note is subject to the permission of the port authority.
- 19) The matters concerning the determination of the mooring, sheltering and navigating routes of the vessels making day trips (excursion) are determined by the port authority taking into consideration the waste disposal and other services and they are approved by the Administration. In the event of exceeding the capacity of the mooring and sheltering areas, the port president may limit capacity, entry-exit and use.

Definitions / Abbreviations

Receiver: Real and legal persons who will receive dangerous goods according to the transport contract.

Packaging: Transport box containing the dangerous goods as defined in Section 6 of the IMDG Code.

Packer: Real or legal persons who place dangerous goods in large packaging containers and who, if necessary, make the packages ready to be transported, pack dangerous goods or change packages, labels of these goods, label them for transportation, make these operations with the sender and its instructions, and the land and coastal facility personnel who actually carry out these operations.

Ministry: Ministry of Transport, Maritime Affairs and Communications.

Bulk material: Solid, liquid and gaseous materials intended to be transported without direct protection in a tanks or warehouses which are structural part of the ship or fixed permanently in or on the ship.

Handling: The replacement of dangerous goods without changing its original properties, transfer from large containers to small containers, ventilation, separation, sieving, mixing, renovation, replacement or repair and similar operations of cargo transport units and packages.

Fumigation: The process of applying chemical substances in solid, liquid or gaseous form acting as gaseous substances to a closed cargo transport unit (CTU) or ship warehouse to destroy harmful organisms.

Gas measurement: Determination of the gases and the required quantities specified in the relevant regulations of the Administration for the freight transporting units and / or closed areas by the authorized institutions and persons using special devices and apparatus.

Degassing: In cases where it is determined that the value of the cargo transport units which are included in the scope of the fumigation and those not included in the scope of the fumigation but are harmful to the life, property and environment is higher than the values in the relevant directive as a result of the risk assessment, the operations and works made with the active and passive ventilation.

Gas-forming products: Products which cause the formation of gases which are harmful to human health caused by the transported products or cargo transport units (CTU) despite the fact that the fumigants are not used.

IBC Code: International Code of Construction and Equipment of Ships Carrying Bulk Dangerous Chemical Goods.

IGC Code: International Code of the Construction and Equipment of Ships Carrying Bulk Liquefied Gas.

IMDG Code: International Code of Dangerous Goods Carried by Sea.

IMO: United Nations International Maritime Organization.

IMSBC Code: International Maritime Code of Solid Bulk Cargoes.

ISPS Code: International Ship and Port Facility Safety Code.

Administration: General Directorate of Dangerous Goods and Combined Transportation Regulation.

Captain: The person who guide and manage the ship.

Timber Code: Safe Practices Code on Ships Carrying Timber Cargoes on Deck.

Coastal facility: The docks, piers, buoys, platforms, and related anchoring sites, docking areas, closed and open storage areas, buildings and structures used for administrative and service purposes, whose borders are determined by the Administration and in which vessels can safely pick up or drop off passengers and cargoes.

Personal Protective Equipment (PPE): All tools, tools, devices and instruments that are worn, attached or kept by the employees and designed in accordance with the stated purpose, which protect employees against one or more risks affecting health and safety, resulting from the work being carried out.

SOLAS: 1974 International Convention for the Safety of Life at Sea.

Grain Code: International Code for the Safe Transport of Bulk Grains.

Taşıyan: The bidder, the receiver, the actual transporter who accepts the bid, broker, shipowner, transportation organizer, transportation commissioner, ship agency related to the transportation of any dangerous goods on their behalf or on behalf of third persons, within the scope of combined transportation, real and legal persons carrying dangerous goods by road or rail with contract or without contract.

Hazardous waste: Parts, solutions, mixtures, used packages and cargo transport units of cargoes that is classified as specified in the Basel Convention and for which transportation class and conditions have been established under SOLAS, dangerous goods or packages or cargo transport units carrying dangerous goods.

Dangerous goods (hazardous materials): petroleum and petroleum products within the scope of Annex I to the International Convention for the Prevention of Pollution of the Sea by Ships (MARPOL 73/78), packaged materials listed in the International Code of Dangerous goods Carried by Sea (IMDG Code), International Maritime Solid Bulk Goods Code (IMSBC Code) Bulk materials with UN number given in Annex 1, Materials given in Section 17 of International Code (IBC Code) on Construction and Equipment of Vessels Carrying Hazardous Chemicals in Bulk and the materials given in Section 19 of the International Code (IGC Code) on the Construction and Equipment of Vessels Carrying Liquefied Gas in Bulk as well as the materials which have not yet entered into these lists but which have the potential to damage the life, property and environment or other materials during transportation because of their physical, chemical properties and transportation type, the packaging of these materials which are not properly cleaned and goods transport units.

Toolbox negotiations: negotiations, such as general information about the port status, special conditions, defective equipment, accidents, extra cases, made at work 15 minutes before the start of the shift for motivation for exchanging experiences, motivation, awareness raising and information.

UN number: the four-digit identification number obtained from the United Nations sample regulations on dangerous goods or parts.

Loader: Real or legal persons who load the dangerous goods and cargoes which are risky in terms of loading safety to the ships, marine vessels, vehicles and cargo transport units (CTU), and label, plate the cargo transport units, handle, stow unloads the cargoes including the dangerous goods in the ship and cargo transport units.

Cargo authority: The sender, receiver, representative and the transportation commissioner of the dangerous goods.

Cargo transport unit (CTU): Road trailers, semi-trailers and tankers, portable tanks and multi-element gas containers, railway wagons and tank wagons, containers and tank containers designed and manufactured for the transport of dangerous goods in packed or bulk.

General View Photos of Coastal Facility

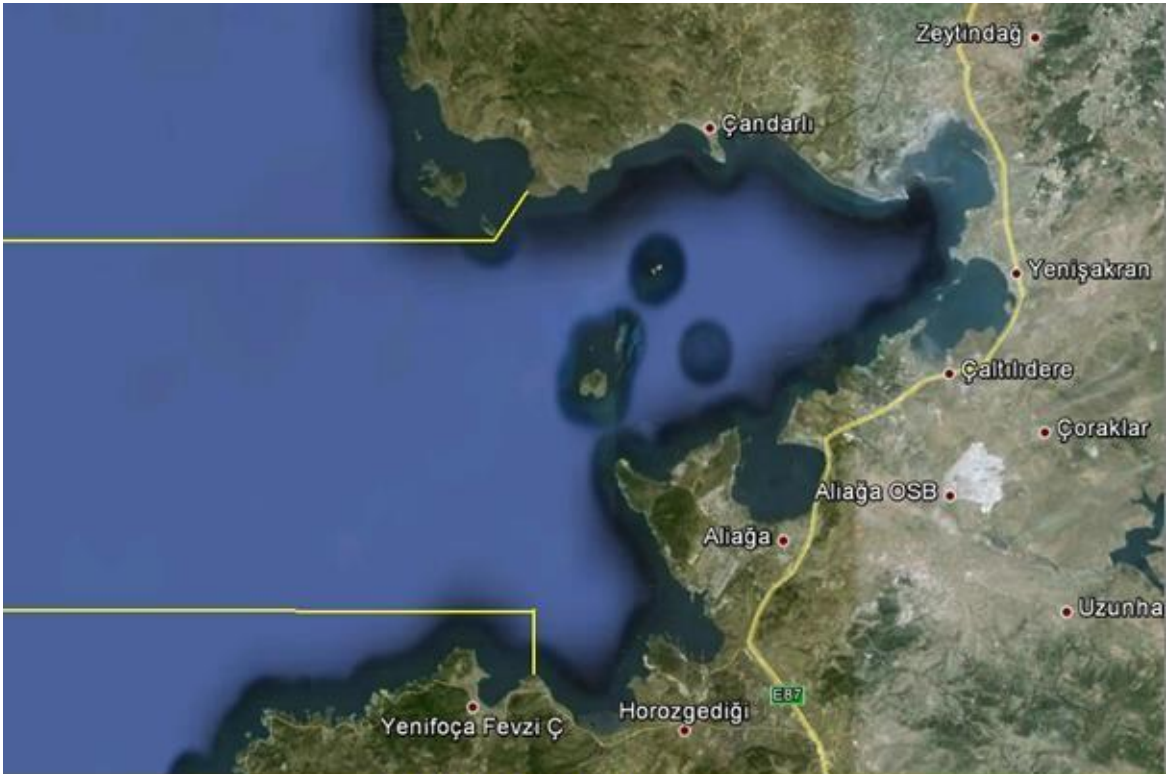
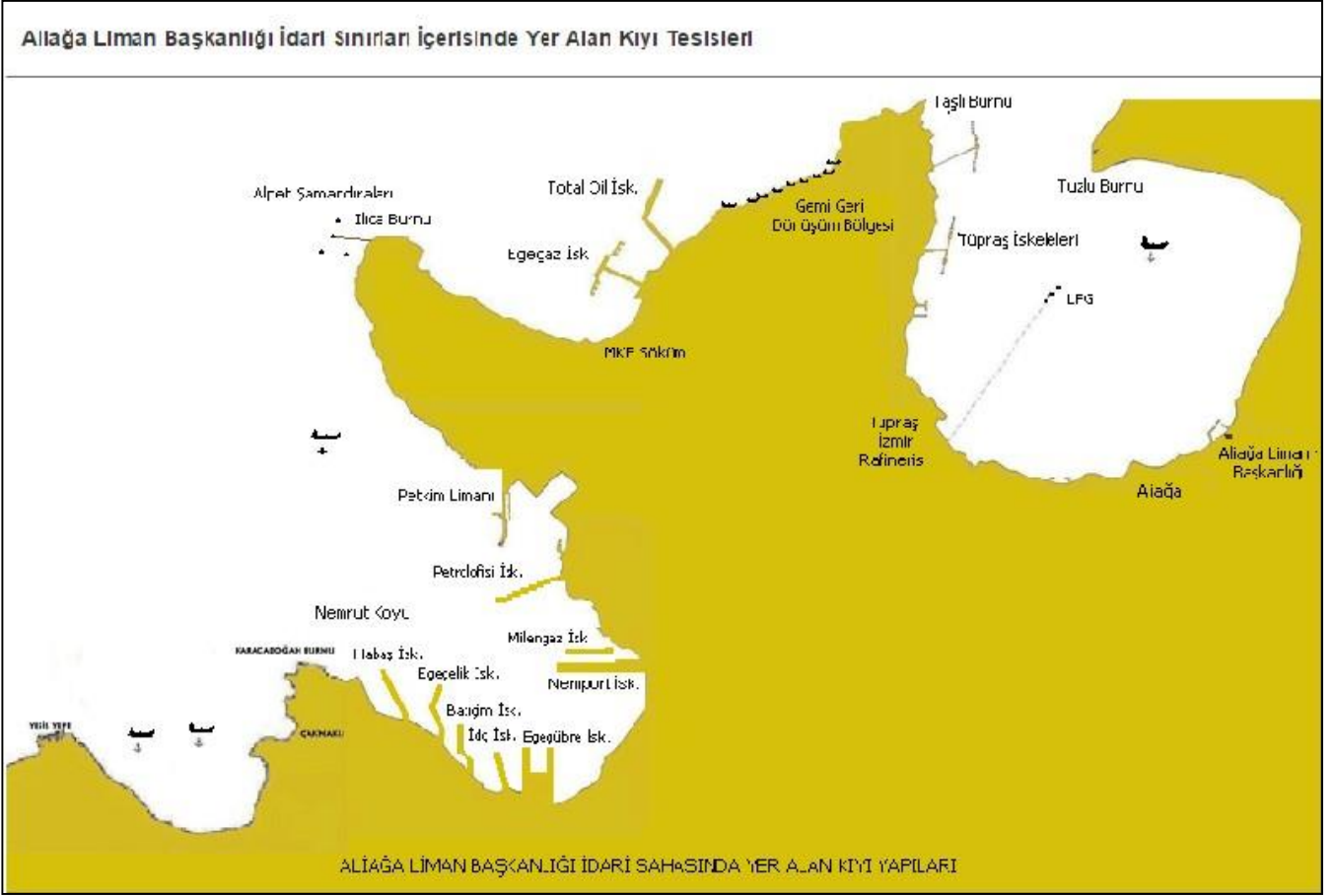


Emergency Contact Points and Contact Information

Aliğa District Governorship	: 0232 616 1001
Aliğa Chief Public Prosecutor's Office:	0232 616 2882
Aliğa Garrison Command	: 0232 616 0996
Aliğa District Gendarmerie Command	: 0232 616 1982
Aliğa Coast Guard Command	: 0232 616 8137
Aliğa District Police Department	: 0232 616 2165
Aliğa Port Authority	: 0232 616 1993 / 616 1999 / 616 6774
Aliğa Maritime Police Directorate	: 0232 616 1337
Aliğa Customs Directorate	: 0232 625 5233 / 625 52 14
Aliğa Municipality	: 0232 616 1980
Fire Department Line	110
Aliğa Fire Department	: 0232 616 1045
İzmir Ambulance Service	112
Aliğa State Hospital	: 0232 616 2839
Aliğa District Health Directorate	: 0232 616 8989
Provincial Disaster and Emergency Directorate:	0232 478 1701

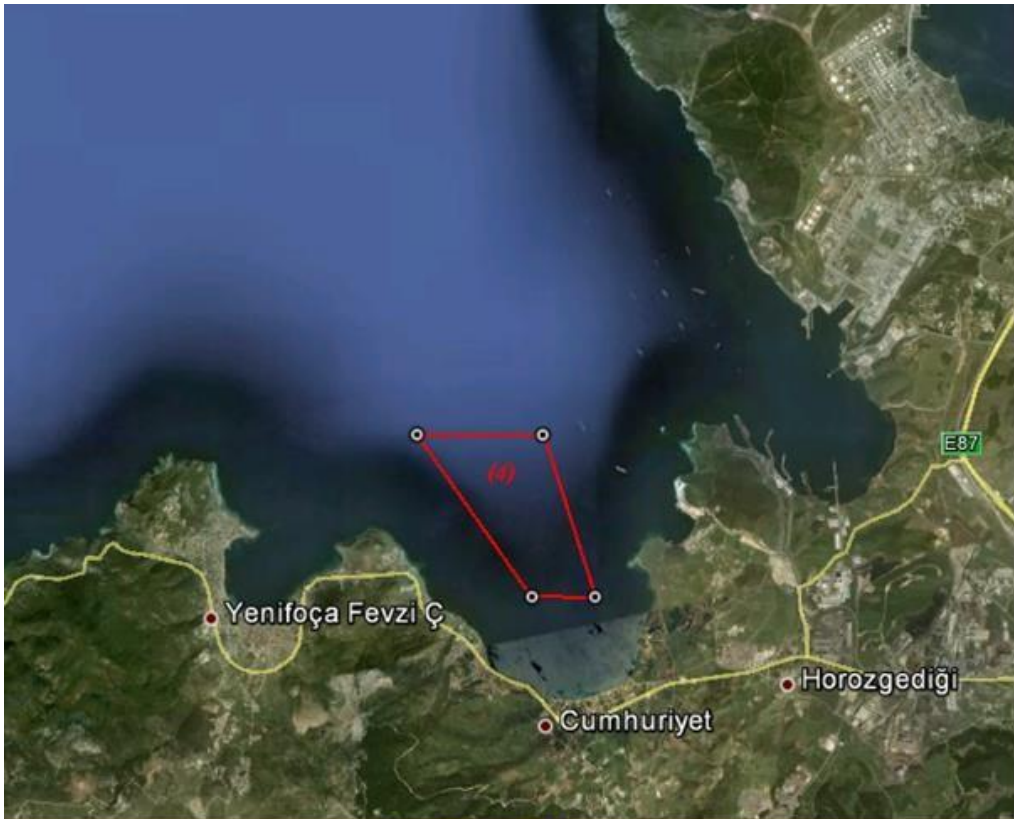
Port Authority Administrative Boundaries, Anchoring Locations and Traffic Separation Regulations

ALIAĞA PORT AUTHORITY





2 ve 3 No'lu Demir Alanı
(2) Tehlikeli Madde Taşımayan Gemiler, (3) Tehlikeli Madde Taşıyan Gemiler



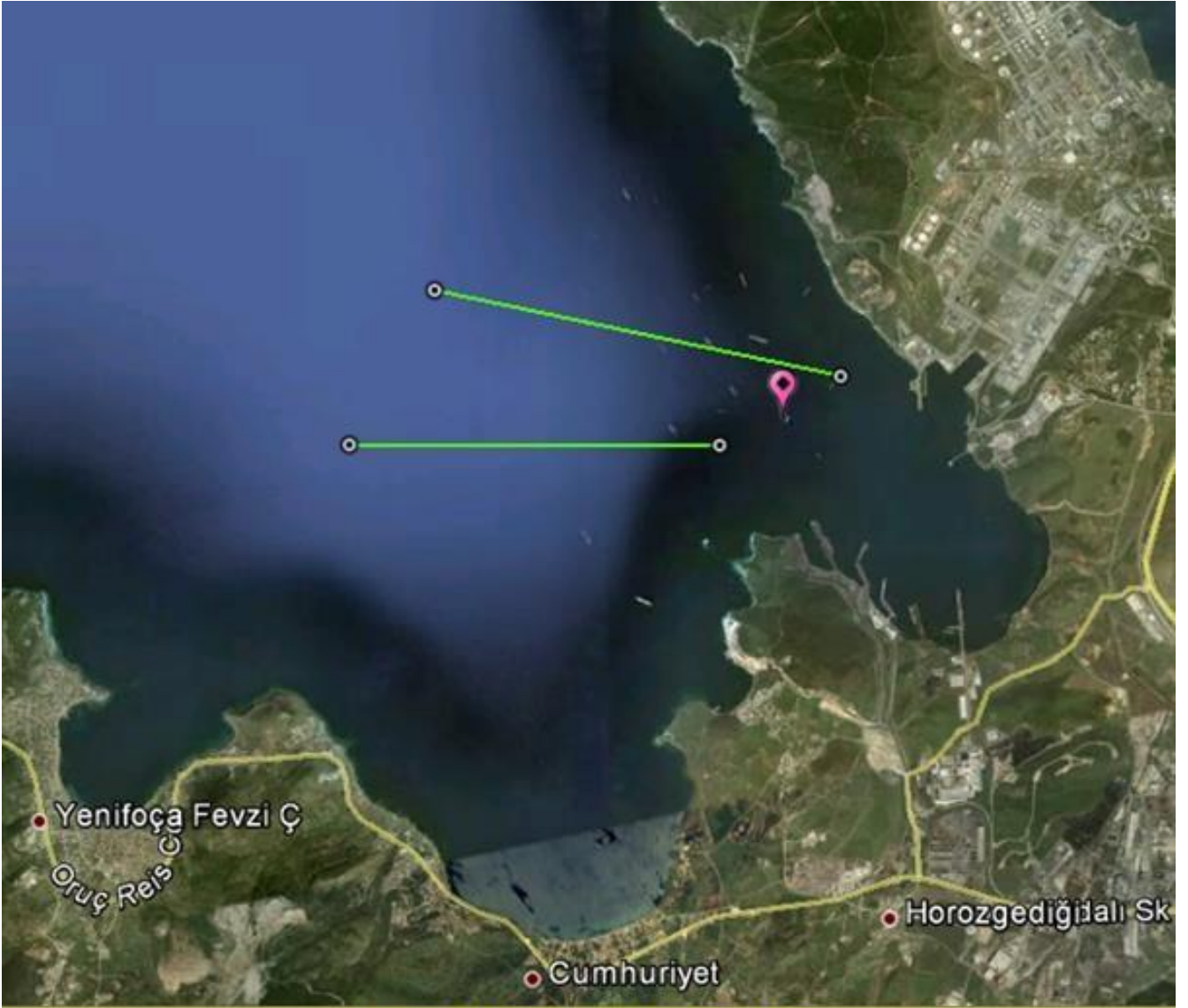
4 no'lu Demir Alanı
(4) Tehlikeli Madde Taşımayan Gemiler



5 ve 6 no'lu Demir Alanı
5 Tehlikeli Madde Taşımayan Gemiler, 6 Tehlikeli Madde Taşıyan Gemiler



Çandarlı Körfezi Trafik Ayrım Düzeni



Nemrut Körfezi Trafik Ayrım Düzeni

Emergency response equipments available at port facility

EQUIPMENT LOCATIONS



**EQUIPMENT LIST LOCATED AT NEMPORT PORT FACILITY AND PRIVATE WAREHOUSE
TRANSPORTATION TRADE CO.**

MALZEME ADI		MİKTARI
1.	Şişirilebilir Liman Bariyeri ve Tamburu	500 m
2.	Çekme Başlığı	3 adet
3.	100' Bariyer Çekme Halatı	1 adet
4.	Bariyer Bordalama Halatı	1 adet
5.	D9 Hidrolik Güç Ünitesi ve Bağlantı Hortumları	1 adet
6.	Dizel Blower ve Ekipmanları	1 adet
7.	Sırta Takılabilir Hava Üfleyci	1 adet
8.	Emici Sorbent Bariyer	8 Paket(96 m)
9.	Emici Ped	15 Paket(1500 adet)
10.	Çapa	1 adet
11.	Şamandıra	1 adet

**EQUIPMENT LIST LOCATED AT PORT FACILITY AND TRANSPORTATION INDUSTRY
TRADE CO. (EGEÇELİK PORT)**

MALZEME ADI		MİKTARI
1.	Köpük Dolgulu Çit Bariyer ve Tamburu	210 m
2.	Çekme Başlığı	2 adet
3.	100' Bariyer Çekme Halatı	1 adet
4.	D 9 Hidrolik Güç Ünitesi	1 adet
5.	3/4" x 25' Hidrolik Dönüş Hortumu	1 adet
6.	1/2" x 25' Hidrolik Basınç Hortumu	1 adet
7.	Emici Sorbent Bariyer	7 Paket (84 m)
8.	Emici Sorbent Ped	5 Paket (500 adet)