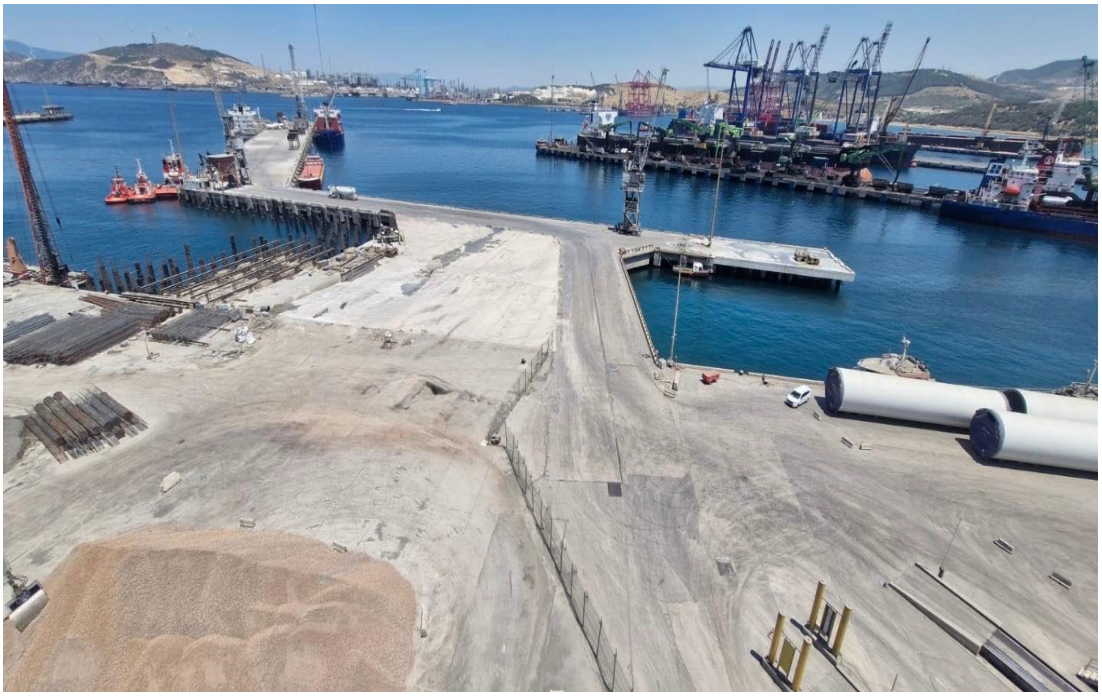
BATILIMAN

DANGEROUS CARGO HANDLING GUIDE



PREPARATION DATE: 02.05.2022

(See Revision Page for Revisions)

NURİ DEMİRAY

FACILITY RESPONSIBLE

SIGNATURE

SEAL

REVISION PAGE

Row No	Revision No	Content of the Revision	Revision Date	Revised by	
				Name Surname	Signature
1	1	Facility information form	01.11.2023	İlhan BAŞA	
2	2	Facility information form (Revised due to capacity increase/extension of piers 2 and 3)	03.07.2024	İlhan BAŞA	
3	3	Annex 1, Annex 2, Annex 4, Annex 15 revised.	03.07.2024	İlhan BAŞA	
4	4	Annex 5, Annex 6, Annex 8 revised.	11.07.2024	İlhan BAŞA	
5	5	Annex 5, Annex 6, Annex 8 revised.	13.01.2025	İlhan BAŞA	
6	6	Facility information form (It has been revised due to port expansion investment.)	03.06.2025	İlhan BAŞA	
7	7	Annex 1, Annex 2, Annex 4, Annex 5, Annex 6 and Annex 8 revised.	03.06.2025	İlhan BAŞA	
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DEFINITIONS / ABBREVIATIONS

Buyer: Real and legal persons who will take delivery of the dangerous cargo according to the transport contract,

Package: The transport container in which the dangerous cargo is placed, as defined in IMDG Code Chapter 6,

Packed by: Natural and legal persons who place dangerous goods in large packaging containers and make the packages ready for transportation when necessary, package dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the sender or his instructions, and the land and legal entities that actually perform this operation. shore facility personnel,

Ministry: Ministry of Transport and Infrastructure

Bulk Cargo: Substances in solid, liquid and gaseous state that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, intended to be transported directly without containment,

HandlingWithout changing the essential characteristics of the dangerous cargo, changing its location, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing the cargo transport units and packages, and similar operations for transportation,

FumigationThe process of applying chemical substances in solid, liquid or gaseous form acting in gaseous form to a closed cargo transport unit (CTU) or ship hold in order to destroy harmful organisms,

Gas measurement : Determining the gases and required amounts determined by the Administration within the scope of the relevant regulation in cargo transport units and/or closed areas by authorized institutions and persons using special devices and apparatus,

Degassing In case it is determined that the cargo transport units, which are within the scope of fumigation and not within the scope of fumigation, but contain gases that may be harmful to life, property and the environment, are above the values in the relevant directive as a result of the risk assessment, works and operations performed with active or passive ventilation,

Gas-forming products: Although fumigant is not used, the products that cause gas formation in the cargo transport units caused by the products that release gas due to the characteristics of the transported product or the cargo transport unit (CTU), and which are found to cause gas formation in a way that harms human health,

IBC Code: International Code on the Construction and Equipment of Ships Carrying Dangerous Chemical Cargo in Bulk,

IGC Code: International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk,

IMDG Code: International Code for Dangerous Goods Transported by Sea,

IMO: United Nations International Maritime Organization,

IMSBC Code: International Maritime Solid Bulk Cargo Code,

ISPS Code: International Ship and Port Facility Security Code,

AdministrationGeneral Directorate of Maritime Affairs,

Captain: Person who directs and manages the ship,

Timber Code: Code of Safe Practices Regarding Ships Carrying Timber Cargo on Deck,

Coastal facility: Docks, piers, buoys, platforms and their anchor points, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely take in and out of cargo or passengers or take shelter,

Personal Protective Equipment (PPE): All tools, tools, equipment and devices designed for this purpose, which are worn, worn or held by the employee, which protect the employee against one or more risks arising from the work carried out, affecting health and safety,

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

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

Bearing: Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agent, who receives, makes offers, accepts offers for the transportation of all kinds of dangerous goods on their own behalf or on behalf of third parties, can transport dangerous goods by road or rail within the scope of combined transportation. Natural and legal persons who carry out the transportation with or without a contract,

Dangerous waste: The parts and solutions of the cargo or the dangerous cargo that is not intended to be used directly, or of the packaging and cargo transport units carrying dangerous goods, which are classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS, transported for reprocessing, garbage, incineration or disposal by any other means. , mixtures and used packaging and cargo transport units,

Dangerous Cargo:
1) Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1,
2) Packaged goods and objects given in IMDG Code Chapter 3,
3) Among the cargoes given in IMSBC Code Attachment 1, the bulk cargoes with "B" and "A and B" inscriptions in the group box in the characteristic table,
4) Liquid substances with the phrase "S" or "S/P" in the "d" column titled "hazards" of the table given in Chapter 17 of the IBC Code,
5) Gaseous substances given in IGC Code Chapter 19,

Toolbox meetings: Meetings held on the job 15 minutes before the start of the shift for the purpose of transferring experiences, providing motivation, raising awareness and informing,

on subjects such as general information about the port situation, special conditions, malfunctioning equipment, experienced accidents, extra situations,

UN NUMBER The four-digit identification number of dangerous goods or parts taken from the United Nations sample regulations,

Uploaded by: In accordance with the instructions of the sender, it loads the dangerous goods and the cargoes that pose a danger in terms of loading safety to the ship or sea vehicle, the vehicle or the cargo transport unit (CTU), and labels the cargo transport unit, plate it, handles, stacks and unloads the cargo including the dangerous cargoes in the ship or cargo transport unit. natural or legal persons,

Freight related: The sender, receiver, representative and freight forwarder of the dangerous goods,

Payload unit (CTU): Designed and manufactured for the transport of packaged or bulk dangerous goods; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container.

TYUB: Coastal Facility Dangerous Goods Conformity Certificate, which is issued by the Administration and must be obtained by the coastal facilities handling dangerous goods in packaged or bulk form.

PRESENTATION

PURPOSE:

The purpose of this dangerous cargo handling guide is to ensure that the dangerous goods handling activities to be carried out at the Batıliman Facility operated by Batıliman Liman İşletmeleri A.Ş. are carried out in an economical, rapid, safe, high quality, environment-friendly manner and in harmony with other transportation activities.

SCOPE:

This Dangerous Goods Handling Guide includes the dangerous goods to be handled in the West Liman Facility, the loading, stowage, storage, unloading of these cargoes at the port, unloading from the transport unit and the ship, notification as well as the duties and responsibilities of the Dangerous Goods Safety Advisor of the ship's captain, the cargo person and the coastal facility operator, the rules to be followed. and the measures to be taken.

LEGAL GROUND

This Dangerous Goods Handling Guide has been prepared in accordance with the Implementation Instruction on the Dangerous Goods Handling Guide dated 20.04.2022 and numbered 281879, based on the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety published in the Official Gazette dated 14/11/2021 and numbered 31659.

1. INTRODUCTION

1.1 Facility Information Form

1	Facility operator name/title	BATILIMAN LIMAN ISLETMELERİ A.S.		
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Ankara Caddesi No:335, Bornova / IZMIR Tel : 0 232 478 44 00 Fax: 0 232 478 44 44 info@batiliman.com.tr www.batiliman.com.tr		
3	Facility name	BATILIMAN		
4	City where the facility is located	IZMIR		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Nemrut Cad. No:13 Çakmaklı Village, Aliağa / IZMIR Tel : 0232 616 1993 / 616 1999 / 616 6774 Fax: 0 232 625 54 53 info@batiliman.com.tr www.batiliman.com.tr		
6	Geographical region of the facility	Aegean Region (Izmir-Aliağa) / Nemrut Bay		
7	Port Authority and contact details of the facility	Aliaga Port Authority Tel: 0 232 616 19 93		
8	Mayor's Office and contact details of the facility	Aliaga Municipality Tel: 0 232 399 00 00		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	---		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	22.07.2025		
11	Operating status of the facility (X)	Own load and additional 3rd party (…)	own burden (…)	3rd person X
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Nuri DEMİRAY Tel : 0 232 625 54 45-46-70 Fax: 0 232 625 54 53 nuridemiray@batiliman.com.tr		

13	Name and surname, contact details (phone, fax, e-mail) of the facility's dangerous goods operations officer	Serdar ZENGIN Tel : 0 232 625 54 45-46-70 Fax: 0 232 625 54 53 serdarzengin@batiliman.com.tr
14	Name and surname of the facility's Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	İlhan BASA ilhanbasa@kadrotmgd.com Tel:0-505-786 51 00
15	Marine coordinates of the facility	Latitude : 38 0 45' 00" North Longitude: 26 0 53' 00" East
16	Types of dangerous goods handled at the facility (loads within the scope of MARPOL, Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	IMDG CODE: IMSBC CODE SCRAP LOADS

17 Dangerous goods handled at the facility (loads other than IMDG Code, among the cargo types in 16th article, will be written separately. Additional cargo request will be submitted to the port authority with the Annex-1 form.
It will be added to TIER when appropriate)

CARGO NAME	IMSBC CODE	UN NUMBER
Aluminum Nitrate	B	UN 1438
Ammonium nitrate	B	UN 1942
Ammonium Nitrate Based Fertilizer	B	UN 2067
Seed Meal	B	UN 2217
Wood coal	B	N/A
Coal/Anthracite	B (and A)	N/A
Dolomitic Lime	B	N/A
Ferrous Metal Scraps	B	UN 2793
Lignite	B	N/A
Lime (Unslaked)	B	N/A
Petroleum Coke (Calcined)	B	N/A
Petroleum Coke (Not Calcined)	B	N/A
Potassium Nitrate	B	UN 1486
Potassium Nitrate / Sodium Nitrate (Mixture)	B	N/A
Wood Pulp	B	N/A
Quicklime, Stone Lime	B	N/A
Saltpeter (Sodium Nitrate)	B	N/A
Seed Meal	B	UN 1386

		<table><tr><td></td><td></td><td></td></tr><tr><td>Seed Meals and other residues of processed oily vegetables/Sunflower Meal</td><td>B</td><td>N/A</td></tr><tr><td>Sulphur</td><td>B</td><td>UN 1350</td></tr><tr><td>Quicklime</td><td>B</td><td>UN 1910</td></tr></table>
18	Classes for cargo handled, subject to IMDG Code	Class 4.1 Class 4.2 Class 4.3 Class 5.1 Class 6.1 Class 8 Class 9
19	Groups in characteristic table for handled cargo subject to IMSBC Code	B A and B
20	Types of ships that can approach the facility	Bulk Cargo Ship General Cargo Ship
21	Distance of the facility to the main road (kilometers)	It is approximately 6 km from the İzmir-Çanakkale highway junction point.
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	The distance to the railway is approximately 1 km.
23	Name of the nearest airport and its distance from the facility (kilometers)	70 km (Izmir Adnan Menderes Airport)
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	6,000,000 tons/year
25	Whether scrap handling is done at the facility	Scrap handling is done.

26	Is there a border gate? Yes/No	No
27	Is there a bonded area? Yes/No	Yes
28	Cargo handling equipment and capacities	LIEBHERR LHM 250 Mobile Crane; 64 tons; 1 x LIEBHERR LHM 180 Mobile Crane; 64 tons; 1 x LIEBHERR LHM 150 Mobile Crane; 40 tons; 1 SENNEBOGEN 850 Mobile Cranes; 15 tons; Loaders; 4 Hoppers; 6
29	Storage tank capacity	---
30	Open storage area (m²)	Duty-free area: 35.000 m2 Temporary storage area: 20.500 m2
31	Semi-closed storage area (m²)	Duty-free area: 10.000 m2
32	Closed storage area (m²)	Duty-free area: 4.500 m2
33	Specified fumigation and/or de-fumigation area (m²)	---
34	Name/title contact details of pilotage and tugboat services provider	Uzmar Experts Maritime Tel: 0 232 445 76 00 Fax: 0 232 445 79 00 e-mail: izmir@uzmar.net Marin Römorkör ve Kılavuzluk A.Ş. Tel: 0232 617 00 11 Fax: 0 232 617 00 12 e-mail: nemrut@marintug.com Sanmar Denizcilik Makine ve Tic.A.Ş Tel: 0 216 458 5900 e-mail: info@sanmar.com.tr
35	Has a security plan been created?Yes/No	Yes (Under ISPS CODE)

36	Waste Reception Facility capacity (this section will be arranged separately according to the wastes accepted by the facility)	**Waste Type**	**Capacity**
		sludge	180 m3
		Bilge Water	180 m3
		Dirty water	60 m3
		Waste oil	120 m3
		Rubbish	9 m3

37	Dock/pier etc. properties of fields

Dock/Wharf No	Height (meter)	Width (meter)	Maximum water depth (meters)	Minimum water depth (meters)	The largest ship tonnage and length to berth (DWT or GRT – meters)
Pier No: 1	215	21	17	12	64.000 DWT
Pier No: 2	390	41	32	17	200.000 DWT
Pier No: 3	381	41	32	12	200.000 DWT
Dock No. 1	178		10	3	15,000 DWT

Pipeline name (if available on site)	Number Piece	Length (meter)	Diameter (inch)
NA	---	---	---

1.2 Loading/discharging, handling for dangerous goods handled and temporarily stored at the coastal facility

The cargoes specified in the Facility Information Form above are handled at our Port Facility.

Documents (SEE);

Safe Handling of Dangerous Solid Bulk Cargo Operation Procedure

BTL-ISB-PR-008

Safe Handling of Scrap Cargo Operation Procedure

BTL-ISB-PR-004

Procedure for Safe Handling of Packaged Dangerous Goods Operation

BTL-ISB-PR-009

Ship/Shore Facility Safety Checklist

BTL-ISB-LT-006

Within the scope of Batıliman general rules, the Safety Data Sheet will not be taken to the port facility, which presents a dangerous cargo or harmful cargo that has not been notified beforehand. The authorization of those who prepare the Safety Data Sheet may be requested

by Batıliman if deemed necessary. In case of doubt, even if the relevant product has not been involved in an accident, additional classification tests can be made for the products covered by the GBF, all costs related to testing and certification are paid by the cargo person.

Safe entry-exit arrangements between ship and shore facility

The following rules will apply for personnel changes to be made by ships calling at the port facility, seafarers coming out of the port for meeting needs and sightseeing purposes, arrangement of persons or vehicles to bring materials, food, etc. to the ship, to ensure the safe transportation of persons, visitors, employees of official institutions or organizations who will come to the port area for any business reason.

One of the biggest causes of fatal or injury accidents that may occur within the port facility and damage to the equipment or immovable property owned by the port is the uncontrolled interaction between directly moving port machines, vehicles and pedestrians. These rules have been defined in great detail and put into practice so that undesirable events do not occur. Although continuous monitoring and inspections are carried out, there is so much interaction between machines, vehicles and pedestrians that undesired events cannot be guaranteed not to happen again. Therefore, in order to ensure all kinds of safe entry and exit regulations and to comply with these regulations, the persons who will perform the above-mentioned works or actions will act within the framework of the following rules:

- Only authorized persons or vehicles are allowed to enter the operation areas. These persons are expected to strictly comply with the port's procedures and rules.
- Regardless of whether they are on foot or in a vehicle, they are required to wear reflective vests or any clothing that will provide high visibility as long as they are in the port facility.
- The number of people walking into the port facility on foot will be as minimal as possible. Persons who are allowed to enter on foot are required to use the sidewalks or special walking paths allocated for them.
- Even if the pedestrians in the port facility walk on the sidewalks, they should always pay attention to the moving port machines and suspended loads. Likewise, operators and vehicle drivers using these machines will also pay attention to the pedestrians around them. Under no circumstances are pedestrians allowed to pass under suspended loads, walk, sit or lie down. Likewise, vehicle drivers cannot pass, stop or park under such loads.
- Under no circumstances are pedestrians or vehicles allowed to run towards pedestrians or vehicles, regardless of whether they are loaded or unladen.
- Persons within the port facility are not allowed to sit, squat, lie down or sleep anywhere the operation continues, including on the quay and on the ship's stern. This rule does not apply only if the work to be done has to be done naturally; In this case, the facility operator will provide the necessary equipment and take the necessary precautions.
- All moving vehicles or work machines that will enter the port area and be in the areas where the operation continues must have a yellow warning lamp that can be clearly seen by everyone. Vehicles or machinery without these warning lamps must turn on

the hazard warning signals or operate warning signals that can be heard by anyone in their vicinity.

- Operators or vehicle drivers may under no circumstances travel on roads designated for pedestrians while cruising within the port facility.
- It is strictly forbidden to enter the rear working areas of the quay cranes in operation on foot or to drive from one place to another.
- It is strictly forbidden to enter the field operation and storage areas on foot or to drive from one place to another.
- There will be warning signs and signs as much as possible at the entrances and around the field operation and storage areas. These warnings are placed to prohibit unauthorized persons from entering these areas.
- If there is a pedestrian around, near or in the impact areas of the work machines operating in the areas where loading and unloading operations are carried out and is seen by the operator, the operator of the work machine or the vehicle driver will stop the operation and will not continue the operation until the pedestrian goes to a safe area.
- During the maintenance and repair works carried out in these areas, including the periodic controls of the facility, equipment or infrastructure, no machine operation will be carried out until the works are completed.
- It is not allowed to repair inoperative equipment in the areas where the operation is actively carried out, but if it is dangerous or impossible to move or transport these equipment, other operations around it are stopped and necessary safety measures are taken, and repairs are allowed.
- The cargoes belonging to the dangerous goods classes mentioned above are not allowed to enter the port facility by sea or land.
- Since the port facility is a bonded area, the entry and exit of all cargoes are subject to the permission of the customs authority. No cargo can enter or leave the port area without the knowledge and approval of the customs authority.

Speed Limit in the Port Area

The maximum permitted speed limits for any vehicle in the port area are as follows:

At the quay: 20km/h

On the field: 20km/h

Regulations on not berthing of ships and marine vehicles carrying dangerous goods to coastal facilities without the permission of the port authority

Ships and sea vehicles carrying dangerous goods and which have not received a docking order from the Port Authority will not be allowed to dock at any port pier.

If there is a demand for berthing in emergency situations and for force majeure, the Port Authority will be informed first and the berthing operation will be allowed if the port operation approves, based on its written approval.

Under all circumstances, the authorized pilotage and tugboat organization will be informed simultaneously.

Dangerous ships and marine vehicles:

1) The ship's authorities are responsible, with the permission of the port authority, to make the vessels suitable for the sea, to take measures that will not endanger the navigation, life, property, safety and security of the environment, and to have them taken in the port administrative area, regardless of its type, tonnage and flag, subject to legal action such as lien, precautionary attachment, interim injunction or ban from the voyage given by judicial authorities, or detained by an administrative decision due to technical deficiencies, or waiting at the coastal facilities or anchorage area for any reason. Ships and marine vessels that pose a danger, cannot be controlled and are not seaworthy due to similar reasons.

2) Ship related persons are responsible for removing, towing or rendering harmless as soon as possible, sunken, semi-submerged or abandoned ships and vessels in the port administrative area, with the permission of the port authority.

3) If the persons involved in an emergency such as grounding and drifting do not make a rescue request within 72 hours, the port authority will initiate the rescue process ex officio.

Preparation, revision and announcement procedure of the Dangerous Goods Handling Guide

The Dangerous Goods Handling Guide prepared will be available for access and information to all relevant port personnel, public authorities and facility users. In order to achieve this, the port facility operator will publish a "pdf" file that can be viewed on the Dangerous Goods Handling Guide website (www.batiliman.com.tr) by giving a link that can be easily seen on the official website homepage.

The relevant Regulation stipulates that the Dangerous Cargo Handling Guide is kept up-to-date by the facility operator. For this reason, changes in the information in the Dangerous Goods Handling Guide will be processed and published in the Dangerous Goods Handling Guide within 1 month at the latest.

2. RESPONSIBILITIES:

The responsibilities of the cargo person are as follows:
a) Prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
c) Ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.
The responsibilities of the coastal facility operator are as follows:

- Does not dock the ships carrying dangerous goods without the permission of the port authority.
- Gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.

- Does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not harm the ships that will dock by planning in this context.
- It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. In case the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- Carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not change the operation without the knowledge of the person concerned.
- Determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.
- Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
- Ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations. Ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
- Ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the coastal facility.
- It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works. Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- Keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
- Notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
- Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- Ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be stored temporarily are transported out of the coastal facility as soon as possible, and applies to the Administration for permission in cases where it is necessary to wait.
- Stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. Keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.

- Takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
- Prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- Ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

The responsibilities of the carrier are as follows:

- Requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- Controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
- Checks that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

Responsibilities of ship owners are as follows:

- Ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- Requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- Ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- Checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- Informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- Keeps up-to-date lists of all dangerous goods on board and declares them to the relevant parties upon request.
- Ensures that the loading program, if any, is approved and documented and kept in operation.
- Notifies the port authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
- In case of leakage in the dangerous cargo or if there is such a possibility, does not accept to carry the dangerous cargo.
- Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- Does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- Ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.
- Provides the requirements for the loading safety of the loads loaded on the ships.

3. RULES AND MEASURES TO BE IMPLEMENTED BY THE COASTAL FACILITY

How the precautions regarding the issues specified in the third part of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" are carried out and how the requirements of the provisions in the fourth part will be met are given below.

Our Coastal Facility fulfills the following rules, precautions and provisions;

- Dangerous goods handled in our coastal facility are loaded onto land vehicles to be transported directly from the ship and taken out of the coastal facility as soon as possible without waiting.
- The measures taken regarding general security in our facility are as in the "Port Facility Security Plan" prepared within the scope of ISPS Code.
- Within the scope of Occupational Safety in our coastal facility, Personal Protective Equipment is given to our personnel according to the relevant dangerous load, and at the same time, fire extinguishers are kept ready for use at any time.
- Ships carrying dangerous goods are not allowed to dock at the facility without the permission of the port authority.
- Coastal Facility Information and Rules booklet will be sent to the ship that will dock at our facility, within the scope of facility rules, cargo handling rules and relevant legislation.
- Batıliman coastal facility does not handle dangerous goods for which it has not received a handling permit from the administration, and in this context, it does not harm the ships that will dock by planning.
- It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. Safety Data Sheets will be kept for 1 (one) year.
- Our shore facility shares all the data that may be required according to the characteristics of the cargo with the ship's person and performs the loading or unloading operation according to the agreement to be reached. The ship does not change the operation without the knowledge of the person concerned.
- Our coastal facility determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.
- Our coastal facility ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are trained and documented.
- Our coastal facility ensures that the dangerous goods handling equipment is in working condition and that the relevant personnel are trained on the use of these equipment.
- Our shore facility takes occupational safety measures and ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
- It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
- An up-to-date list of all dangerous goods on board the ships berthed at our facility will be kept and this information will be given to the relevant parties upon request.
- In case of an instantaneous risk in the dangerous goods handled in our facility and the measures taken for this, the port authority will be notified.

- Our facility provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- Batıliman Coastal Facility does not handle dangerous goods that are not authorized in the dangerous cargo conformity certificate and dangerous goods belonging to 1, 6.2 and 7 classes.
- In the areas where dangerous goods are handled, fire extinguishing systems and first aid units are kept ready for use at all times and necessary controls are made periodically.
- Our facility prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- It is forbidden to smoke, use open fire, tools, equipment, etc., on the cargo deck and points of the berthed ships carrying dangerous goods of dangerous goods.

4. CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS LOADS

4.1 Classes of dangerous goods

Dangerous goods handled/to be handled in our coastal facility are listed in Annex-18. In our coastal temperature, dangerous cargoes are not temporarily stored on the sea side of the Coastal Edge Line (CCL).

Cargoes Covered by the IMSBC Code

Group A cargoes are loads that can liquefy if they are shipped with a moisture content higher than the maximum movable moisture content.

Group B cargoes are loads that present chemical hazards that may cause a dangerous situation on board.

Group C cargoes consist of loads that do not liquefy and do not contain chemical hazards.

The term " Materials Hazardous Only in Bulk (MHB" consists of cargoes that are likely to present chemical hazards when transported in bulk, except for materials classified as dangerous goods in the IMDG Code. Some loads may be in both Category A and B.

Although Group A cargoes initially appear as dry granules, have cohesive properties and are strapped, they may contain enough moisture to liquefy due to the compression and vibration effect of the ship during the voyage.

- As a result of the movement of the ship, the load may slip, causing the ship to capsize.
- Liquefaction can also lead to load displacement and shear.

This phenomenon can be explained as follows:

1) As a result of the suppression of the load due to reasons such as the movement of the ship, the spaces between the particles are reduced;

2) The decrease in the spaces between the cargo particles causes an increase in the pressure of the water in the spaces, and such a fluidized cargo flows to one side in the ship's roll, but is not pulled back to its original place in the opposite of the rocking motion.

As a result, the ship starts to tip dangerously and can capsize very suddenly.

Provisions for Liquefiable Cargoes

- The load shift that occurs as a result of liquefaction occurs because the moisture content of the load is above the TML value.
- For liquefiable cargoes, any liquid leakage into the warehouse should be prevented. Also, the use of water for cooling in such loads may initiate liquefaction.
- Therefore, loading of liquefiable cargoes will only be accepted provided that the moisture content actually measured in the cargo is less than the TML value.

According to the IMSBC Code, Group B Cargoes are solid bulk cargoes that may pose a hazard during transportation due to their chemical properties.

In addition, another grouping has been defined under Group B as Materials Hazardous Only in Bulk (MHB). MHB Cargoes are loads that do not meet the IMDG Code classification criteria, but pose a hazard only when in bulk.

It is extremely important that up-to-date correct information is obtained about the physical and chemical properties of the cargoes to be transported in solid bulk before loading.

Loads Covered by IMDG Code

Dangerous Substance Classes and Subsections according to IMDG Code and ADR As explained in IMDG Code Book Volume 1 Part 2 and ADR Book Volume 1 Part 2 are as follows:

IMDG Code:	Hazard class:	Hazard Class Name	ADR
Section 2.0		General	Section 2.1
Section 2.1	**Class 1**	Explosives	Section 2.2.1
Section 2.2	**Class 2**	Gases	Section 2.2.2
Section 2.3	**Class 3**	Flammable Liquids	Section 2.2.3
Section 2.4	**Class 4.1**	Combustible Solids	Section 2.2.41
	Class 4.2	Self-Burning Solids	Section 2.2.42
	Class 4.3	Solids Emitting Flammable Gases in Contact with Water	Section 2.2.43
Section 2.5	**Class 5.1**	Oxidizing Agents	Section 2.2.51
	Class 5.2	Organic Peroxides	Section 2.2.52
Section 2.6	**Class 6.1**	Toxic Substances	Section 2.2.61
	Class 6.2	Infectious Substances	Section 2.2.62
Section 2.7	**Class 7**	Radioactive Substances	Section 2.2.7
Section 2.8	**Class 8**	Corrosive Substances	Section 2.2.8

Section 2.9	**Class 9**	Different Dangerous Substances and Objects and Environmentally Harmful Substances	Section 2.2.9
Section 2.10		Marine Pollutants	Section 2.2.9

Dangerous Goods Subsections

Class 1 Explosives:

Class 1.1 explosives capable of mass destruction

Class 1.2 Explosives not capable of mass destruction but with fragmentation effect

Class 1.3 Explosives that will not cause mass destruction, but will cause fire or partial fragmentation or explosion, or both.

Class 1.4 Substances without a significant explosion hazard

Class 1.5 Substances with a mass destruction effect but not very sensitive

Class 1.6 Substances not capable of mass destruction and not very sensitive

Class 2 Gases:

Class 2.1 Combustible Gases:

Class 2.2 Non-Flammable and Non-Toxic Gases:

Class 2.3 Toxic Gases:

Class 4 Flammable Solids:

Class 4.1 Flammable Solids

Class 4.2 Self Combustible Solids

Class 4.3 Solids Emitting Flammable Gases in Contact with Water

Class 5 Oxidizing Agents and Organic Peroxides

Class 5.1 Oxidizing Substances:

Class 5.2 Organic Peroxides:

Class 6 Toxic (Toxic) and Infectious Substances

Class 6.1 Toxic (Toxic) Substances:

Class 6.2 Infectious Substances

There are no Subdivisions for **Class 3 , Class 7, Class 8 and Class 9.**

4.2 Packages and packages of dangerous goods

Dangerous goods coming to the port facility will be packed and packaged within the scope of IMDG Code Chapter 4.

All packages containing dangerous goods must have United Nations (UN) Type Approval, even if they are in any Cargo Transport Unit (CTU).

4.3 Placards, plates, brands and labels for dangerous goods

Packages containing dangerous goods coming to the port facility and all Cargo Transport Units (CTU) will be marked, labeled and plated as shown below within the scope of IMDG Code Section 5.2 and 5.3.

Class 1 Explosives:

Class 2 Gases:

Class 2.1 Class 2.2 Class 2.3

Class 3 Flammable Liquids:

Class 4 Flammable Solids:

Class 4.1 Class 4.2 Class 4.3

Class 5 Oxidizing Agents and Organic Peroxides

Class 6 Toxic (Toxic) and Infectious Substances

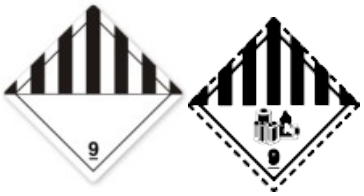
Class 6.1 Class 6.2

Class 7 Radioactive Substances:

Category 1 Category 2 Category 3

Class 8 Corrosive Substances:

Class 9 Miscellaneous Dangerous Substances and Objects and Substances Harmful to the Environment



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4.4 Signs and packing groups of dangerous goods

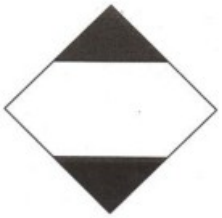
In addition to the hazard classes, the following are the signs to be used when necessary:

Marine Pollutants

Dangerous Goods Transported at High Temperatures

Fumigation Warning Sign

Limited Quantity



Exceptional Quantity

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

In cases where this label is applied, the sender part ** should be written in place and the hazard class of the product * should be written.

There are Packing Groups (PG) for different classes of dangerous goods. These groups and their meanings are given below:

PG I - High degree of danger

PG II - Moderate danger

PG III - Low hazard

However, there is no packing group for self-reactive substances in Classes 1, 2, 5.2, 6.2, 7 and 4.1, and there is no PG I for Class 9.

The letters X, Y and Z in the UN type approved packaging codes to which the dangerous goods will be transported determine the durability of the packaging. The letter X is the most durable packaging and can be used for all Packaging Groups. The letter Y is medium strength packaging 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 Separation tables on the ship and in the coastal facility according to the classes of dangerous goods

Bulk Cargos Under The Imsbc Code

- Incompatible loads, which fall into the hazard classes defined in IMSBC Code Group B and should not be together due to their potential hazards, must be segregated and stacked. Secondary risks, if any, of the loads will also be taken into account in the decomposition.
- For the application of segregation rules, the walls of cargo holds and/or compartments shall be resistant to fire and leaks.
- When transporting different types of solid bulk cargo in the same cargo hold, the strictest applicable segregation rules shall apply.
- Materials that emit toxic gases at a level that may affect human health shall not be loaded into warehouses that may allow these gases to reach the living quarters and ventilation systems.

Separation between Dangerous Solid Bulk Cargoes Included in Group B and Packaged Dangerous Goods:

	Dangerous goods in packaged condition																
Bulk cargo classified as dangerous cargo	Class/Division	1.1 1.2 1.5	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
Combustible Solids	4.1	4	3	2	2	2	2	X	1	X	1	2	X	3	2	1	X
Self Combustible Substances	4.2	4	3	2	2	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	4.3	4	4	2	1	\	*2*	X	1	X	2	2	X	2	2	1	X
Oxidizing agents (agents)	5.1	4	4	2	2	X	*2*	1	2	2	X	2	1	3	1	2	X
Toxic substances	6.1	2	1	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Radioactive material	7	2	2	2	2	2	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	8	4	2	2	1	X	1	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Hazardous materials only in bulk (MHB)	MHB	X	X	X	X	X	X	X	X	X	X	X	X	3	X	X	X

1- "To Be Kept Away"
Carriage may be carried out in the same hold or compartment or on deck, provided a minimum horizontal distance of 3 meters in vertical projection is maintained, ensuring that incompatible materials do not interact dangerously in the event of an accident.

2- "To Be Separated"
When loading under deck, it will be in different warehouses. Being separated by a fire and leak proof deck can be considered equivalent to a vertical separation that will allow the loads to be in different compartments.

3- "To be separated by a complete partition or warehouse":
It means vertical or horizontal separation. If the decks are not fire and leak proof, only a full longitudinal partition is acceptable.

4- "To be separated longitudinally by a full partition or warehouse":
Vertical separation alone is not sufficient to satisfy this condition.

X- If there is a distinction, it is shown in the IMDG Code Dangerous Goods List or IMSBC Code Annex-1 on the Information pages about the Cargoes.

Separation Between Solid Bulk Cargoes Included in Group B

Solid bulk materials										
Combustible Solids Self-igniting substances	Class/ Division	4.1	4.2	4.3	5.1	6.1	7	8	9	MHB
Substances which, in contact with water, emit flammable gases	4.1	X								
	4.2	2	X							
Oxidizing Agents	4.3	3	3	X						
Toxic substances	5.1	3	3	3	X					
Radioactive material	6.1	X	X	X	2	X				
Corrosive substances	7	2	2	2	2	2	X			
Miscellaneous dangerous substances and articles	8	2	2	2	2	X	2	X		
	9	X	X	X	X	X	2	X	X	
Hazardous materials only in bulk (MHB)	MHB	X	X	X	X	X	2	X	X	X

2- "To Be Separated"
When loading under deck, it will be in different warehouses. Separated by a fire and leak proof deck and a vertical separation to ensure that the loads are in different compartments can also be considered equivalent.

3- "It will be separated by a full partition or warehouse"
It means vertical or horizontal separation. If the decks are not fire and leak proof, only a full partition in the longitudinal direction is acceptable.

X- If there is a distinction, it is shown in the IMSBC Code Annex-1 on the Information pages about Cargoes.

Loads Covered by IMDG Code

In order to determine the separation conditions of two or more dangerous goods, the separation conditions, the Separation Table given in IMDG Code Volume I, 7.2.4 and the provisions of IMDG Code Volume II Dangerous Goods List (DGL) Column 16(b) shall be applied. In case of any conflict, the provisions in Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

The general separation table of dangerous goods is given below:

CLASS		1.1 1.2 1.3	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	3	9
Explosives	1.1,1.2,1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	1.3,1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Combustible Gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Flammable and Non-Toxic Gases	2.2	2	2	1	X		X	1	X	1	X	X	1	X	2	1	X	X
Toxic Gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable Liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable Solids	4.1	4	3	2	1		X	X	X	1	X	1	2	X	3	2	1	X

Self-Burning Solids	4.2	4	3	2	2		2	2	1	X	1	2	2	1	3	2	1	X
Solids That Emit Gases In Contact With Water	4.3	4	4	2	X		X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing Agents	5.1	4	4	2	2		X	2	1	2	2	X	2	1	3	1	2	X
Organic Peroxides	5.2	4	4	2	2		2	2	2	2	2	2	X	1	3	2	2	X
Toxic Substances	6.1	*2*	2	X	X		X	X	X	1	X	1	1	X	1	X	X	X
Infectious Substances	6.2	4	4	4	4		2	3	3	A	2	3	3	1	X	3	3	X
Radioactyl Substances	7	2	2	2	2		1	2	2	2	2	1	2	X	3	X	2	X
Corrosive Substances	8	4	2	2	1		X	X	1	1	1	2	2	X	3	X	X	X
Different Hazardous Substances and Objects and Harmful to the Environment	9	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X

Segregation terms in this table give information about the distances to be found between dangerous goods belonging to different hazard classes:

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

“2”: “separate from …..”: A horizontal distance of at least 6 meters can be carried below deck in different holds or on deck.

“3”: “Separate from …. by one full partition or warehouse”: It can be carried on deck with a horizontal distance of at least 12 meters. It cannot be transported under deck in the same hold or compartment.

“4”: “Separate lengthwise from ….. by an intervening full partition or hatch”: It can be carried on deck with a horizontal distance of at least 24 meters. In case of transport under deck, another warehouse should be inserted between the longitudinal (forward and aft direction) dangerous goods.

For "X" and "*", the stacking conditions given in the framework of the special provisions in the IMDG Code and the Dangerous Goods List are valid.

Dangerous goods in different cargo transport units or in packages in the port area will be stacked based on the distances in the segregation table below:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Combustible 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-Burning Solids	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Solids Emitting Flammable	4.3	0	0	0	A	0	A	0	S	S	0	A	0

Gases in Contact with Water													
Oxidizing Agents	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 Substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosive Substances	8	A	0	0	0	A	A	A	S	S	0	0	0
Different Hazardous Substances and Objects	9	0	0	0	0	0	0	0	0	0	0	0	0

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

0 = no parsing required (unless specified otherwise in special provisions)
A = “far from…” – minimum distance of 3 m
S = “separate from …” – minimum distance of 6 m in open areas;
In closed areas and warehouses, a minimum distance of 12 m or separated by a fireproof wall

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

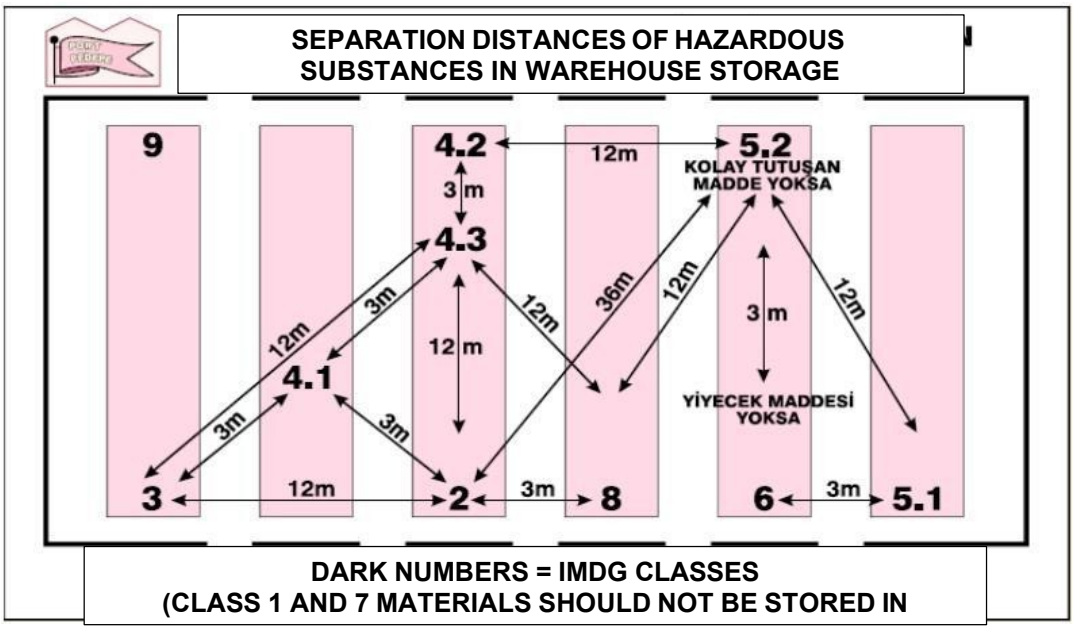
0 = no parsing required (unless specified otherwise in special provisions)
A = “away from…” – no parsing required (unless specified otherwise in special provisions)
S = “separate from …” – in open areas, a minimum distance of 3 m longitudinally and transversely; In closed areas and warehouses, a minimum distance of 6 m or separated by a fireproof wall

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

0 = no parsing required (unless specified otherwise in special provisions)
A = “far from…” – minimum distance of 3 m
S = “separate from …” – in open areas, a minimum distance of 6 m longitudinally and transversely; In closed areas and warehouses, a minimum distance of 12 m or separated by a fireproof wall

4.6 Separation distances and terms of dangerous goods in warehouses

If dangerous goods are stored in port warehouses for a short time in a controlled manner due to force majeure, the following separation distances will be valid.



5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

Batıliman, which is engaged in the loading / evacuation of dangerous goods, handling storage activities, in order to contribute to the safe fulfillment of these activities; a Dangerous Cargoe Handbook has been prepared within the scope of the IMSBC Code and IMDG Code, and presented to the use of operations manager, in pocket sizes, containing the classes of dangerous goods, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and in the port according to the classes of dangerous goods, and similar topics.

6. OPERATIONAL MATTERS

6.1 Procedures for safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods day and night

Control of Dangerous Goods Arriving at the Port Facility:

Prepared within the scope of legal regulations regarding Pre-Notification;

(1) After the preliminary notification of the dangerous goods that will arrive at any port facility with the ship, the Port Authority is responsible for giving the ship berthing permission according to the suitability of the load/loads and the facility. If the port facility is structurally inadequate for the pre-notified dangerous cargo or if the port is not allowed for the cargo mentioned in the coastal facility operation permit, the cargo is not allowed to enter the port. If requested, suitable port or ports in that region can be suggested for that load.

(2) If it has been reported that a damaged cargo has arrived with the ship, the Port Authority is obliged to obtain information from the port operator that the necessary precautions have been taken within the scope of the IMDG/IMSBC Code for that cargo at the port area, and to perform a physical control if necessary.

(3) The port operator has to make the planning and preparations for the handling, stowage and transportation of the dangerous cargo, whether it comes from the sea or the land. In cases where dangerous goods are to be stowed in the port area, segregation rules will be valid in the port area as per the IMDG/IMSBC Code, and the notified loads will be planned and operated accordingly. The Port Authority can at any time check whether the dangerous goods are handled in the port area within the framework of the IMDG/IMSBC Code separation rules. The port operator is responsible for non-conformances.

(4) The port operator plans that the cargo will be stacked in accordance with the IMDG/IMSBC Code rules in accordance with the preliminary notifications of the dangerous goods coming from the land side.

(5) Cargo transport units containing dangerous goods at the entrance of the port are controlled according to IMDG Code rules by certified port personnel who have received IMDG Code General Awareness and Duty-Oriented Training. Unsuitable cargo transport units are not allowed to enter the port area.

(6) Within the framework of the preliminary notification, the vehicle driver's/mechanic's certificate, the vehicle/wagon/container/tank-container conformity and loading certificate, the dangerous goods activity certificate of the sender and/or the transporter must be checked over the system and recorded in the port system. If any of these information is not suitable, the vehicle and/or cargo will not be allowed to enter the port area.

(7) In addition to the preliminary notification information, the dangerous goods transport document of the vehicle must also be checked at the port entrance. A vehicle that does not have a dangerous cargo transport document or has deficiencies in the transport document is not allowed to enter the port area.

(8) Vehicles and loads that are not deficient in the controls made as a result of the preliminary notification and received in the port area must be recorded in the port system, reported monthly, and submitted to the Port Authorities and the Administration.

Notification rules will apply as a port facility. All dangerous goods that will enter the port facility both by sea and by land must be notified at least 1 week in advance. This notification should include the IMDG Class of the dangerous substance, the UN Number, the Safety Data Sheet (SDS) prepared by the original manufacturer and the Packing Group, if any. Notifications will be forwarded to the Operations Department.

Anchorage Location of Ships Carrying Dangerous Goods:

It will be handled within the scope of the Ports Regulation and works and procedures will be carried out within this scope.

ALİAĞA PORT MANAGEMENT

Port administrative area border, port administrative area of Aliağa Port Authority:

The line connecting the coordinates (a) and (b) below and the line drawn from the coordinate (b) to the true west (270º) direction and the line connecting the coordinates (c) and (d), and then the line drawn from the coordinate (d) to the true west (270º) sea and coastal area between and bordered by the adjacent Turkish territorial waters.

a) 38° 55' 00" K – 026° 51' 12" D (Kemikli Burnu)

b) 38° 54' 00" K – 026° 50' 21" D (Kara Ada)

c) 38° 45' 12" K – 026° 51' 24" D

d) 38° 46' 30" K – 026° 51' 24" D

ANCHORAGE LOCATIONS

Anchorage No. 3: The anchorage area of the ships carrying dangerous goods and the ships that will carry out degassing is the sea area formed by the following coordinates.

1) 38º 53' 00" K – 026º 57' 48" D

2) 38º 53' 00" K – 026º 56' 00" D

3) 38º 51' 36" K – 026º 57' 48" D

Anchorage No. 6: The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 38º 49' 06" K – 026º 52' 06" D

2) 38º 48' 24" K – 026º 52' 18" D

3) 38º 49' 06" K – 026º 53' 12" D

4) 38º 48' 24" K – 026º 53' 42" D

Port Piers to be Handled Dangerous Goods:

Since all hazard classes specified in the facility information sheet will be handled, all piers and docks of the facility where this type of vessel will dock are in the status to handle dangerous goods.

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

Notification obligation regarding dangerous goods

(1) All Turkish or foreign flagged ships making international voyages and carrying dangerous goods, at least twenty-four hours before entering the port administrative area, and ships and

marine vessels with a cruising time less than twenty-four hours until entering the port area immediately after their departure from the coastal facility, Fills the Dangerous Goods Manifesto Form and notifies the port authority in writing through the relevant persons.

(2) Ships carrying petroleum and its derivatives and other harmful and dangerous substances must make the necessary notifications to the port authority and have the financial responsibility obligations stipulated in the international agreements to which the Republic of Turkey is a party within the scope of the Law No. 5312 dated 3/3/2005 on the Principles of Intervention in Emergency Situations and Compensation for Damages in Pollution of the Marine Environment with Petroleum and Other Harmful Substances and Law on the Principles of Intervention in Emergency Situations and Compensation for Damages in Pollution of the Marine Environment with Oil and Other Harmful Substances, published in the Official Gazette dated 21/10/2006 and numbered 26326. Otherwise, the sanctions stipulated in the said Law shall be applied to these ships.

(3) Dangerous goods are transported in the administrative area of the port and between adjacent ports, in special containers and packages, loaded on wagons and trucks, and by non-passenger ships and sea vehicles dedicated to these works, provided that the necessary safety measures are taken by the carrier and the shipper. This transportation is carried out in accordance with the procedures and principles determined by the port authority and at the times deemed appropriate.

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

1) Passengers, luggage, ship personnel, materials, stores and persons related to the ship can only be transported by authorized service boats from ships and sea vehicles subject to customs inspection to or from places where customs service is provided. Written permission is given to these boats by the port authority.

2) Ships and marine vehicles that are subject to customs inspection and ships and marine vehicles that will serve between the places where customs service is provided depart from the places determined by the port authority and the customs administration and dock at the same place again. Docking, mooring and other similar issues regarding these are specified in the permit documents.

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

4) Public officials with inspection authority can go to and from ships and sea vehicles that are subject to customs inspection or not, by public boats, as well as collectively or separately, with boats authorized by the port authority.

5) Service boats that do not obtain a written permission from the port authority in accordance with the provisions of this article cannot operate in the port administrative area.

Notification of Ship's Arrival to the Port and Pilotage/Towing Requests:

It will be carried out in accordance with the principles set forth in the relevant article of the Ports Regulation named "guidance services and the obligation to purchase tugboats":

Guidelines for the pilot and tugboat

1) In sea areas where there is no authorized pilotage and tugboat organization and/or there is no organization nearby, taking into account the technical structure and characteristics of the ship and sea vehicle, its purpose of use, the load and type it carries, its maneuverability, the infrastructure status of the coastal facilities and the risk situations of the facilities located in the port area, including the berthing of the pilot and/or tugboat without a tugboat, and The Administration may temporarily grant exemptions or request services from other port areas, with all responsibility of the ship and coastal facility authorities. However, in case of disruptions in the service to be received from other port areas due to unexpected situations such as weather conditions, tugboat failure, these ships and marine ships may berth without a tugboat, with the permission of the port authority, for once until the unexpected situation disappears.

2) Considering the technical structure and characteristics of the ships, the purpose of use, the type of cargo they carry, the tonnage and number of ships arriving at the coastal facility, the infrastructure status of the coastal facilities and their suitability for maneuver, the duration of the berthing and departure maneuvers, and the maneuvering risks involved in this coastal facility, the Administration is authorized to make temporary changes and arrangements in the number of tugboats and towing force given in Annex-5 and in the fifth paragraph.

3) For existing, newly built or coastal facilities that want to grow-expand; Considering the type, size and technical characteristics of the ships, as well as environmental factors such as maneuvering areas, oceanographic and meteorological conditions, interaction with neighboring facilities and traffic approach density, and the Modeling Report to be prepared if necessary, the Administration may increase the number of tugboats and towing force given in Annex-5.

4) Except for tankers carrying LPG, LNG and flammable and explosive dangerous goods, and ships and marine vessels with an overall length of over 200 meters, ships with bow and stern thruster or system, upon their arrival at the port area, upon the submission of the documents related to the propulsion propeller or systems by the ship owners and their written declaration to the port authority that they are operating at full capacity, a tugboat with a pulling force in the gross tonnage range only on the condition of purchasing at least one tugboat for ships with bow thruster or system. It is allowed for the ships to berth and leave with one less tugboat than the number of tugboats given in Annex-5, provided that they do not reduce the total towing power by more than 30%.

5) If the documents regarding the bow and stern thruster or system of the passenger ships and the declaration indicating that they are operating at full capacity are submitted in writing to the port authority, tugboats/tugboats are allocated to these ships to serve only in emergencies. The pulling force and numbers of these tugs are given below.

Ship length	Accompanying tug total pulling power (minimum)	Remark
Up to 200 meters	at least 50 tons	1 pieces
Between 201-300 meters	at least 60 tons	1 60 tons or two tugboats, one of which is at least 16 tons
over 301 meters	at least 90 tons	1 90 tons or 2 45 tons or 1 30 tons and one 60 tons tugboat

6) Ships and marine ships that will enter or exit the dock at the shipyards cannot benefit from the exemptions in the fourth paragraph. In addition, the minimum power of the propellers of the ships that will benefit from these exemptions is shown below, and the ships and marine vehicles that do not have these powers and do not carry propellers cannot benefit from these exemptions.

Ship gross tonnage	The total number of impellers or systems power
5001 – 15000	750 KW
15001 – 30000	1000 KW
30001 – 45000	1250 KW
45001 – 60000	1500 KW
over 60001	1750 KW

7) The obligation to obtain a pilot and tugboat at the coastal facilities for which the line permit is obtained does not apply to the specified vessels: a bridge with bow thruster, with at least two independent main engines and two propulsion systems, with high maneuverability, greater than 2000 GT, with line permit granted in the cabotage and port administrative area. Passenger, ro-ro passenger and ro-ro cargo ships, which have maneuverability from above, are classified by one of the classification societies authorized by the Administration, equipped with a long distance captain and exclusively granted pilotage and/or tugboat exemption.

8) The obligation to obtain a guide is not applied in coastal facilities where line permits are obtained for passenger, ro-ro passenger and ro-ro cargo ships less than 2000 GT that sail in the cabotage and port administrative area with line permission.

Guidance and Towing Services:

1) Tankers of 500 GT and above and ships and marine vehicles carrying all kinds of dangerous goods, Turkish Flag ships and marine vehicles of 1000 GT and above, foreign flagged ships and marine vehicles of 500 GT and above, which will approach or leave the coastal facilities, and 1000 GT and foreign flagged commercial and private yachts on board are obliged to take a pilot. All foreign-flagged military ships are required to take a pilot when entering and exiting non-military coastal facilities.

2) The minimum number of tugboats that ships and marine vehicles have to take according to gross tonnage and the minimum towing power of these tugboats are specified in Annex-5.

3) In cases where the conditions specified in Annex-5 cannot be met; ships and marine vessels are not berthed at the coastal facilities, and in case of berthing, the necessary administrative sanctions are imposed on the pilotage and tugboat operators.

4) Pilotage and tugboat services provided to ships and marine vehicles arriving at the shipbreaking area are carried out according to the following principles.

a) All ships and marine ships approaching the ship dismantling area from head to ton, regardless of tonnage, are obliged to take a pilot.

b) All ships and marine ships that come to the ship dismantling area with their engines in working order are exempt from tugboats. However, ships and marine vehicles that are not self-propelled are subject to the conditions in the table given in Annex-5, and those under 2000 GT must also purchase at least one tugboat.

c) If needed due to the condition of the facilities, tonnage of the ship, weather conditions or similar reasons, additional measures may be taken by the port authority in terms of tugboat purchase conditions.

ANNEX 5:

THE NUMBER OF TUGBOATS TO BE TAKEN BY SHIPS AND MARINE VEHICLES ACCORDING TO GROSS TONNAGE AND THE PULLING FORCE OF TUGBOATS

Ship GT Tonnage		**Ship Type**	**Desired Number of Tugs (Minimum)**	**Desired Total Pulling Force (Minimum)**	**Remark**
1	2000-5000	All Ships	1	16	At least 16 tons
2	5001 – 15000	All Ships	2	32	Forward bin en a/ 16 tons
3	5001 – 15000	All Ships	2	60	At least 30 tons each
4	30000-45000	All Ships	2	75	30 tons per thousand
5	over 45000	Ships Not Carrying Dangerous Goods	2	90	At least 30 tons each

6.2 Procedures for additional measures to be taken according to seasonal conditions for loading and unloading of dangerous goods

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

- Loads that need to be transported with temperature control are stacked in such a way that they are not exposed to direct sun during the summer months and are protected from direct sunlight.
- In rainy weather, the operation of class 4.3 dangerous goods that are packed and not in the cargo transport unit (CTU) is not allowed under any circumstances, and they are never loaded or unloaded on the ships.
- In case of snow and icing, the port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.

6.3 Procedures for keeping flammable, combustible and explosive loads away from processes that create/can create sparks and not to operate tools, equipment or tools that create/can create sparks in dangerous goods handling, stacking and storage areas

No hot work is carried out in the port area, all hot work to be carried out on the ship is subject to permission. Requests from all subcontractors or ship personnel who will work in the Batıliman area or on the ship, a mechanism that will provide isolation and isolation in terms of security, information plates about the work to be done, a limited work area, evacuation plan and, if necessary, work at height permits. If it is necessary to work in places where the risk of danger is high, loads containing dangerous substances are transported to a safe distance before starting the work.

Smoking is strictly prohibited in environments with dangerous loads.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All mandatory documents, information and documents related to dangerous goods, procedures for their supply and control by those concerned.

The documents to be kept at the port facility for dangerous cargo handling are listed below:

1. IMDG Code (with attachments)
2. International Maritime Solid Bulk Cargoes Code (IMSBC Code), (with attachments)

7.2 Procedures for keeping up-to-date list and other relevant information of all dangerous cargoes in the coastal facility area regularly and completely.

With the port operation registration system used in the port facility, the lists of import and export cargoes that have entered the port are recorded as of the date of entry and exit. The report to be prepared regularly on a monthly basis includes the regime (category) of the cargo, the appropriate shipping name of the dangerous substance, the hazard class, the packing group and the UN number.

Information on dangerous goods at different times and in different locations is accessible.

➢ Information about the dangerous goods that will come with the ship

Before the ship arrives, the information about which dangerous goods are in total and what tonnage is obtained with the discharge manifest, within the information received from the agency. The confirmation of this information and the holds on the ship are obtained from the evacuation list and the evacuation plan. In addition to the cargoes to be discharged, the tonnage of the cargoes that will remain on the ship in transit and in which warehouses they will be stored are also included in the loading plan (general stowage plan). ➢ Information on dangerous goods that are discharged and stored and/or stacked in the port area

Site planning is done for all dangerous materials before evacuation. During the evacuation operation, solid bulk cargoes are weighed and taken to the previously planned site. Information about the amount of dangerous goods in the field at any given time can be obtained by querying the port information system (oracle-based). The areas where they are located are determined within the framework of the pre-made site allocation. The amount is deducted from the system when the unloaded and customs clearanceed cargo leaves the port area.

7.3 Procedures for controlling that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged/packaged, labeled and declared, and that they are safely loaded and transported to the packaging, container or cargo transport unit in accordance with the rules, and reporting the control results.

The following notification rules are valid for dangerous goods that will enter the port facility. When the cargoes arrive at the port, controls will be made at the control points within the scope of Batıliman operational procedures. The controls to be made regarding dangerous goods will cover all the issues written within the framework of international and national conventions and regulations. It is imperative that those concerned are aware of these rules.

Before arriving at the port by land:

Before dangerous goods enter Batıliman Terminal, the shipping agency will send a loading list. If there is any dangerous cargo in this list, its characteristics will be specified. For this dangerous cargo, the operation planner will determine a suitable place for the cargo in the

field and will inform the other relevant operation units to unload the cargo to the determined place.

At the stage of entering the port from the land road:

When the driver arrives at the terminal main gate, he will stop at the Security stage and give information about the dangerous cargo. The driver will then hand over his documents to the operation officer after logging in through the terminal gate.

If it is a cargo subject to weighbridge operation, first of all, after entering the port scale, the operation of unloading the cargo to the site or loading it directly onto the ship will continue.

Physical checks of packaged cargoes will be made based on the information previously given at the control point, that they are correctly plated according to IMDG rules, other IMDG signs and, if obligatory, the UN Number.

Before arriving at the port by ship:

Before the ship arrives at the port, the operation planner will determine the dangerous cargoes based on the ship's loading plan. Appropriate shipping name, hazard class, packing group and UN number shall be defined for packaged or packaged dangerous goods.

In case of loads belonging to different hazard classes that will not be discharged as Supalan, a field stacking plan will be made in accordance with the segregation rules in accordance with IMDG Code Volume 1 Chapter 7. When the load is unloaded, it will be unloaded to pre-determined and appropriate areas allocated for each load to be stowed.

7.4 Procedures for obtaining and maintaining a safety data sheet (SDS).

In addition to the measures taken within the scope of the general hazard class at Batıliman facilities, a Safety Data Sheet is requested from the person concerned with the dangerous cargo or dangerous goods or cargo with dangerous content coming from the sea or land to each port facility.

These safety data sheets are kept for one year.

7.5 Procedures for keeping records and statistics of dangerous goods

As stated in Article 7.2, information about dangerous goods is kept regularly and statistical information is prepared and reported as requested by the competent authorities. Reports are stored in a soft environment so that they can be accessed when requested.

7.6 Information on the Quality Management System

TS EN ISO 9001:2015 and TS ISO 45001 standards are applied within Batıliman.

In order to implement and maintain the Management Systems in our organization, to continuously improve their effectiveness, to ensure the continuity of product and service quality, to protect the health and safety of employees, to prevent environmental pollution, to use energy resources efficiently, to understand and fulfill customer demands and to increase customer satisfaction, our top management Necessary resources are identified and provided. These resources are; human resources, special skills, organizational infrastructure, software applications are seen as financial resources and technological opportunities. The adequacy, capabilities and limitations of the internal resources of our organizations and what will be procured from external suppliers have been evaluated in the “BTL-BYS-BG-001 Batıliman Context” document. Adequacy, competence and limitations of resources are determined through internal audits, internal and external customer surveys, customer complaints, management review meetings, business meetings, management systems meetings, measurements of processes and system performances, and statistical evaluations.

Documented information is generally included in the Softexpert document program. Oracle is used as an enterprise resource management program (ERP). Pi program is another system used. Employees are given training on the use of the document management program. Employees can access documents electronically within their authorization and responsibilities and can take printouts within their authority. All employees can request changes and cancellations of existing documents as well as the request to create a new document. The request for the document is evaluated according to the document hierarchy defined in the document management system.

Our organization creates and updates the documented information with the "BTA-KYS000002 Document Process". Emphasis is placed on the simplicity and functionality of the documented information as much as possible. The relevant management representatives determine the format for the information that must have a certain format due to the process and publish it electronically. The definition and explanations of the documented information in the format are made. Before the documents constituting the documented information are disposed of, their suitability and adequacy are reviewed and approved in the route specified in the document process. While creating any document and/or updating a previously created document within our organization, the issues in the Document Process are acted upon. Title, Revision, Date, Prepared, Approved etc. of each document. matters are taken into account. A document cannot be created and/or unpublished without the knowledge of the Information Security Manager.

“Softexpert” Document management software has been chosen for use when and where documented information required in the standards of the management systems applied in our organization is needed. Documented information on the software is used by all users in our organizations. The documents are properly protected by the Information Systems Unit on the servers located at the center of our group. The Information Systems Main process has been created in order to protect the information, not to destroy it, to prevent improper use or loss of integrity. In our organizations, the documented information in Softexpert of the applied management systems is controlled by determining the issues of creation, approval, publication, access, revision and cancellation within the framework of the routes determined by the owners. "This document is for informational purposes only," on the outputs of the Soft expert, excluding the form s. Its current version is in SOFTEXPERT. Has the warning of "It cannot be copied hout permission”. It is essential to monitor the information up-to-date via the

document management program without printing as much as possible. In addition, it is possible to use the outputs of the documents on softexpert outside the organization, only with the permission of the Management Representatives and Human Resources unit. In this case, the stamp identifying the organization and the signature of the authorizing authority should be on the documents that are allowed to be used. Documented information of external origin determined by the organizations that is necessary for the planning and operation of management systems is defined by the relevant unit. Each unit documents this issue as a "List of legal requirements". It is defined as the information documented in the management systems implemented in our organizations and/or in the records created as a requirement of the work, and these documents are defined as "Registration Lists" for each unit. The documents, records and reports specified in these lists are checked and approved by the responsible persons and are kept in the locations and files determined according to the type of the document, in accordance with the degree of confidentiality, integrity and accessibility criteria.

Our processes are displayed in the Softexpert process module. Some of the activities in managerial and support processes are carried out by our units located at the center of our companies. In our processes, all our units, stakeholders and customers etc. The way it takes place is provided by the laning technique. With this technique, the responsible of the processes, their activities, process risks, performance criteria, etc. has been defined. Studies carried out on Information Security in our group are carried out by BATIÇİM Batı Anadolu Çimento Sanayii A.Ş., İn accordance with the principles of the Information Security Management System applied in our company.

Monitoring and measuring devices used in the processes are documented in the device lists in order to verify the compliance of the services with the conditions in accordance with the management systems implemented in our organization. Maintenance, verification and calibration data of these devices are recorded.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention procedures for dangerous goods that pose/may create risks to life, property and/or the environment and dangerous situations involving dangerous goods

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

- Scope and relationships to other plans
- Dangerous goods in the terminal area
- Rules and responsibilities
- Types of emergency
  - Facility, Site, Cargo Fires
  - Explosion
  - Accident and injury
  - Natural disasters such as earthquakes
  - Adverse weather conditions such as a storm

- Leakage or spillage of dangerous substances
- Marine pollution (For example: oil/fuel leakage)
- Gas leak
- Power outage
- Ship fires
- Emergency response procedures
- Post-emergency response management styles
- Training and exercises
- Emergency response plan management
- Coordination with external parties and stakeholders

Hazard control and emergency response workflow

The emergency situation in the port area due to dangerous cargoes and the action plans to be taken before responding to these situations are as follows:

1- Applications and exercises related to the Emergency Plan

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

Emergency teams have been formed from employees in each department and unit of the port, and these teams are trained through regular drills and practice lessons.

Local emergency service teams (fire brigade, ambulance service, etc.) also take part in these exercises in order to familiarize them with the geographical features of the port.

2- Checking the emergency equipment regularly

All emergency equipment such as fire hoses and fire extinguishers, protective clothing sets, boots, goggles, protective equipment such as eye showers, first aid boxes, emergency communication systems, sign boards are regularly and periodically maintained and checked.

The main responsibility lies with the safety manager, however, is responsible for the safety of all port personnel, emergency warehouses and equipment.

3- In case of emergency, implementation of the plan

1. The person who notices the accident immediately notifies the port management or emergency control center using the specified system.

2. The control center stops all operations in the periphery.

3. The control center sends the nearest supervisor to the scene to assess the situation and report the necessary information.

4. The authorized supervisor controls whether any person is injured or contaminated, the exact scene of the incident in the storage area, hold, ship, quay, identifying information of the cargo lot, IMDG hazard class and other details on the packaging or packages (for example, UN Number), leaks or If there has been a spill, the amount, color, structure, smell, smoke of the substance.

5. By checking the registration system, the control center finds out which dangerous cargoes are present and what kind of danger the cargo contains in the light of the data found in EmS and MFAG.

6. If the supervisor reports that the incident is serious, the control center has everyone out of the area and isolates the area with barriers.

7. Emergency fire, ambulance, first aid, security and other systems are activated.

8. In case the port's own emergency teams deal with the accident, protective clothing and emergency vehicles are provided.

9. The accident may be intervened by the port crew(s) at the accident site, or due to the danger, the crews may need to transport the cargo and/or injured persons from the accident site to a safe area as quickly as possible.

10. If the accident is major, the control center calls the local emergency services.

11. Local emergency teams are given a print or photocopy of the IMDG data and escorted to the accident site.

12. Local emergency services deal with the accident and make the area safe.

13. The control center contacts the shipper, shipping agent or other responsible persons and advises them on the handling and removal of the damaged cargo by notifying them of the accident.

14. In case of insufficient first aid at the accident site, the injured person is taken to the hospital in the area.

15. If safe, the damaged cargo or packaging is moved to a safe area for disposal. The crime scene is properly cleaned using absorbent materials, chemical foams or water.

16. After the accident site is declared safe, the control center instructs operations to resume.

4- Reporting and reviewing the incident

The last step of the emergency methods is the reporting system of all accidents.

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

The occupational safety committee evaluates the accident response in terms of speed, accuracy and effectiveness and develops the necessary improvements for the response for future accidents.

Safety Data Sheets

Safety Data Sheets (SDS) contain relevant safety information for all dangerous goods with a UN number.

Safety Data Sheets can be obtained from the supplier of the cargo, the shipping agency, the commercial department, the planning department or the operations department. All relevant

facility employees and employees of subcontractors will be informed about the information in the safety data sheet during toolbox interviews or trainings.

8.2 Information on the ability, capability and capacity of the coastal facility to respond to emergencies

The possibility of responding to emergencies that may be encountered during 3 shifts and 24 hours is limited with the technical possibilities and manpower of the facility. External services are used in natural disasters or in emergencies where the facility's facilities may be insufficient. The processes related to the evacuation of fire, natural disaster and similar vessels, whether connected to dangerous goods or not, will be intervened with the external services to be received from the Marine Tug in accordance with the Article (B) of Annex-5 Technical Criteria Section of the Regulation on the Procedures and Principles for Granting Operation Permit for Coastal Facilities. In case of any marine pollution due to the cargo or the ship, Uzmar Uzmanlar Denizcilik Ticaret ve Sanayi Ltd. Şti. has the minimum quantity and quality of equipment, assembly and sea vehicles it owns within the framework of its Emergency Response Authorization Certificate in Pollution of the Marine and Sanmar Environment with Petroleum and Other Harmful Substances and employs sufficient personnel trained in accordance with the provisions of the legislation.

8.3 Regulations regarding the first response to the accidents involving dangerous goods (first aid procedures, first aid possibilities and capabilities, etc.)

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

- 4 of the Safety Data Sheet of the dangerous substance exposed to when injury is caused by any dangerous substance. First aid measures written in the section are applied. The toxicological effects of the substance in the section 11 should also be considered. The toxicological effects of the substance in the section should also be considered.
- When any person is injured, first aid rules are applied according to the nature of the material or the closest person who can provide first aid is called, but if the injured person is not needed, s/he is definitely not moved.
- The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. Persons with appropriate protective equipment should be removed from this environment as soon as possible if the injured person is affected by the environment (toxic gas, airless or smoky environment). If the injured has come into contact with a corrosive substance, he must get rid of the contaminated clothes as soon as possible.
- The necessary ones are called from the phones written in Section 8.4 and expert support or an ambulance is called.
- Although it may seem insignificant, all injuries requiring first aid and non-injury accidents and incidents must be reported to the Port Authority.

8.4 Notifications to be made inside and outside the facility in emergency situations

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

Batıliman Facility
CCTV Control Room : 0232 625 54 45
Port Authority : 0232 625 54 45
Port Facility Security Officer: 0530 972 68 05 (Serdar Zengin)
Shift Supervisor 0534 271 62 13
Batıçim – HQ: 0232 478 44 00
Police 155
Ambulance: 112
FIRE BRIGADE 110

8.5 Accident reporting procedures

When there is an emergency and/or an accident, the numbers in article 8.4 should be called and information should be given, the area where the emergency occurred, the building, the contact number of the caller and the type of emergency should be explained to the person called. It is very important that the information to be given at this stage is correct and understandable, and within the scope of this information, a decision will be made about what the first response will be.

8.6 Coordination, support and cooperation method with official authorities

When there is an emergency response requirement, the Port Manager is the person who will manage the emergency and provide coordination, support and/or cooperation with the official authorities.
The Operations Manager manages the emergency response operation and the entire team under him/her. Carries out all the activities to be carried out in accordance with the Emergency Response Plan. Is also the point of contact for communication with relevant official institutions and authorities.
In the absence of the Operations Manager, the person who will manage the operation is the Shift Supervisors.
Institutions that can be contacted, coordinated, requested for support or just given information in case of emergency, and their contact details are as follows:

Aliaga District Governorship: 0232 616 1001
Aliaga Chief Public Prosecutor's Office: 0232 616 2882
Aliaga Garrison Command: 0232 616 0996
Aliağa District Gendarme Command: 0232 616 1982
Aliaga Coast Guard Command: 0232 616 8137
Aliaga District Police Department: 0232 616 2165
Aliaga Port Authority: 0232 616 1993 / 616 1999 / 616 6774
Aliaga Marine Police Headquarters: 0232 616 1337
Aliaga Customs Directorate: 0232 625 5233 / 625 52 14
Aliaga Municipality: 0232 616 1980
Fire Brigade: 110
Aliaga Fire Brigade: 0232 616 1045

Izmir Ambulance Service: 112
Aliaga State Hospital : 0232 616 2839
Aliaga District Health Directorate: 0232 616 8989
Provincial Disaster and Emergency Directorate: 0232 478 1701

8.7 Emergency evacuation plan for the removal of ships and marine vehicles from the shore facility in case of emergency

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

Fire on board or shore cranes in operation

The first porter to see or hear of the fire (ship operation workers, crane operators, quay security personnel, CCTV personnel, technical personnel or any port employee who is on the pier due to his duty) can contact the Port Manager and overtime within working hours, as quickly as possible, using the numbers in article 8.4 of this document. He/she calls the Shift Supervisor outside of the working hours and makes an emergency notification.
If the ship needs to leave the port with the notification, the following processes are completed:
- If the operation is continuing, it is stopped and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the shore cranes on or near the ship are transported to a place away from the fire effect area and the crane booms are turned over.
- If the fire is on the shore crane and there is an operator in it, first the operator is safely lowered to the quay and the cranes near the burning crane are transported to a remote location.
- Firefighters and firefighting teams are informed about the fire extinguishing operations at the quay, gate operation personnel and customs guards are informed about the location of the fire and the entry of fire extinguishing vehicles into the port area.
- By informing the authorized pilotage and tugboat organization and the mooring operators, the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can idle.
- Tugboats equipped with fire extinguishing equipment are requested to come to the scene of the incident in order to respond to the fire from the sea.
The Port Authority is called and informed that the ship will leave the port due to an emergency.
- If the ship's machinery is in working condition and can be freed from the dock by its own means, it is ensured that the quay ropes are released and leave the port as soon as possible.
- All operations are directed by the Port Authority during working hours and by the Shift Supervisor out of working hours.

The rope cutting of the ship moored to the quay due to a sudden strong wind or storm

As a port operator, meteorological conditions are constantly followed. In case of severe storm notifications, the operation staff, operators and the duty personnel of the ships moored at the pier are informed. The priority is to increase the ship's ropes under all conditions and to ensure that the ship's machinery is always ready for action in the fastest way according to the severity of the storm to come. When the wind reaches the strength that will prevent the safe operation of the shore cranes, the crane's wind alarm is activated and the operation is stopped and the cranes are secured. In case the ship connected to the quay cuts the rope and starts to leave the quay before the operation is stopped or while it is still in progress, the following processes are followed:

- If the ship is loading or unloading, and if there is a load connected to the crane in the ship's hold, the crane operator is informed that the ship has left the pier as quickly as possible by the crane's intercom and/or radio.
- Based on the ship's captain's decision, a new rope can be placed on the pier and the ship will be reconnected, or the existing ropes will be loosened and the ship will be separated from the pier.
- In case the ship under operation leaves the pier due to compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

8.8 Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes

If the structural bodies and main parts of the packaged cargoes or packages containing dangerous goods are significantly deformed, broken, cracked, collapsed or punctured, it means that the packages are heavily damaged. It is mandatory to carry out a Risk Assessment before handling this type of cargo. The types of damage specified for the packages and packages to be risk-assessed are as follows:
• Excessive inward/outward protrusion on the sides of the packages
• Cracked or deformed corner points
• Excessive cuts/tears
• Piercing or breaking of any side
It is highly probable that the dangerous goods in the package with this type of damage are also damaged. Damaged cargoes containing dangerous goods according to their arrival or occurrence at the port.

May arrive damaged from ships
• In case a damaged cargo arrives at the terminal by ships, the Coordinator/Poater warns the Dock Crane Operator about the damage first. At the same time, the Operations Officer and the Ship's Duty Deck Officer are informed simultaneously.
• The Operations Officer makes a risk assessment.
• If an extraordinary handling is required, heavy lifting equipment such as slings/hooks/locks/forklifts to be used are ready at the quay.
• In case of serious damage to the package or the cargo/commodity in the package, the customs officer is also informed about this issue.
• The Dock Crane Operator lifts heavily damaged loads under slings and the same is done by the operator using the equipment in the field, depending on the type of damage.
• If the cargo is damaged, it is stacked in a separate area outside of the stacks.

It may arrive damaged at the port gate.
• The Operations Officer, who is responsible for the control of vehicles and loads, checks the general condition of the loads on the external truck/trailer chassis and informs the Operations Officer in case of damaged packages containing dangerous goods.
• Risk assessment and necessary actions are made by the Operations Officer before the door entrance. If the type of damage is such that the load will not be allowed to be loaded on the ship, or if a possible damage to the cargo/commodity is anticipated, contacting the Ship Line/Agent through the Customer Service representative will not allow the damaged cargo to enter the port area.
The cargo may be damaged while being handled or stacked in the port.

According to IMDG Code 7.3.8, cargo transport units carrying dangerous goods should be inspected for external signs of damage, leakage, spillage before loading onto the ship. Damaged, leaking or leaking cargo transport units cannot be loaded onto the ship without repairing their damage or removing the damaged packaging inside.

• Packages or packages containing dangerous goods may be damaged during handling or due to other external reasons by third parties in the port area, such as the machine operator or external vehicle drivers.

- If any Batıliman personnel notices any damaged cargo, they will immediately inform the Operations Officer. Subsequently, the condition of the cargo and the nature of the damage are evaluated and a risk assessment is made.

• The Operations Officer informs the Shift Supervisor about the damage.

• The Operations Officer takes the necessary and appropriate measures to prevent further damage to the contents of the cargo, and the ship line or agency is informed in order to cancel it from the loading list for export cargoes.

The IMDG Code divides dangerous substances into different hazard classes, and each hazard class carries its own hazards and risks. In case of leakage of any dangerous substance in the detected damaged cargo, the following dangers may occur:

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

For this reason, it is necessary to ensure that packages or packages with dangerous substance leaks are handled safely and securely, the protective materials and equipment are complete, complete and in working order, leak cases are reported appropriately, leaking loads are transported safely and securely to the leak area, and finally, the leak area is professionally cleaned in accordance with the rules and regulations. The methods and steps to be followed from the arrival of the leaky loads to the end of the process, including the cleaning of the leak, should be carefully followed.

The role of the Environmental Unit in the handling of the cargo with the leakage of dangerous goods

• The Environmental Officer checks the situation at the leak site.

• In case of serious leaks and spills, the Safety Data Sheet of the spilled dangerous substance must be obtained before the load is checked.

• According to the hazard class of the dangerous substance and the nature of the substance, the action to be taken is decided by the Environmental Officer.

• When necessary, the fire truck is kept ready.

• When the exit process of the leaked cargo or dangerous material contaminated wastes from the door is ready, they are removed from the leakage area.

• Records regarding leakage and shipment are kept for access when necessary.

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

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

• After the leaky cargo leaves the port, every area and leak pool where the leak is contaminated are cleaned properly by the organizations that have the appropriate certificate given 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 crime scene will be surrounded first. The area where the leak occurred is surrounded by a security strip, preventing unauthorized personnel entry and informing the relevant units.

• Risk is determined by making a risk assessment:

The type of leaked or spilled material, the source and amount of the leak are determined. IMDG data and Safety Data Sheet on dangerous goods are provided.

• Required Personal Protective Equipment is provided:

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

• Leakage is limited and propagated where possible:

In order to prevent the leak from spreading further, it is first limited around it.

• Leakage is stopped if possible:

In order to prevent the continuation of the leakage, the leaking packaging must first be taken into the leakage pool or the hole must be blocked.

• Leak cleaning processes are initiated:

The leak is never cleaned with flammable materials such as sawdust; dry, neutral absorbent materials such as absorbent kit, sand, sorbent pads are used.

In liquids: Absorption is done by adding absorbent substance/material on small amount of spills. In large spills, a border/barrier is created around it. In solids: The spilled material is cleaned from the environment with a shovel and broom. Care is taken not to create a dusty environment and not to scatter in the wind. It is prevented that the leaked/spill material mixes with the soil, underground and surface waters.

• Disposal of Wastes

The packages in which the dangerous goods will be placed and sent for disposal must be UN type approved. The cleaned dangerous material is collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area within the port facility. It is delivered to companies with dangerous waste transport license to be disposed of in dangerous waste disposal facilities licensed in accordance with the regulations related to the Environmental Law and Waste Disposal and taken out of the port.

8.9 Emergency drills and their recording

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

Action	**Period**	**Participants:**
Emergency Drill	Annual	Uzmar and Batıliman employees

8.10 Information on fire protection systems

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers

- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors in the Fields
- Electric Fire Pumps
- Diesel Fire Pumps

Other emergency supplies:

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

8.11 Procedures for the approval, inspection, testing, maintenance and availability 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 repairs and maintenance. Control records will be kept by Occupational Safety experts.
Fire Extinguishers: Occupational Safety Specialists will keep a list of all fire extinguishers and are responsible for monthly checks. A label with the last control date and the identification number of Batıliman employee responsible for control will be affixed on all fire extinguishers.
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 repairs and maintenance. Control records will be kept by 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.
Diesel 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.

Other emergency supplies:
Emergency Phone Lists – Occupational Safety Specialists are responsible for ensuring that the relevant departments and emergency phone lists are accurate and up-to-date.
Building Fire Plan – It is the responsibility of the Occupational Safety Specialists and Port Authority that the fire plan is always up to date.
Emergency Safety Signs – Occupational Safety Specialists and operation supervisors are responsible for keeping all safety signs at the location of the unit they are attached to. Occupational Safety Specialists are responsible for determining "Escape Routes" and "Assembly Places" and hanging these documents in appropriate places.

8.12 Precautions to be taken in cases where fire protection systems do not work

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

8.13 Other risk control equipment

Fighting sea fires:

1) Sea fires that may occur in the administrative area of the port are intervened by all public and private organizations in accordance with the provisions of the Regulation on Prevention, Extinguishing and Rescue Measures to be Taken Against Fires That May Start on Land, Fires that Can Be Taken at Sea, Port or on the Coast and Reach and Spread on the Land put into effect with the Council of Ministers Decision dated 06/8/1975 and numbered 7/10357. Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready and working condition in coastal facilities.
2) Extinguishing fires that may occur in coastal facilities are carried out by fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant legislation. Organizations engaged in tugboat operations also participate in extinguishing activities in line with the instructions of the port authority.

9. OCCUPATIONAL HEALTY AND SAFETY

9.1 Occupational health and safety measures

All occupational health and safety rules are valid and strictly enforced inside the terminal. Success in this regard depends on the understanding, acceptance, and active participation and implementation of the port facility's health, safety, security and environmental protection management system.

Everyone has to consider their own health and safety first, but also the health and safety of others. It should not be forgotten that the work or mistakes you will make may adversely affect others, as well as the environment. The following rules and prohibitions should be observed in order to pay attention to these and not to cause any unsafe event, accident or injury:


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


Smoking is prohibited except in specially designated "Smoking Areas". The areas listed below are non-smoking areas.

- All buildings including workshops and used by Batıliman
- All facilities or machinery leased by Batıliman and owned by Batıliman
- Side of the ships calling at the port
- Storage areas or areas where dock operations are carried out
- Areas where flammable liquids or substances are produced, processed, handled, used, transported or stored

- Areas where batteries are charged and UPS devices are located

It is forbidden to use portable radio or other electronic devices, headphones or similar tools and devices within the port facility.

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

- Reflective vest or high-visibility clothing
- Helmet
- Safety shoes

Symbolic Safety Signs

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

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

PROHIBITION SIGNS

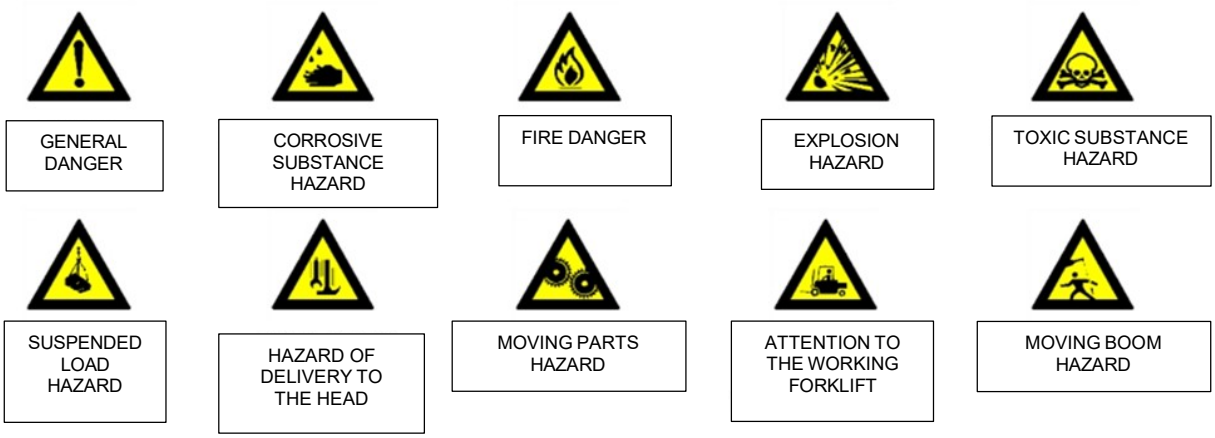
These symbolic safety signs are round, the underside is white, the circumference is red in a ring and has a diagonal stripe. The pictogram is black, located in the center of the sign and below the diagonal strip. This sign means that something should not be done.

Some prohibition signs include, but are not limited to:

WARNING SIGNS

These symbolic safety signs are triangular in shape, with a yellow underside and black around the perimeter. The pictogram is black, located in the center of the sign. This sign warns of a particular risk or danger.

Some warning signs include but are not limited to:



OBLIGATION SIGNS

These symbolic safety signs are round and the underside is blue. The pictogram is white, located in the center of the sign. This sign indicates what specific behavior or action is required or expected, or determines what personal protective equipment should be used to avoid hazards. This sign means that something needs to be done.

EYE PROTECTION IS MANDATORY

FACE PROTECTION IS MANDATORY

IT IS MANDATORY TO WEAR A WORK JACKET

WEARING GAS MASK IS MANDATORY

DUST MASK IS MANDATORY

IT IS MANDATORY TO USE A FALL BELT

WORK AREA MUST KEEP CLEAN

IT IS MANDATORY TO USE VENTILATION

SAFETY CAGE MUST BE USED

A PROTECTIVE GUARD MUST BE USED

GENERAL INFORMATION SIGNS

These symbolic safety signs are square or rectangular and have a green subfloor. The pictogram is white, located in the center of the sign. This sign provides specific information. For example, certain facilities, centres, emergency routes and exits, first aid and rescue equipment, etc. locations are indicated by these signs.

GENERAL DIRECTION

FIRST AID EQUIPMENT

ESCAPE DIRECTIONS

PEDESTRIAN ROADS

WAITING AREA

WOMEN'S TOILET

MEN'S TOILET

EMERGENCY SHOWERS

EMERGENCY EYE WASH STATION

DRINKING WATER

FIRE PREVENTION AND FIRE PROTECTION

These symbolic safety signs are square or rectangular in shape, with a white base with yellow and red around the perimeter. The pictogram is red and is located in the center of the sign. This sign indicates the location of fire fighting equipment and fire centers.

LOCATION OF FIRE FIGHTING EQUIPMENT

FIRE EXTINGUISHER

FIRE HOSE

FIRE HYDRANT

FIRE EXTINGUISHING SYSTEM SHUT VALVE

FIRE PUMP CONNECTION

FIRE BLANKET

FIRE ALARM

FIRE PHONE

FIRE MANAGER

WORK PERMIT

Work permit documents should include the following topics:

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

Permission should be used for work to be done on matters not covered by standard operational procedures. A work permit is required for routine and non-standard works that carry potential risks and dangers in workshops, terminal area, quay, on the sea or anywhere in the facility. Work permits are available for different jobs. Subjects that require work permits, including but not limited to the following jobs:

- Work to be done in limited areas
- Hot duty
- Work to be done on dangerous substances
- Works to be done on or near the sea
- Work to be done in pressurized systems
- Excavation works throughout the terminal
- Electrical work
- Working at Heights

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

9.2 Information on personal protective clothing and procedures for using them

The following are the types of Personal Protective Materials that will be used to protect the employees from the hazards in the work environment and the hazards caused by the activity:

Head protective equipment (Helmet):

The helmets used must comply with the TS 2429 EN 397 standard, there must be a marking on the helmet showing compliance with this standard.

Foot protective equipment (Steel Toe Shoes):

The shoes used should comply with the TS EN ISO 20345 standard, there should be markings on the shoes showing compliance with this standard. For rubber boots, TS EN ISO 20344 compliance should be sought.

Hand protective equipment (Gloves):

Gloves are produced from natural, synthetic or a mixture of rubber, rubber or latex (raw material of rubber), insulating and elastic material with five fingers. There should be no seams, cracks, holes, tears, mold marks, wrinkles, bubbles or patches on the glove. Right and left hands should be manufactured separately. Never touch the energized place with gloves alone (without the use of protective material).
a) The gloves used comply with the minimum standard EN 420 (General Work Gloves).
b) The gloves that the personnel should use to protect their hands from burrs, cuts, scrapings and object stings during work should be nitrile coated and comply with the EN 388 (Mechanical Work Gloves) standard.
Light Duty: Light metal work, load unloading and loading, packaging, maintenance work such as Medium Weight, Light metal work, load unloading and loading, assembly, garbage collection, water and electrical installation works, general maintenance works.
Heavy duty: Heavy metal works
c) When working with chemical materials such as acids, bases, paint works, mineral oils The glove to be used must comply with the EN 374 (Chemical Material) standard.
d) Gloves to be used while performing electrical work must comply with the EN 60903 standard.
e) Gloves to be used when cutting or welding metal with gas must comply with the TS 7935 EN 407 (Heat and Welding Gloves) standard.
Standards of hand protective equipment to be used to interfere with dangerous substances are as follows:
EN 388: Mechanical risk EN 374: Chemical risk
EN 407: Hot environment risk EN 511: Cold environment risk

Eye Protective Equipment (Goggles):
The goggles used must comply with the TS 5560 EN 166 standard, there must be a marking on the goggles showing compliance with this standard.
When working with chemical materials, working with dusty substances, painting works and working with compressed air spray systems, fully closed work glasses called 'goggle' should be used to protect the eyes.
While welding operations, full-closed glasses with green lenses of no. 5 darkness should be used for oxygen welding, and full-closed goggles with dark green lenses of no. 9 for electrical welding. The standards of eye protection equipment to be used to intervene 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: Welding filters EN 170: Ultraviolet filters
EN 172: Luminance filters for industrial use
EN 175: Face protection equipment in welding operations

Face protective equipment (Face shield):

Face shields are used to protect the face from arcing arcs or splashing foreign objects. When using face protective equipment, compliance with the EN 166 standard should be sought. Face shields are attached to the helmet and used with the helmet.
Face shields can be used to protect the rest of the face, in addition to work glasses, depending on the danger posed by the job.

Ear protection equipment (Earplugs, Earmuffs):

It is a safety material used to prevent harmful sounds and noises over 80 dB from damaging the ear.
Continuous noises in working environments cause loss of hearing over time. For this reason, noise sources in the working environment should be isolated as much as possible, and where isolation is not possible, earplugs in accordance with EN 352-2 standard or headphones in accordance with EN 352-1 standards should be used.

Respiratory protection (Dust-Gas Masks):

There are two types of respiratory protective equipment available.
a) Filtered type protective masks: allow the particles in the environment to be filtered and breathed. Such masks must comply with the EN 149 (maintenance free) standard. According to the type of particles in the environment, FFP1, FFP2 and FFP3 type filters or the appropriate filter for that gas should be selected according to the type of gas that is exposed.
b) Half face cleans the air by closing the mouth, nose and chin while the painting. The filters are cartridge type and are changed when they become unfiltered. Selection of filters, the appropriate filter is selected for which type of gas or dust protection is desired. It should have an adjustable and elastic band for a good fit on the face.
The standards of respirators to be used to intervene with dangerous substances are as follows:
EN 136: Standard for full face respirators.
EN 137: Standard for breathing tube and backrests.
EN 139: Standard for fresh air supplied 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 fresh air supplied nozzles. EN 403: Standard for escape masks.
EN 405: Standard for maintenance-free gas-vapor masks.
The selection table to be used in the gas and vapor filters required to intervene in the fumes that will occur as a result of dangerous substances is as follows:
A: Filter to be used for organic gases and vapors (Boiling point higher than 65 degrees)
B: Filter to be used for inorganic gases and vapors
M Filter to be used for acid gases
K: Filter to be used for ammonia and derivatives

Body protector (Workwear, Overalls):

Work clothes are used to protect the whole body from light cutting, piercing and burning materials. Where external hazards are minimal, linen work clothes can be used. Work clothes worn in areas with heavy traffic in the port must be equipped with reflective tapes in order to be highly visible.
Body protection in general and which will be used for intervention to dangerous substances.
The standards of the equipment are as follows: EN 343: Raincoat standard
EN 341: General standard of work clothes
EN 467: Apron standard against liquid chemicals
EN 465: Dress standard against chemicals EN 471: Reflet dress standard
EN 469 and EN351: Heat and flame protective clothing standard
EN 412: Cut-proof apron standard

EN 464: Liquid-gas chemical protective clothing standard EN 1073-1: clothing standard against radioactive pollution

Welding mask:

It is a safety material that protects the face and eyes of the working personnel from harmful rays, sparks and splashing burrs that are released during welding. The part that carries the fixed and transparent glass of the mask is made of heat-resistant light material. The mask can be optionally (optionally) hand-held, helmet-mounted or used with an adjustable headband. The transparent glass mounted on the fixed part should give a natural and clear image, the movable frame with the colored glass can be opened and closed easily, and the green transparent glasses can be easily changed.

9.3 Confined space entry clearance measures and procedures

The area determined as closed area work in BATILİMAN Coastal Facility is only considered as the inside of the ship's warehouse.

It is not possible to work on ships arriving at the port requiring customs control. Communication is made with the ship personnel regarding the flag control showing that the customs control has been carried out and the information and precautions regarding the work being carried out based on the approval of the ship personnel.
BATILİMAN fills in the Ship Shore Safety Checklist with the ship's personnel and provides a confirmation notification about the work by e-mail or phone. In closed area works, it is ensured that each team works with a multi-collar gas detector. With the approval of the ship's captain and the ship's supervisor, the relevant work is carried out within the scope of the work instruction created by the contractor company.
Working on the ship is not allowed without the approval of the ship's captain or ship's supervisor.

10. OTHER CONSIDERATIONS

10.1 Validity of Dangerous Goods Conformity Certificate

It is obligatory for coastal facilities handling dangerous goods to obtain TYUB and keep it in a valid condition.
The validity period of TYUB is three years. At the end of this period, a re-audit is made and the document is renewed for a fee.
Batıliman will act in accordance with the conditions of this Dangerous Cargo Conformity Certificate during its activities. Likewise, the actions of port facility users and cargo operators in accordance with the conditions will be expected and demanded.

10.2 Defined duties for Dangerous Substance Safety Advisor

- Monitors compliance with the requirements for the handling of dangerous cargoes and offers suggestions to the coastal facility,

- TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve, as determined in this Regulation, and report this report to the Administration,
- Prepares an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods (Annual reports are kept for 5 years and submitted to the administration upon request),
- Ensures that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged/packaged, labeled and declared, and that they are safely loaded and transported into the approved and legal packaging, container or cargo transport unit,
- Controls whether the coastal facility employees have received appropriate training, including the changes made in the legislation, and whether these training records are kept,
- Controls the suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading or unloading of dangerous goods,
- Examines the appropriateness of the reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of dangerous goods and ensures that the necessary report is forwarded to the relevant authorities,
- Enables the determination of the necessary measures against the reoccurrence of accidents, incidents, or serious violations,
- Analyzes the extent to which the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,
- Determines whether the employees in the transportation, handling, storage and loading/unloading of dangerous goods have detailed information about the operational procedures and instructions.

10.3 Issues for those carrying dangerous goods that will arrive/leave the coastal facility by road (Documents required to be kept by road vehicles carrying dangerous goods when entering/exiting the port or coastal facility area, equipment and equipment these vehicles must have, speed limits in the port area, etc.)

(1) Documents to be issued by the relevant parties during the transport of dangerous cargoes
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1. Dangerous Cargo Declaration
2. Dangerous Cargo Shipping Waybill
3. Multi-Mode Dangerous Cargo Form
4. Dangerous Cargo Manifest
5. Packaging and Container/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport document showing exemption for transports within the scope of ADR/RID/IMDG Code 3.4 and 3.5
8. Transport document showing exemption for carriage within the scope of ADR 1.1.3.6
9. In transports covered by ADR

a. Suitable for transport and valid SRC 5 certificate
b. Written ADR instruction
c. Suitable for transportation and valid Vehicle Conformity Certificate

d. Transport document
10. CSC Certificate in container transports
11. In case of using heat-treated wood in the cargo transport unit (CTU) and loading safety or transportation, a certificate showing that the wood is suitable
12. Loading safety certificate showing that the loads in the container or vehicle are properly secured within the scope of the IMDG Code (except for loose, non-movable pieced loads and solid/liquid bulk cargoes)
13. As a result of the risk assessment of the cargo transport units arriving at the port facility and those containing harmful gas or fumigated in the cargo transport units leaving the port facility, or, if gas measurement has been made, a certificate of conformity for transportation,

(2) Dangerous goods arriving and leaving the port facilities cannot be transported without the mandatory documents regarding the transportation listed above. Loads that are not properly secured within the scope of the IMDG Code are also treated as dangerous goods.
The speed limits in the port area are as stated in Article 1.2. However, vehicles carrying Dangerous Goods are within the scope of the Road Traffic Regulation;

In residential areas: 30km/h
On Double Highways and Double Lane Roads: 50km/h
On the freeways: There is a speed limit of 60 km/h.

The dangers, threats and attacks from land and sea and the precautions to be taken are included in the ISPS plans of the port.

10.4 Issues for those carrying dangerous goods that will arrive/leave the coastal facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.)

If a ship is to participate or participate in an operation related to the transportation or handling of dangerous goods in the port area, a special type of signal that can appear day and night will be used. Dangerous cargoes also include the following loads:

• Bulk liquid cargoes in closed containers with a flash point below 60ºC;
• Fammable and/or toxic bulk gases; and
• explosives (outside the scope of section 1.4S), liquid desensitized explosives assigned to class 3, and solid desensitized explosives assigned to class 4.1, in accordance with the rating specified by the regulatory agency.

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

• Daytime: “B” pennant and


(Streamer: I load, unload or transport dangerous cargo)

• At night, strobe-free red light visible from 360°.

Cold and Hot Work on Ships Carrying Dangerous Cargoes in the Port:

Batıliman staff do not do hot work.Ships and marine vehicles that will carry out degassing operations for maintenance or repair with hot and cold processes shall comply with the provisions of the Regulation on Degassing in the Construction, Modification, Maintenance, Repair and Dismantling of Ships and Marine Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.

10.5 Additional considerations to be added by the shore facility

Forbidden activities

1) In the approach channels of the coastal facilities, at the mouths of the moles, at the berthing and mooring areas and at the anchorage areas; fishing, sailing, rowing or other water sports activities and swimming are prohibited.
2) Boats for sports, sightseeing and entertainment purposes must navigate at a speed that will not interfere with the activities of other ships and marine vehicles in the port area, within the area limited by the breakwaters and in the bays. The Port Authority determines the appropriate speed limit where and when it deems necessary.
3) Ships and marine vehicles arriving or leaving the buoy to be moored, and ships and marine vehicles other than those used in coastal facility services cannot pass between buoys and buoy lines.
4) Ships and marine vessels other than those used in aquaculture facilities and fish cages cannot approach more than two hundred meters to fisheries facilities and fish cages.
5) Ships and marine ships cannot be moored or berthed to places that do not have a coastal facility operation permit or to places that are not operated or owned by any institution/organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency.
6) Ships and marine vehicles that have excessive trim or dangerous inclination, and that have the risk of environmental pollution due to any damage, vessels and marine vehicles that do not have the documents related to towing and carrying dangerous goods but carrying dangerous goods cannot approach the coastal facilities without the permission of the port authority, or inseparable.

Other matters subject to the permission of the port authority

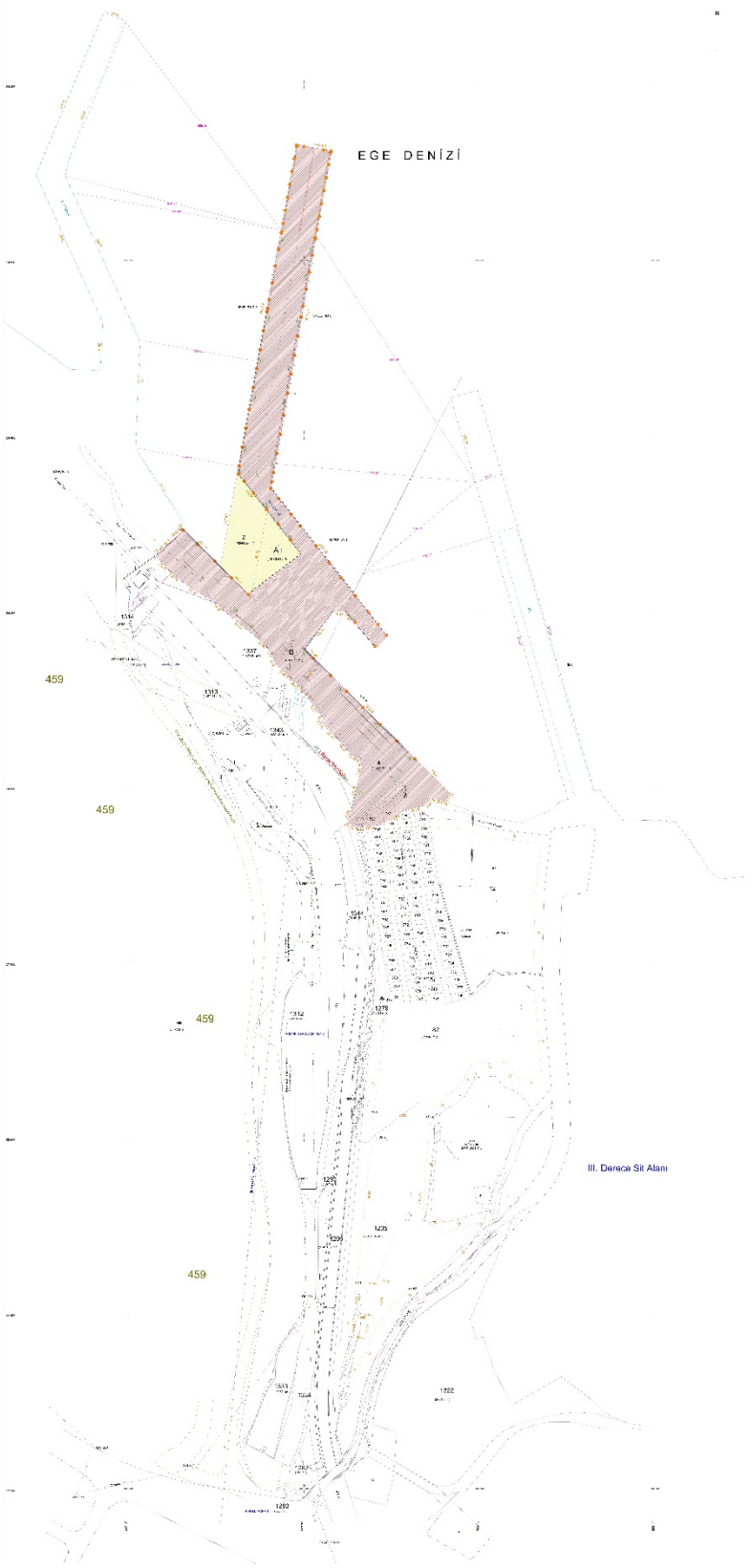
1) Before the construction of coastal structures and aquaculture production areas to be carried out after obtaining the necessary permits and approvals from the relevant institutions/organizations, the relevant persons shall obtain permission from the port authority to start operations.
2) It is obligatory to obtain permission from the port authority before buoying, diving, seabed and underwater studies, seabed dredging and similar activities. Ships and marine vehicles used in such activities show the daytime signs and sound signals with a light in accordance with the legislation.

3) It is obligatory to request permission to the port authority at least 15 days before for races that will start from one port administrative area and end at another port administrative area, and at least 7 days before for other competitions and activities.
4) Races and similar activities or organizations cannot be held in the port administrative area unless permission is obtained from the port authority.
5) Water sports to be held in the administrative area of the port are carried out within the scope of the Regulation on Sportive Activities for Tourism Purposes and other relevant legislation published in the Official Gazette dated 23/2/2011 and numbered 27855. The powers of the port authority to ensure the safety and security of life, property, navigation and environment related to water sports for tourism purposes are reserved. The port authority is authorized to make all kinds of restrictions in these activities and to stop these activities, taking into account the safety and security of life, property, navigation and the environment.
6) Unless permission is obtained from the port authority, other ships and marine vehicles cannot be aboard the sides of the ships and marine vehicles at anchor or in the coastal facilities. The abode of agency and supply engines, public ships, refueling ships, water tankers and coastal facility service ships is outside the scope of this paragraph, and these types of ships carry out their services in coordination with the coastal facilities operators, with the knowledge of the port manager.
7) The ship's captain or agent who will supply fuel, oil and water notifies the relevant port authority before the supply operation.
8) Fishing boats and yachts can be adjacent to each other's sides, they cannot tie in double rows in coastal facilities;
9) Unless permission is obtained from the port authority, ships and marine vehicles in the port areas cannot perform repair, scraping and painting, welding and other hot work, lifeboat and/or boat launching or other maintenance works. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management.
10) Coastal facilities located in the administrative area of the port make a notification to the Naval Forces Command Navigational Hydrography and Oceanography Department for their geographical location to be recorded on the relevant sea maps.
11) Ships and marine ships cannot change their anchorage areas without permission from the port authority. However, those who cannot stay where they are due to adverse weather and sea conditions can leave their places and anchor at safer anchorage areas. Those concerned shall notify the port authority as soon as possible. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a ship traffic services center.
12) Ships and marine vehicles that will not carry out any activity in the coastal facilities, but anchor in the anchorage areas to take shelter due to force majeure such as adverse weather conditions and situations that will endanger the safety and security of navigation, life, property, and the environment, shall make the necessary notification to the relevant port authority and/or the pilotage organization without delay. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Ship Traffic Services Center.
13) Ships and marine vehicles cannot approach the bow of the ships and marine vehicles approaching from the stern.
14) Within the borders of the port, in the beach areas and coastal hotels, motels, holiday villages, in front of the sites, in the sea areas up to 200 meters from the shore, The floating equipment to be used to determine the swimming area boundaries is determined by the relevant persons and prepared and preserved completely between April 1st and November 15th every year. Ships and marine vehicles cannot enter the designated swimming areas. The

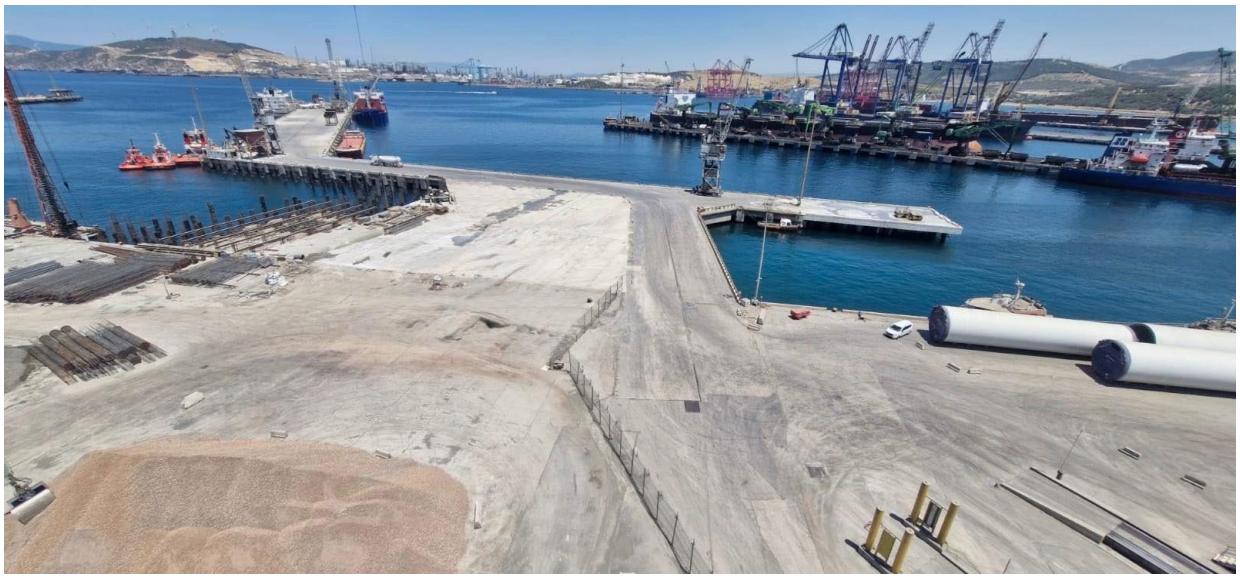
port authority is authorized to make changes in the boundaries of the swimming area based on the safety and security of navigation, life, property and the environment.
15) Limbo activities in the port administrative area are subject to the permission of the port authority.
16) The towing process is done with the permission of the port authority within the framework of the procedures and principles determined by the Administration.
17) Vault mooring and mooring needs and related arrangements at each port are made by the port authority, operating procedures and principles are determined by the Administration.
18) Providing pilotage services to ships and marine vehicles that do not have permission to berth at the coastal facilities, and to ships and marine vehicles that do not have a port exit certificate or an anchoring order is subject to the permission of the port master.
19) Issues regarding the determination of mooring, sheltering and navigation routes of daily excursion boats are determined by the port authority and approved by the Administration, taking into account waste reception and other services. The port master may impose restrictions on the capacity, entry-exit and use in case the capacity of mooring and sheltering places is exceeded.

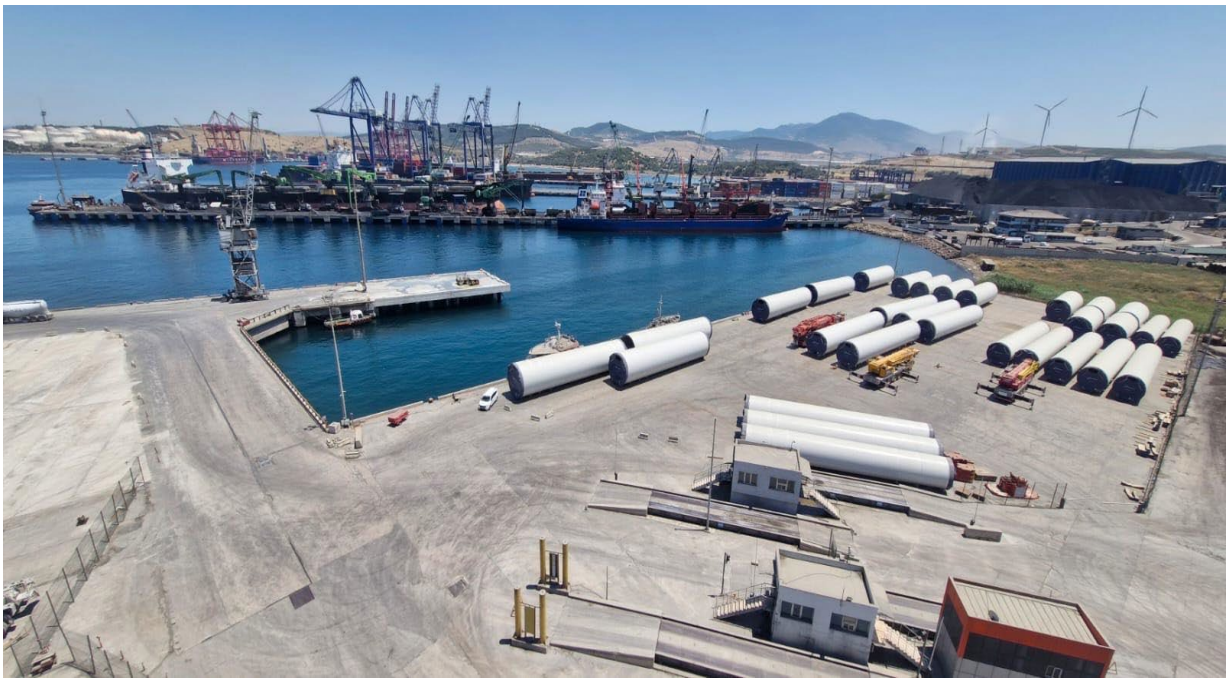
ANNEXES:

ANNEX-1 COASTAL FACILITY GENERAL SITUATION PLAN



ANNEX-2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY





ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

Aliaga District Governorship: 0232 616 1001

Aliaga Chief Public Prosecutor's Office: 0232 616 2882

Aliaga Garrison Command: 0232 616 0996

Aliağa District Gendarme Command: 0232 616 1982

Aliaga Coast Guard Command: 0232 616 8137

Aliaga District Police Department: 0232 616 2165

Aliaga Port Authority: 0232 616 1993 / 616 1999 / 616 6774

Aliaga Marine Police Headquarters: 0232 616 1337

Aliaga Customs Directorate: 0232 625 5233 / 625 52 14

Aliaga Municipality: 0232 616 1980

Fire Brigade: 110

Aliaga Fire Brigade: 0232 616 1045

Izmir Ambulance Service: 112

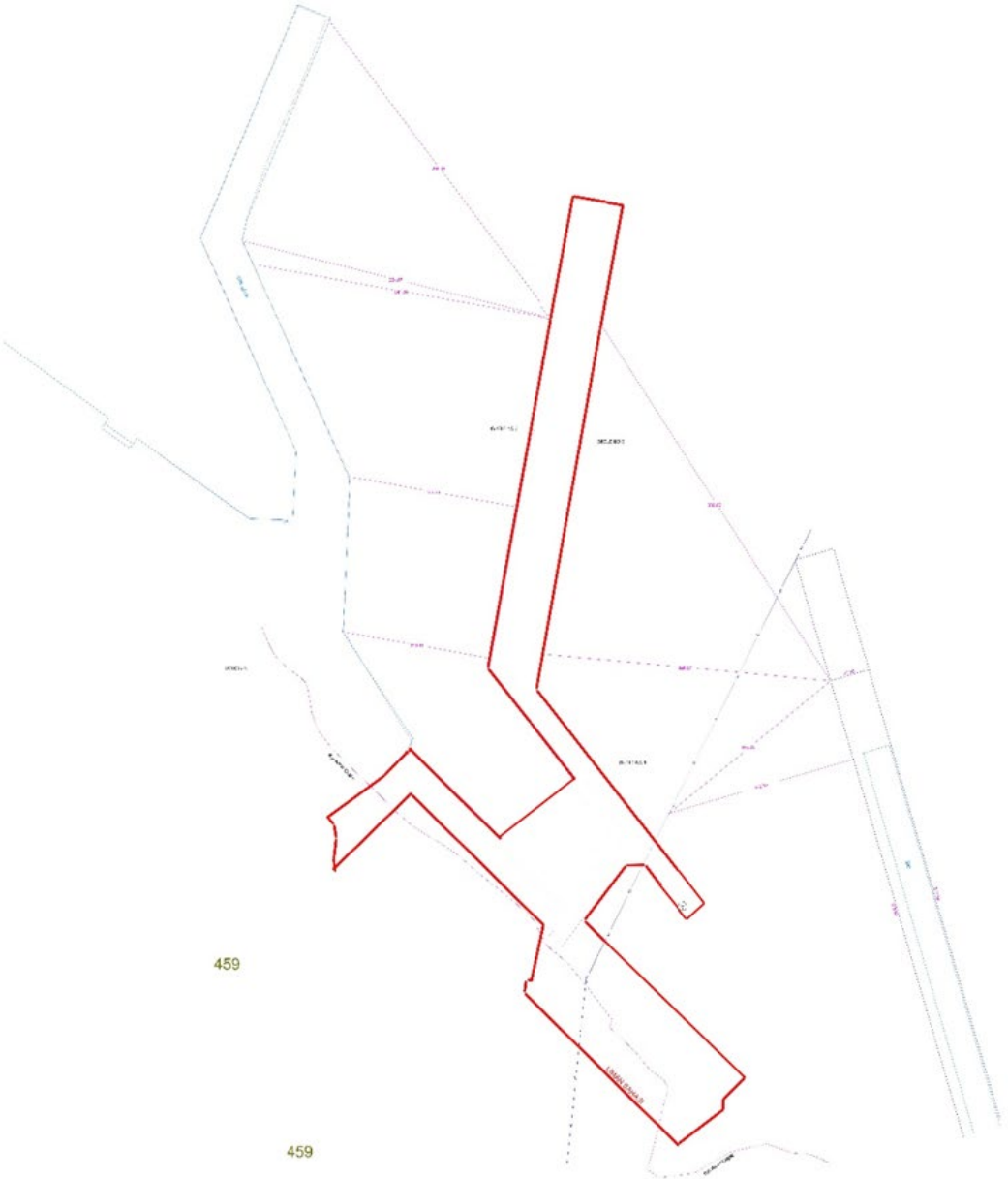
Aliaga State Hospital : 0232 616 2839

Aliaga District Health Directorate: 0232 616 8989

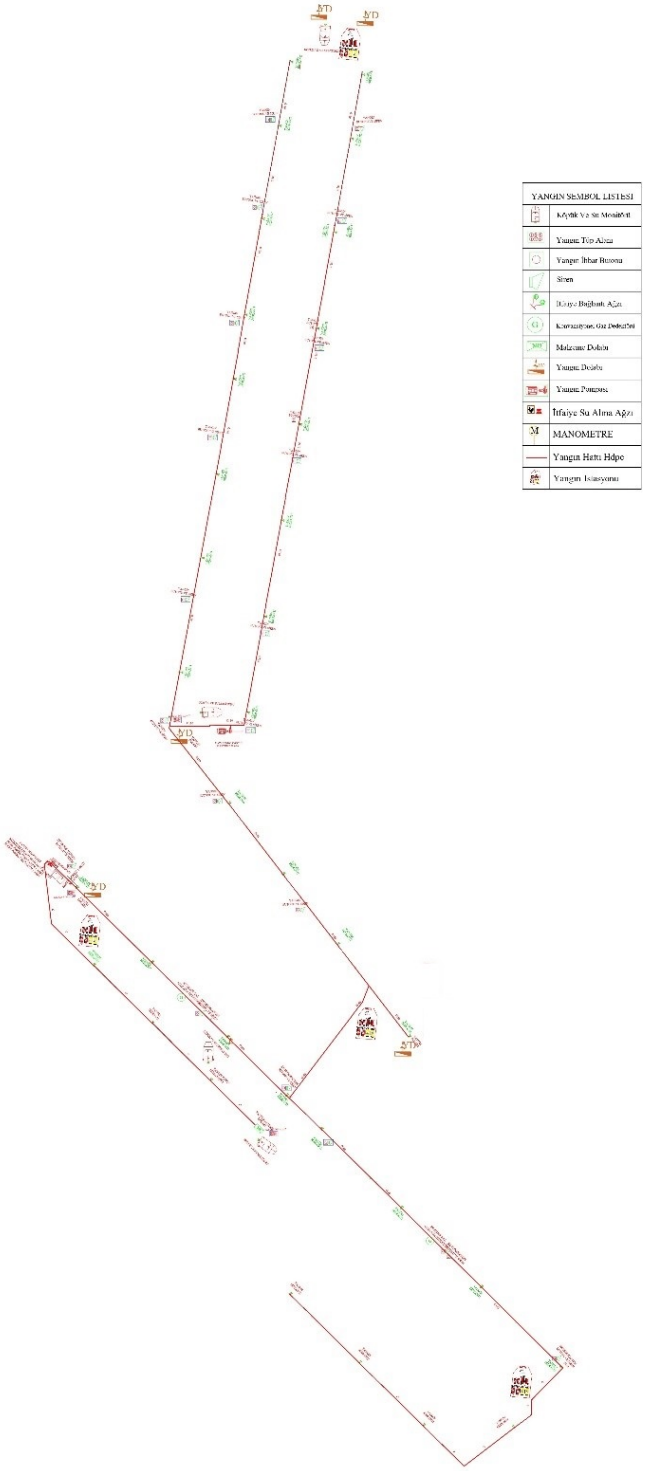
Provincial Disaster and Emergency Directorate: 0232 478 1701

HQ Search and Rescue Coor. Center : 0312 231 9105

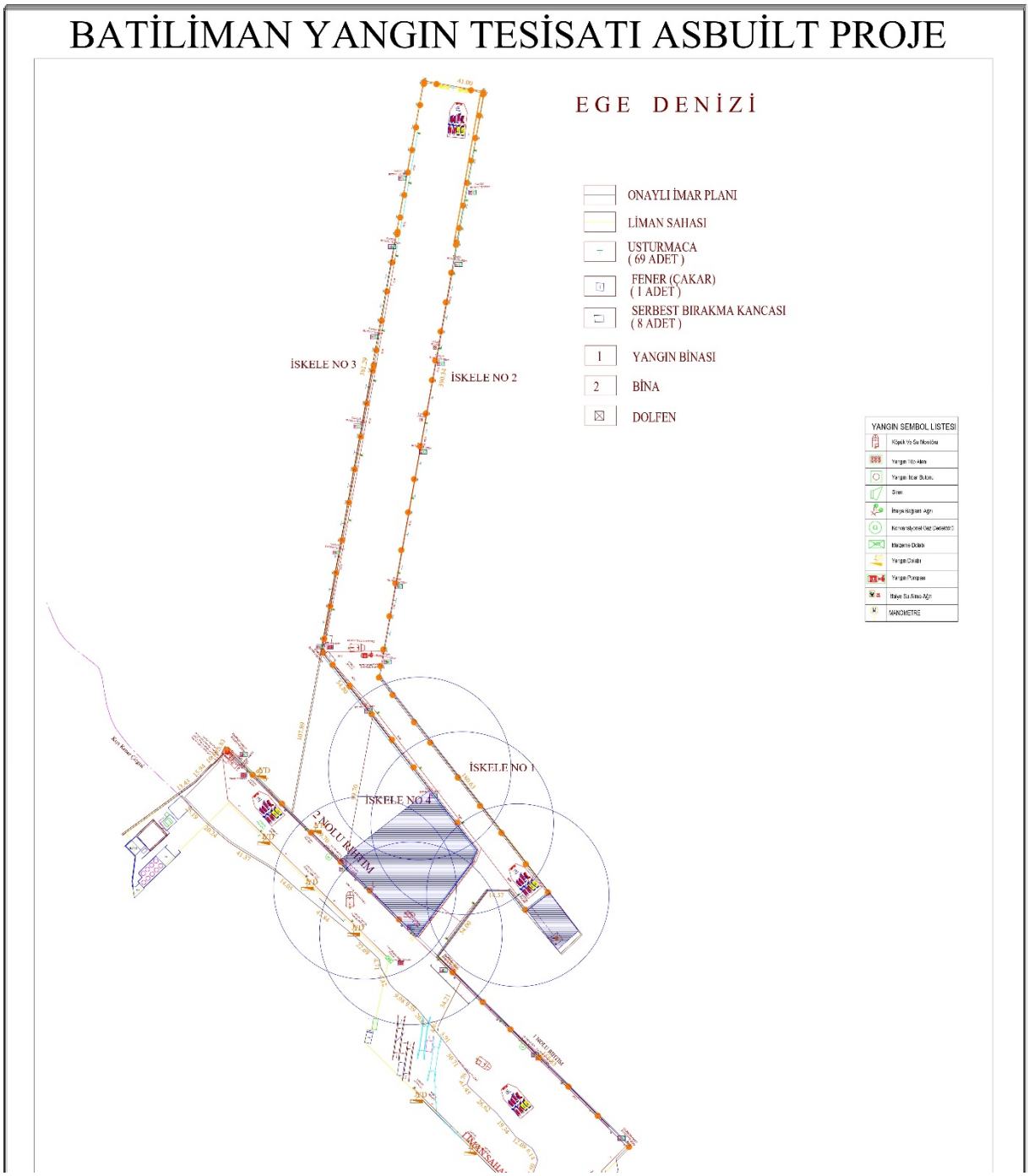
ANNEX-4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS CARGOES



ANNEX-5 FIRE PLAN OF AREAS HANDLING DANGEROUS CARGOES



ANNEX-6 FACILITY GENERAL FIRE PLAN



ANNEX-7 EMERGENCY PLAN

Within the scope of the relevant directive, Batıliman Coastal Facility has an "EMERGENCY PLAN".

ANNEX-8 EMERGENCY MEETING PLACES PLAN

ANNEX-9 EMERGENCY MANAGEMENT SCHEME

As in the Emergency Plan.

ANNEX-10 DANGEROUS CARGO MANUAL

Batıliman, which is engaged in the loading / evacuation of dangerous goods, handling activities, in order to contribute to the safe fulfillment of these activities; a Dangerous Cargoe Handbook has been prepared within the scope of the IMSBC Code and IMDG Code, and presented to the use of those concerned, in pocket sizes, containing the classes of dangerous goods, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and in the port according to the classes of dangerous goods, and similar topics.

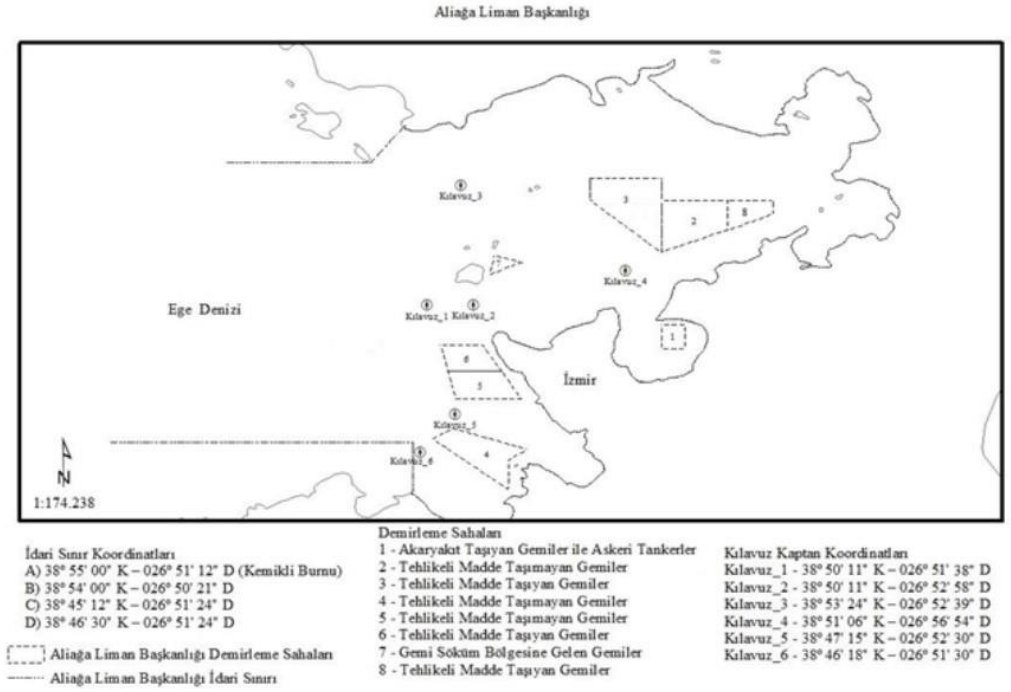
ANNEX-11 LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND ITS PACKAGES

Container handling operations are not carried out in our Coastal Facility. There are 2 Flexible Mobile Recovery Pools within the scope of large packaging handling.

ANNEX-12 PORT SERVICE SHIPS INVENTORY

There are no service ships registered in the port inventory.

ANNEX-13 PORT MASTER'S ADMINISTRATIVE LIMITS, ANCHORING PLACES AND MARINE COORDINATES OF LANDING/EMBORY POINTS OF THE HARBOR PILOT



Liman idari saha sınırı

Aliağa Liman Başkanlığının liman idari sahası, aşağıdaki (a) ve (b) koordinatlarını birleştiren hat ve devamında (b) koordinatından hakiki batı (270º) istikametine çizilen hat ile (c) ve (d) koordinatlarını birleştiren hat ve devamında (d) koordinatından hakiki batı (270º) istikametine çizilen hat arasında kalan ve bitişik Türk Karasuları ile sınırlanan deniz ve kıyı alanıdır.

5 nolu demirleme sahası: Tehlikeli madde taşımayan gemiler ile askeri gemilerin demirleme sahası, aşağıdaki koordinatların oluşturduğu deniz alanıdır.
1) 38º 47' 39" K – 026º 52' 30" D
2) 38º 48' 24" K – 026º 52' 18" D
3) 38º 48' 24" K – 026º 53' 42" D
4) 38º 47' 39" K – 026º 54' 12" D

6 nolu demirleme sahası: Tehlikeli madde taşıyan gemiler, nükleer güçle çalışan askeri gemiler ve karantina altına alınacak gemiler ile gazdan arındırma işlemi yapacak gemilerin demirleme sahası, aşağıdaki koordinatların oluşturduğu deniz alanıdır.
1)38° 49' 12" K - 026° 52' 03" D
2) 38º 48' 24" K – 026º 52' 18" D
3) 38º 48' 24" K – 026º 53' 42" D
4) (38° 49' 12" K - 026° 53' 00" D

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION

Batıliman Coastal facility receives service from Uzmar Uzmanlar Denizcilik Ticaret ve Sanayi Limited Şirketi against marine pollution. Against marine pollution, emergency response equipment of Uzmar Uzmanlar Denizcilik is used.

UZMAR DENİZCİLİK NEMRUT PORT REGION POLLUTION RESPONSE INVENTORY

ALIAGA-ÇAKMAKLI VILLAGE CENTRAL WAREHOUSE RESPONSE EQUIPMENT LIST	
Fence Type Barrier	210 meters
Inflatable Type Barrier	2000 Meters
Sorbent Barrier	2000 Meters
Sorbent Pad	15000 Pieces
Floating Storage Tank	12 units (15 m^3)
Land Storage Tank	10 Pieces(15m^3)
Skimmer Scraper (46m^3/h)	1 Piece

Skimmer Scraper (23m³/h)	2 pieces
Skimmer Scraper (20m³/h)	1 Piece
Skimmer Scraper (26m³/h)	1 Piece
Coastal Barrier	105 Meters

LIST OF EMERGENCY RESPONSE EQUIPMENT DETECTED IN EGEÇELİK PORT	
Fence Type Barrier	200 meters
Sorbent Barrier	100 meter
Sorbent Pad	800 Pieces

EMERGENCY RESPONSE EQUIPMENT LIST DETECTED AT NEMPORT PORT	
Inflatable Type Barrier	500 meters
Sorbent Barrier	120 meters
Sorbent Pad	1000 Pieces

Level 1 Equipment List	
Barrier	400 meters
Skimmer (30m³)	1 Piece
Sorbent Barrier	150 meters
Sorbent Pad	600 Pieces
Sorbent Barrier	450 meters
Floating Storage Tank (3m³)	6 pieces
Tank (10 m³)	3 pieces

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT USAGE MAP

BATİLİMAN	 Helm	 Work Wear	 Work Shoes	 Reflective Vest	 Work Gloves	 Goggles	 Dust Mask	 Ear Protector
Areas where personal protective equipment is required	EN 397	EN 340	EN 20345 EN 20347	EN 471	EN 388 EN 420	EN 166 EN 199	EN 149	EN 352-1/2/3
Piers and Docks	✓	✓	✓	✓	When Necessary	When Necessary	When Necessary	When Necessary
Open Storage Spaces	✓	✓	✓	✓	When Necessary	When Necessary	When Necessary	When Necessary
Closed Storage Areas	✓	✓	✓	✓	When Necessary	When Necessary	When Necessary	When Necessary
Port Area	✓	✓	✓	✓	When Necessary	When Necessary	When Necessary	When Necessary
Scales	✗	✓	✓	✓	When Necessary	When Necessary	When Necessary	When Necessary
Administrative building	✗	✗	✗	✗	✗	✗	✗	✗
Offices, Changing Rooms, Dining Halls and Car Parks	✗	✗	✗	✗	✗	✗	✗	✗

ANNEX-16 DANGEROUS CARGO INCIDENTS NOTIFICATION FORM

DANGEROUS CARGO INCIDENTS NOTIFICATION FORM

Port Facility Name	
Facility Officer	
1. Nature of the Event and the Time of Occurrence	
2. Event Location/Exact Location	
3. Information on the Type, Amount and Condition of the Cargo Affected by the Incident	
4. Specific Existing Hazards/Marine Pollutants	
5.Details of Signs and Labels of Dangerous Cargoes	
6. If a cargo classified by IMDG Code, Proper Shipping Name, Class (1st when assigned). Division and compatibility group of products for Class), UN number and Packing Group	
7. Dangerous Cargo Manufacturer's Name	
8.Ratio of Damage/Pollution	
9. Sequence of Events Causing the Event	
10. Number and Types of Injury/Death	
11. Emergency Response Made	
12. Other Conditions to be Specified	
13. Desires and Needs	
14. Informant (Relevant person) Title/Name and Surname/Signature Contact Numbers	

Note: In order to respond quickly and effectively, treat the injured personnel and reduce the damage, it is extremely important to give a short and accurate description of the incident to the emergency response units and the Port Authority as soon as possible. If available, this description should include the above details.

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

There is no requirement to use this form within the scope of the cargo handled in our facility.

ANNEX-18 DANGEROUS CARGOES TO BE HANDLED AT OUR COASTAL FACILITY

ALUMINUM NITRATE (IMSBC CODE) GROUP B – UN 1438

- It is colorless or white crystalline and soluble in water.
- It should be stacked separately from foodstuffs.
- This cargo will be kept as dry as possible. This cargo is not handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- All necessary precautions should be taken to prevent the product from coming into contact with flammable materials.
- It is important that the water to be used in a possible fire is in the form of a spray.
- Protective clothing, gloves and helmet should be used within the scope of Personal Protective Equipment.

AMMONIUM NITRATE BASED FERTILIZER (IMSBC CODE) GROUP B UN 2067

- They can show flammable properties within the scope of danger. When exposed to high heat, they decompose and release flammable and toxic gases on the deck and in the hatches.
- There should be no ignition and heat source in the warehouses within the scope of stacking and separation. All other goods, combustible materials (especially liquid), Chlorates, Bromates, Chlorites, Hypochlorites, Permanganates, fibrous materials and Metal powders should be stacked in completely separate sections. It should not be stacked next to any tank or double-deck fuel tank heated to 50°C or more. If the bulkhead between the cargo space and the engine room is not insulated according to class A-60, this cargo will be stowed "away" from the bulkhead as standard.
- This cargo will be kept as dry as possible. This cargo is not handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- Requirements before the handling operation;
    - In cases where the temperature of the cargo is above 40 °C, handling is not acceptable for this cargo.
    - Prior to loading, the ship's captain is given a certificate by the shipper that the requirements of the IMSBC code regarding the load are met.

    - A pressure test should be applied to check that there is no leakage in the fuel tanks under the warehouses, the pipe systems going to the tanks and the manholes (control chimney) to be carried by this load.
    - In the warehouses where the load will be taken, it will be ensured that all electrical equipment that does not have a safety certificate is disconnected from the power supply. This requirement will be valid when there is a load in the warehouses.
- Fuel supply will definitely not be allowed during handling operations. Fuel pumps will not be allowed near the warehouses where this cargo is located, except for the engine room.
- Measures to be Taken
    - This load shall be accepted for loading if the competent authority has found, based on testing, that this material is suitable for explosion resistance.
    - Before loading, the shipper must provide the ship's master with a certificate showing that the explosion resistance of this cargo complies with this requirement.
    - Fire network pressure must be maintained for fire suppression and fire hoses must be ready for immediate use during loading and unloading of this cargo.
    - Except in emergencies, any welding, burning, cutting or other operation that requires the use of equipment producing open flames, sparks or arcs shall be carried out away from the areas where this load is present.
    - Smoking will not be permitted on the deck or in the holds. "NO SMOKING" must be written on the visible parts of the ship and the pier.
    - Measures will be taken to prevent this cargo from penetrating into other cargo areas and closed areas.
    - The hatch covers will be ready to be opened in case of emergency as long as this cargo is on board.
    - Necessary measures will be taken to protect the living areas and engine room of the ship from the dust of the cargo.
    - Necessary measures will be taken to prevent cargo from entering the bilge tanks.
    - Persons who may be exposed to the dust of the load should wear protective goggles or similar dust goggles and dust filter masks.
    - In case of fires in an adjacent cargo hold, all hatches are opened to provide ventilation. The heat transferred from the wall of the adjacent warehouse can cause the material to decompose and produce toxic fumes. In such a case, it is important to cool the compartments.

AMMONIUM NITRATE (IMSBC CODE) GROUP B UN 1942

- The cargo must be completely dry and cold.
- The warehouse to be loaded must be clean, dry and rust-free.
- Loading is prohibited under humid weather or rain.
- Free fall and impact should be avoided.
- The temperature and humidity of the warehouse should be monitored.
- Spark-proof equipment should be used.
- Cargo, oil, fuel, wood, sawdust, straw, etc. he should not be in contact with substances.

In Packaging Transportation;

- Only certified and approved packages should be used.
- The packaging must be solid, sealed and dry.
- It should be kept away from flames, sparks or heat sources.
- Friction and impact should be prevented during loading and unloading.
- With flammable substances (Class 1, 3, 4.1, 4.2, 4.3, 5.2) he shouldn't move in together.
- PPE: must be gloves, glasses, antistatic clothing.
- The personnel must have received the relevant training within the scope of the IMDG Code seminar,

COAL (IMSBC CODE) GROUP B

- It has self-ignition property. Contact with water may cause self-heating.
- It should be stacked separately from oily materials.
- This cargo will be kept as dry as possible. This cargo is not handled during precipitation.

- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.

- In cases where the temperature of the cargo is above 55 °C, handling is not acceptable for this cargo.
- Persons who may be exposed to cargo dust should wear protective clothing, goggles and or other equivalent dust eye protection and dust filter masks as needed.
- Necessary care will be taken to protect the working equipment from the dust of the load.

COAL (IMSBC CODE) Groups B and A

- Coal (bituminous and anthracite) is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.
- Coals can produce methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to explode. Methane is lighter than air and therefore accumulates at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.
- Coals can oxidize, causing depletion of oxygen in the cargo volume and an increase in carbon dioxide or carbon monoxide concentrations. Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air in the range of 12-75% by volume are flammable. Toxic if inhaled, it binds to hemoglobin in the blood 200 times more than oxygen.
- Some coals can self-heat in the load volume and self-heating can lead to self-combustion. Various flammable and toxic gases, including carbon monoxide, may be produced.
- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air, and mixtures of 4% to 75% by volume are flammable.
- Within the scope of danger, Coal can create flammable atmospheres, self-heat, cause oxygen depletion, metal structures can cause corrosion. Liquefaction may occur in coal loads if particles smaller than 5 mm are present in 75% or more.
- Within the scope of stowage and separation conditions, the following issues should be agreed with the ship's captain;
    - Unless otherwise expressly stated, the walls of the load volumes where this load is carried will be resistant to fire and liquid leaks.
    - This cargo is included in Classes 1 (section 1.4), 2, 3, 4 and 5 and will be "segregated" from packaged goods and solid bulk materials of Classes 4 and 5.1.
    - The products included in Class 5.1 will not be allowed to be loaded in packages above or below this load in solid bulk condition.
    - The captain will ensure that this load is not loaded adjacent to hot areas.
    - This cargo shall be "separated in the longitudinal direction by a complete chamber or warehouse" from Class 1 products other than Section 1.4.

- Devices used for the measurement of methane, oxygen and carbon monoxide within the scope of personal protective equipment. Closed safety goggles for eyes. For the skin, a garment for protection against non-toxic substances or general industrial pollution, such as working gloves, boots or shoes with cuffs. A dust filter mask should be used against dust. (Other Loads Anthracite)

SCRAPS OF IRON-METAL (IMSBC CODE) GROUP B – UN 2793

- These materials are prone to self-heating and self-ignition, especially when in a thin layer.
- Excessive amounts of cast iron or organic materials can promote heating. Self-heating or insufficient ventilation can cause dangerous oxygen depletion in cargo.
- It should be stacked separately from foodstuffs.
- This cargo will be kept as dry as possible. This cargo is not handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- Protective clothing, gloves and helmet should be used within the scope of Personal Protective Equipment.
- The bilge of each cargo compartment in which cargo is loaded should be kept as dry as possible.
- Cargo spaces carrying this load will not be ventilated during the voyage.
- Only trained personnel will be allowed to enter cargo compartments containing this cargo.

LIGNITE (IMSBC CODE) GROUP B

- Brown coal (lignite) briquettes are produced by pressing dried brown coal particles into it.
- This cargo is easily ignited, self-heating, self-igniting.
- Necessary measures will be taken to protect the living areas and engine room of the ship from the dust of the cargo.
- Necessary measures will be taken to prevent cargo from entering the bilge tanks.
- Persons who may be exposed to the dust of the load should wear protective goggles or similar dust goggles and dust filter masks.
- Cargo spaces carrying this load will not be ventilated during the voyage.
- Cargo compartments will be closed immediately after loading in each cargo compartment has been completed. The hatch covers can also be sealed with a suitable sealing tape. Only natural surface ventilation will be allowed and limited to the absolute minimum time required to remove any
  methane that may have accumulated.

- When the carbon monoxide level rises steadily, a potential self-heating may be developing. In such a case, the cargo space will be completely closed and all ventilation will be stopped.
- A construction machine operator and those working in the warehouse should never be left alone in the warehouse. Employees inside the warehouse are constantly observed by the helm from outside the warehouse.
- If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.

BURNT LIME (IMSBC CODE) GROUP B

- It is white and grayish white in color.
- In the context of danger, quicklime combines with water to form calcium hydroxide (slaked lime) or magnesium hydroxide. This reaction generates a large amount of heat, which may be sufficient to cause ignition. It is corrosive to the eyes and mucous membranes. This cargo is not flammable or has a low risk of fire.
- It should be stowed separately from all packaged dangerous goods and solid bulk cargoes in group B.
- This cargo will be kept as dry as possible. This cargo is not handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- Persons who may be exposed to the dust of the cargo will wear protective clothing, eye protection and dust filter masks.

(Other Loads Calcium Oxide, Quicklime Lime, Dolomitic Lime)

PETROLEUM COKE (IMSBC CODE) GROUP B

- They are black, finely chopped residues of petroleum refining in the form of powder and small particles.
- It should be stacked separately from foodstuffs.
- Class 1 must be longitudinally separated from all goods of Sections 1.1 and 1.5 by a complete intervening partition or warehouse.
- It must be separated from all other dangerous goods (packaged or bulk) by a full compartment or warehouse.
- All personnel in charge of petro coke handling keep their protective clothing and equipment fully ready for use.
- Personal Protective Equipment,
  - Eyes: In case of excessive dusting, goggles should be used.
  - Skin: Gloves should be used.
  - Respiratory: Avoid breathing dust/smoke/gas/mist/vapor.
- Eating, drinking and smoking are strictly prohibited during handling. Personal protective materials that are deformed and heavily soiled after the operation should be

removed, washed before reuse, or a new one should be provided by informing the operation chief/authority.

POTASSIUM NITRATE (IMSBC CODE) GROUP B - UN 1486

- It is a product that oxidizes when wet within the scope of the hazard. It is easily ignited by mixtures containing flammable substances and can burn violently.
- It will be stacked separately from food materials.
- This load should be kept as dry as possible. This load should not be handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- All necessary precautions should be taken to prevent the product from coming into contact with flammable materials.
- The water to be used in a possible fire should be in the form of a spray.
- Within the scope of PPE, protective clothing should be chosen especially in the working area, depending on the amount and density of the harmful substance that comes into contact with it. Mask should be used when dust is formed. Protective gloves, safety glasses or load shield should be used.

(Other Loads Saltpetre (Sodium Nitrate), Potassium Nitrate / Sodium Nitrate (Mixture))

WOOD PULP (IMSBC CODE) GROUP B

- These loads can cause oxygen depletion and carbon dioxide increase in the air.
- These loads have a low fire risk.
- It may be necessary to ventilate enclosed spaces adjacent to the cargo hold prior to entry.
- Self-contained breathing apparatus and oxygen meter should be available.
- Personnel will not be allowed to enter the cargo area or adjacent areas until the required oxygen level measurement has been taken. If the 21% oxygen level condition is not met, additional ventilation will be applied to the cargo hold or adjacent enclosed spaces and the re-measurement will be performed again after an appropriate interval. An oxygen meter will be fitted and operated by the crew entering the cargo in closed spaces.

OTHER RESIDUES OF SEED CAKES AND PROCESSED FATTY VEGETABLES (IMSBC CODE) GROUP B

- Residues remaining after oil-containing seeds, grains, fruit or vegetables have been removed mechanically or have been extracted with solvents or other chemical treatments are included in this group. These loads can be shipped in the form of bagasse, flour, cake, pellets and expellers.

- These loads can heat up on their own. It can oxidize and cause the oxygen in the charge cavity to decrease later, and it can also create carbon dioxide gas. They may pose a risk of dust explosion.
- Unless otherwise specified by the competent authority, the separation provisions required for class 4.2 loads apply.
- This load should be kept as dry as possible. This load should not be handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- Surface aeration shall be done naturally or mechanically as necessary to remove any residual solvent vapors.
- Care should be taken when using mechanical ventilation to prevent cargo from self-heating. Persons involved in cargo handling will wear protective clothing, goggles and dust masks.

- All ignition sources will be considered and avoided to prevent possible dust explosions.

SUNFLOWER MEAL (IMSBC CODE) GROUP B

- It carries the risk of spontaneous combustion due to its oil content.
- In case of insufficient ventilation or wetness, heat accumulation and fire may occur.
- The cargo must be completely chilled and dry. Before loading, the temperature of the load should be checked (usually below 55°C).
- The ship's holds must be clean, dry and ventilated.Jul. The load should not be loaded in rain or humid weather.
- Free fall should be avoided, the load should be discharged accurately.
- Ventilation should be applied immediately after loading. • Attention should be paid to temperature and color changes during unloading.
- Water spraying is prohibited to reduce the formation of dust – this can increase heating.
- In case of fire detection, intervention by cutting off oxygen or CO_2 should be preferred.

SULPHUR (IMSBC CODE) GROUP B - UN 1350

- Within the scope of danger, it carries the risk of flammability and dust explosion, especially during loading and unloading and after unloading/cleaning.
- It will be stacked separately from food materials.
- Appropriate precautions will be taken to minimize impact, abrasion and crushing to prevent dust generation during handling.
- Where necessary, only natural or mechanical surface ventilation shall be provided.
- Cargo areas and other structures that may have come into contact with this cargo should not be swept. After this cargo has been unloaded, cargo areas and other structures will be flushed with fresh water as needed to remove all residues of this cargo.

- Foam, dry chemical and water mist should be used within the scope of fire fighting.

- Persons involved in cargo handling will wear protective clothing, goggles and a dust filter.