Çolakoğlu Metalurji

ÇOLAKOĞLU METALLURGY INC. GEBZE
DANGEROUS CARGO HANDLING GUIDE

DATE OF PREPARATION: 08/11/2016

(See Revision Page for Revisions)

Kaan KARAASLAN

Logistics Manager

WARNING

Çolakoğlu Metallurgy Inc. (“Çolakoğlu Metalurji”) port operator's Dangerous Goods Handling Guide (“TYER”), it is obligatory for all cargo persons to follow up the matters specified or not specified in accordance with the changing national and international legislation provisions. This guide has been prepared as a guide only and all relevant issues have been tried to be stated when possible. As operators, it is the legal responsibility of the load parties to create the necessary preventive measure/measure and operation, even if it is not specified in this TMR. Çolakoğlu Metalurji reserves the right to make changes in this guide without the need for any additional notification, you can access the most updated version of the guide from the port records. It is published on the website for informational purposes only. This guide and its content in no way remove the rights / responsibilities of the parties regarding the responsibilities and authorities of the relevant legislation and being a good operator, and / or irresponsibility and / or authority cannot be claimed based on this guide. When there is a conflict between this guide and the relevant legislation, the provisions of the relevant legislation are valid.

INGREDIENTS

REVISION PAGE

Sequence No.	Revision Number	Content of the Revision	Revision date	Revision Maker	
				Name and surname	signature
1	1	The facility authority has been changed.	06.12.2017	Mesut UĞRAŞ	
2	2	The Validity Date of the Coastal Facility Operation Permit/Temporary Operation Permit has been revised.	05.07.2018	Mesut UĞRAŞ	
3	3	The validity date of the Security Plan has been revised.	15.01.2020	Mesut UĞRAŞ	
4	4	The entire guide has been revised according to the Implementation Instruction of the Dangerous Goods Handling Guide dated 20.04.2022 published by the General Directorate of Maritime Affairs.	14.12.2022	Nuri Gökçe GÜNGÖR	
5	5	After the Kocaeli Regional Port Authority inspection, the desired changes were implemented.	10.01.2023	Nuri Gökçe GÜNGÖR	
6	6	After the Kocaeli Regional Port Authority inspection, the desired changes were implemented.	11.05.2023	Nuri Gökçe GÜNGÖR	
7	7	The facility authority has been changed. TYUB Certificate date has been updated. Revisions were made in the relevant sections according to the changed organizational chart.	13.03.2024	Kaan KARAASLAN	

INDEX OF FIGURES AND TABLES

ABBREVIATIONS

BLU Code: Code of Practice for Safe Loading and Unloading of Bulk Carriers,
IBC Code: International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,
IGC Code: International Code for the Construction and Equipment of Ships Carrying Bulk Liquefied Gases,
IMDG Code: International Code for Dangerous Goods Transported by Sea,
IMO: International Maritime Organization,
IMSBC Code: International Maritime Solid Bulk Cargoes Code,
ISPS Code: International Ship and Port Facility Security Code,
MARPOL: International Convention for the Prevention of Pollution of the Seas by Ships,
SOLAS: International Convention for the Safety of Life at Sea,
TMGD: Dangerous goods safety consultants authorized by the Ministry,
TYUB: The Coastal Facility Dangerous Goods Conformity Certificate, which is issued by the Administration and must be obtained by the coastal facilities that handle packaged or bulk dangerous goods,
VHF : Radio communication made over very high frequency,
CTU: Freight Transport Unit
UN: United Nations
MSDS/SDS: Material Safety Data Sheet
ADR: European Agreement on the International Carriage of Dangerous Goods by Road
TÜRKAK: Turkish Accreditation Agency
TYER : Dangerous Goods Handling Guide
MHB : Dangerous in Solid Bulk Cargo

DEFINITIONS

Packaging: The transport container in which the dangerous cargo is placed, as defined in IMDG Code Chapter 6,
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, which are intended to be transported directly without containment,
Handling: Including interim holding operations such as temporary storage of dangerous cargoes in the port area during their transport from the point of origin to the destination route for the purpose of changing the means and methods of transport and movement within the port, which forms part of the transport supply chain for cargoes, and from a ship, rail car, vehicle, freight This includes loading or unloading from a container or other means of transport, intermediate transport between ships or other modes of transport, or transfer within a ship or at a warehouse or terminal area. This term has been expanded to cover all operations related to dangerous cargoes in the port area.

Fumigation: The process of giving a certain amount of fumigant acting in gaseous form to a closed environment at a certain temperature in order to destroy harmful organisms and keeping it in the environment for a certain period of time,

Temporary storage: The dangerous goods subject to transport are temporarily stored at the coastal facility,

Ship: Ships covered by the legislation or international agreements to which we are a party,

Ship-related: Owner, operator, charterer, captain or agents, and natural or legal persons authorized to represent the ship owner,

Administration: General Directorate of Maritime Affairs,

Captain means the person in command of a ship. Pilot not included.

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

Coastal facility: A port, quay, pier, berth, fuel oil, liquefied gas or chemical pipeline buoy or platform, including storage areas, where ships or marine vehicles can safely take or take shelter,

Container: Cargo transport equipment that has a certificate in accordance with the applicable standards within the scope of the International Convention on Safe Containers (CSC Convention),

Port Authority: Each port authority established by legislation in our country,

Moisture content (MC): The amount of water, ice or other liquids expressed as a percentage of the total liquid mass of the solid bulk sample,

Packing refers to the packaging, loading and loading of dangerous cargoes to recipients, intermediate containers for bulk transport (IBCs), freight containers, tank containers, portable tanks, railroad wagons, bulk containers, vehicles, ship barges or other cargo transport units.

Hot work: done by people certified by the relevant authority; the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding, or any work involving heat or sparks,

Transportable maximum humidity (TML): The maximum amount of moisture that a liquefiable solid bulk cargo carried on ships that do not have the characteristics specified in IMSBC Code Section 7.3.2, so as not to interfere with its safe transportation,

Carrier: Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agency, who receives, submits and accepts offers for the transportation of all kinds of dangerous goods on his own behalf or on behalf of third parties, together with the dangerous cargo by sea within the scope of combined transportation. natural and legal persons carrying out the transportation by road or rail,

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 Part 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,

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

Loading safety: Safe tying and stacking of the cargo transport unit or cargo loaded into the ship's hold or on the ship's deck, and the safe binding and stacking of the loads to be loaded into the cargo transport unit,

Shipper: The real or legal person specified as the "shipper" in the bill of lading, maritime transport document or multimodal transport document, and the real or legal person on whose behalf or on behalf of a shipping company a carriage contract has been made,

Cargo Person: The sender, receiver, representative or organizer of the transport works of the dangerous cargo,

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

means.

1. INTRODUCTION

1.1 GENERAL INFORMATION ABOUT THE FACILITY

Table 1– Facility Information Form

one	Facility Operator name/title	ÇOLAKOĞLU METALLURGY INC.		
2	Contact information of the facility operator (Address, telephone, fax, e-mail and web page)	Address : Dilovası Organized Industrial Zone 1st Section Göksu Caddesi No:16 Dilovası/KOCAELİ Phone : 0262 676 75 00 Fax : 0262 754 84 20 (fax), E-mail : ngungor@colakoglu.com.tr , Website: www.colakoglu.com.tr		
3	Facility name	ÇOLAKOĞLU METALLURGY INC. GEBZE BRANCH		
4	City where the facility is located	KOCAELİ		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Address : Dilovası Organized Industrial Zone 1st Section Göksu Caddesi No:16 Dilovası/KOCAELİ Phone :+90 262 676 75 00 Fax :+90 262 754 84 20 (fax), Email : kkaraaslan@colakoglu.com.tr , Website: www.colakoglu.com.tr colakoglumetalurji@hs02.kep.tr		
6	Geographical region of the facility	Marmara Region		
7	Port Authority and contact details of the facility	Kocaeli Port Authority, Yarımca/KOCAELİ Phone : +90 262 528 24 34 udhb.kocaeliliman@hs01.kep.tr		
8	Mayor's Office and contact details of the facility	-		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	Dilovası Organized Industrial Zone Directorate, Dilovası/KOCAELİ Phone : +90 262 754 64 77		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	06/06/2023		
11th	Operating status of the facility	Own load and additional 3rd party	own burden (…)	3rd party (…)

		(X)		
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Kaan KARAASLAN Address : Dilovası Organized Industrial Zone 1st Section Göksu Caddesi No:16 Dilovası/KOCAELİ Phone : 0262 676 75 00 Fax : 0262 754 84 20 (fax), E-mail : karaaslan@colakoglu.com.tr ,		
13	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Volkan BALABAN Address : Dilovası Organized Industrial Zone 1st Section Göksu Caddesi No:16 Dilovası/KOCAELİ Phone : 0262 676 75 00 Fax : 0262 754 84 20 (fax), E-mail : bbalaban@colakoglu.com.tr ,		
14	Name and surname of the facility's Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	DOST ADR TMGDK Telefon :0 532 411 84 32 E posta :istanbul@dostadr.com		
15	Marine coordinates of the facility	40°46'09''N , 29°31'57'' E		
16	Types of dangerous goods handled at the facility	IMSBC Code, Scrap cargoes		
17	Dangerous goods handled at the facility	Scrap, Coal (including Anthracite), Pig, Petroleum Coke, Ferrosilicon, Ferromanganese		
18	Classes for cargo handled, subject to IMDG Code	Scrap: It is invalid. Coal: MHB petroleum fragrance: MHB Ferrosilicon: 4.3, 6.1, MHB		
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Scrap: C Coal: B (and A) petroleum fragrance: B Ferrosilicon: B		
20	Types of ships that can approach the facility	General Cargo Ship, Bulk Carrier		
21	Distance of the facility to the main road (kilometers)	3KM		
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	There is no connection,		

<table>
<tr><td>23</td><td>Name of the nearest airport and distance to the facility (kilometers)</td><td>Sabiha Gokcen Airport, 40 KM</td></tr>
<tr><td>24</td><td>Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)</td><td>- Dry Bulk Cargo: 3.500.000 Tons/Year(… year)
- General Load: 3.500.000 Tons/Year(… year)
- Container : ------</td></tr>
<tr><td>25</td><td>Whether scrap handling is done at the facility</td><td>It's done.</td></tr>
<tr><td>26</td><td>Is there a border gate? (Yes No)</td><td>No</td></tr>
<tr><td>27</td><td>Is there a bonded area? (Yes No)</td><td>Yes</td></tr>
<tr><td>28</td><td>Cargo handling equipment and capacities</td><td>
<table>
<tr><th>MACHINE / EQUIPMENT NAME</th><th>CAPACITY</th></tr>
<tr><td>6507 GOTTWALD MOBILE CRANE</td><td>125 TONS</td></tr>
<tr><td>ESP.7 GOTTWALD MOBILE CRANE</td><td>125 TONS</td></tr>
<tr><td>LHM 280 MOBILE CRANE</td><td>85 TONS</td></tr>
<tr><td>SENNEBOGENN 885 CRANE</td><td>35 TONS</td></tr>
<tr><td>SENNEBOGENN 880 CRANE</td><td>30 TONS</td></tr>
<tr><td>SENNEBOGENN 895 CRANE</td><td>50 TONS</td></tr>
<tr><td>ESP.5 GOTTWALD MOBILE CRANE</td><td>100 TONS</td></tr>
<tr><td>COMETTO</td><td>241 TONS</td></tr>
<tr><td>MAFI</td><td>32 TONS</td></tr>
<tr><td>TERBERG</td><td>35 TONS</td></tr>
<tr><td>LOADER</td><td>10 TONS</td></tr>
<tr><td>HYSTER FORKLIFT</td><td>16 TONS</td></tr>
<tr><td>HYSTER FORKLIFT</td><td>32 TONS</td></tr>
<tr><td>SOCMA FORKLIFT</td><td>32 TONS</td></tr>
<tr><td>HYSTER FORKLIFT</td><td>3 TONS</td></tr>
<tr><td>BOBCAT</td><td>0,5 TONS</td></tr>
<tr><td>SUMITOMO EXCAVATOR</td><td>1 TON</td></tr>
</table>
</td></tr>
<tr><td>29</td><td>Storage tank capacity (m^3)</td><td>There is no storage tank.</td></tr>
<tr><td>30</td><td>Open storage area (m^2)</td><td>38,500 ^{m2}</td></tr>
<tr><td>31</td><td>Semi-closed storage area (m^2)</td><td>There is no semi-enclosed storage area.</td></tr>
<tr><td>32</td><td>Closed storage area (m^2)</td><td>There is no closed storage area.</td></tr>
<tr><td>33</td><td>Determined fumigation and/or degassing area (m^2)</td><td>There is no designated fumigation and/or degassing area.</td></tr>
<tr><td>34</td><td>Name, title, contact details of pilotage and tugboat services counter</td><td>Sanmar Shipyards
Aydıntepe, Güzin St, No:31, 34947
Tuzla/İSTANBUL
0216 458 59 00
Ankaş Anadolu Kılavuzluk A.Ş.
Mimar Sinan, Denizciler St. No:69, 41780
Körfez/Kocaeli
0262 528 33 00</td></tr>
<tr><td>35</td><td>Has a security plan been created? (Yes No)</td><td>Yes, Effective Date: 09/01/2025
Code no: 0941060</td></tr>
</table>

36	Waste reception facility capacity (This section will be arranged separately according to the wastes accepted by the facility.)	Waste Type	Capacity(m^3)
		Not available.	Not available.
37	Dock/pier etc. properties of fields		

Dock / Pier No	Length (Meters)	Width (Meters)	Maximum water depth (Metre)	Minimum water depth (Metre)	The largest ship tonnage and length to berth (DWT-GT/Meter)
Dock No. 1	459	36	24	15	121,000 DWT/ 250 meter
Dock No. 2	269	30	19	9	61,000 DWT/ 250 meter

Pipeline name (if available on site)	**Number (pcs)**	**Length (Meters)**	**Diameter (Inches)**
Pipeline is not available.			

1.2. Loading, Discharging, Handling and Storage Procedures for Dangerous Goods Handled and/or Temporarily Stored at the Coastal Facility

1.2.1. General

Handling of dangerous goods given in Table.2 is carried out at our port facility. It is not allowed to store dangerous goods in closed storage areas in our port. Coal, anthracite and petcoke are not stored indoors or outdoors in our port. For coal, anthracite and petcoke, only discharge is carried out.

Scrap, pig, coal, anthracite, petcoke, ferrosilicon and ferromanganese cargoes are handled at our port within the scope of IMSBC code. Ferrosilicon charge can be included in the IMDG code according to the silicon ratio. It is not allowed to store dangerous goods in closed storage areas in our port. Coal, anthracite and petcoke are not stored indoors or outdoors in our port. For coal, anthracite and petcoke, only discharge is carried out. The type and natural code of the cargo handled in our port are given in Table.2.

Table 2- Dangerous Goods Handled and/or Temporarily Stored at the Coastal Facility

Handled Dangerous Goods Name	Load Description	Evacuation/Evacuation/Storage
Scrap	dry bulk cargo	Loading/Evacuation Outdoor temporary storage
Coal or Anthracite	dry bulk cargo	Loading/Evacuation
Petroleum coke	dry bulk cargo	Loading/Evacuation
Ferrosilicon	dry bulk cargo	Loading/Evacuation Outdoor temporary storage

In matters such as handling of dangerous goods, keeping them temporarily at the coastal facility, stacking and sorting, and storage, the following issues are fulfilled in terms of the safety of the employees and the ships in the coastal facility;

a) An operations meeting is held at least 1 day before the dangerous goods are accepted to the coastal facility and the Logistics Directorate, Raw Material Operation, Occupational Safety Specialist, Environmental Management Engineer and other relevant persons attend this meeting. (The decision to hold this meeting for the routinely handled dangerous goods accepted to the port can be made by the Logistics Manager)
b) In the operation meeting, regarding the dangerous cargo/s to be accepted to the port, the following issues are discussed within the scope of the current IMSBC CODE documents and an acceptance / rejection or manager decision is taken.
    1. Risk arising from dangerous cargo
    2. Interaction with Dangerous goods present in the coastal facility,

3. Interaction with the cargoes planned to be accepted to the coastal facility in the near future,
4. Stacking conditions
5. Separation conditions
6. Material and equipment needs in terms of Emergency Response
7. Adequacy of Emergency Response teams
8. Interaction with/from neighboring facilities

c) If a decision is made to accept the dangerous cargo at the meeting, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is started. In the case of the need to inform the Regional Port Authority during the admission to the coastal facility, the situation is reported to the Regional Port Authority in writing together with the reasons.

1.2.2. Solid Dangerous Goods Safe Handling Operation

1.2.2.1. General Requirements

In our coastal facility, cargoes that are classified as class 1 explosives, class 7 radioactive substances, class 6.2 infectious substances in the IMDG Code, and which are in packing group I, are not taken into the port. These loads are called unacceptable dangerous goods. In our coastal facility, solid dangerous cargoes are handled as supalan. Coal, anthracite and petcoke are not stored indoors or outdoors in our port. For coal, anthracite and petcoke, only discharge is carried out.

Ships of 500 gross tons and above built on or after 1 September 1984 and carrying dangerous goods must comply with the requirements of SOLAS 1974 regulation II-2/19. In this context, such ships are required to carry a Certificate of Conformity in accordance with SOLAS 1974 regulation II-2/19.4 as proof that the ship complies with the specific requirements for ships carrying dangerous goods specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tons built on or after 1 February 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19 and be specified in this Certificate of Conformity, unless the relevant Administrations reduce the applicable requirements.

The Certificate of Conformity should also provide information about the classes of dangerous goods that can be transported. In addition, ships carrying dangerous solid bulk cargoes are required to have on board a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board.

When dangerous solid bulk cargoes are transported, transported or stowed, the ship's captain or port facility is responsible for the loading and unloading operations of the IMSBC Code and the Guidelines for Safe Loading and Unloading of Bulk Cargoes and the Guide for Terminal Officers on Loading and Unloading of Solid Bulk Cargoes. will ensure that it is carried out properly.

In loading, unloading, handling and temporary storage of solid dangerous goods, the following points are respected.

a) While determining the areas to be handled according to the risks of dangerous cargo; administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response.
b) Issues regarding additional safety and security measures to be taken in coastal facilities and these measures are provided by the Logistics Directorate.
c) Personnel responsible for handling dangerous solid bulk cargoes are determined by employee role profiles.
d) Electrical equipment, equipment and hardware to be used in areas where dangerous cargoes are handled shall be of standards suitable for use in flammable, explosive or explosive environments. During cargo operations for dangerous solid bulk cargoes, electric lamps other than arc lamps shall be used and these lamps shall be gas-tight.
e) Adequate number of appropriate personal protective clothing, equipment and equipment will be provided against the characteristics of the handled dangerous solid bulk cargoes and the risks they may pose.
f) The concentration of toxic or flammable gas that may form in the areas where dangerous solid bulk cargoes that emit toxic or flammable gas are handled, and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded.
g) Dangerous goods such as coal that burn by itself but are not affected by water shall not be stored in the port facility.
h) Barriers that will prevent solid bulk dangerous goods from falling into the sea during discharging or loading onto the ship will be kept between the ship and the pier during the operation.
i) Before starting the loading/discharging process, the port manager will receive the detailed loading/discharge plan, which includes the details of the location and quantities of the cargo in question, from the ship's master that will load/discharge the dangerous solid bulk cargo. An agreement will be reached between the ship captain and the port manager regarding the said loading/discharge plan.
j) Ship's master and operations officer, within their own areas of responsibility, operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "The Code of Practice for Safe Loading and Discharging of Bulk Cargo Ships (BLU)" Code)", "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31.12.2005 and numbered 26040, and "Loading and Unloading Handbook of Solid Bulk Cargoes for Terminal Representatives (IMO MSC/Circ.1160). It will ensure that it is done in accordance with MSC/Circ.1230 and MSC.1/Circ.1356).

The operation will be performed as follows.

a) The loading and unloading program is prepared at the operation meeting 1 day in advance. The equipment, crane, crew, number of posts and berth to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and are equipped with the necessary protective equipment. Environmental safety is provided by the Logistics Directorate, Occupational Safety and Environmental Management. No personnel will be assigned in the ship's hold and in the field before gas measurements are made.
b) Necessary warnings are made so that the trucks do not load excessively, and the responsible pay attention to this issue. After loading, trucks must be covered.
c) Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protection equipment.
d) Occupational safety in the working area, control of equipment, entrance and exit of external persons, safe handling of the load, environmental cleaning and control of these works are carried out by the shift team leader.
e) The responsibility for the loading and unloading of the cargo in accordance with the cargo plan belongs to the team leader on the shift.
f) In case the ship evacuation is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.
g) A tarpaulin is laid between the ship and the quay, and a responsible person is determined for cleaning the loads scattered around.

1.2.3. Load Specific Requirements

1.2.3.1. Scrap metal

Table 3– Scrap Characteristics

Welding Angle	**Bulk Density (kg/m3)**	**Stacking Factor (m3/t)**
Not valid.	Miscellaneous	Miscellaneous
Material Dimensions	**Class**	**Group**
miscellaneous	Not valid.	C

DANGER : Does not present any special hazard. Except when sawdust is present in the load, this load is not flammable or the risk of fire is low.

PRECAUTIONS AGAINST WEATHER CONDITIONS: this cargo will be kept as dry as possible before shipment, during loading and throughout the journey. This load will not be loaded in rainy weather conditions. During the loading of this cargo, all unused service / hatch covers in the cargo volumes where this cargo is loaded or will be loaded will be kept closed.

ADDITIONAL REQUIREMENTS: In addition, the following requirements are complied with.

a) Since magnet and polyp grabs are used for scrap cargo evacuation, platforms are set up to protect the above-deck equipment against the risks of falling.
b) In order to prevent the material from falling between the deck and the pier, the ramps and platforms are installed in such a way that they overflow from the deck.
c) During the unloading of the cargo to the port with polyp buckets, the unloading process is done at a height that will keep the dusting to a minimum.
d) In case of dusting during evacuation, pulverized irrigation tools can be used.
e) The scrap taken from the ship is passed through fixed radiation detectors.
f) When a warning occurs from the fixed radiation detectors, the vehicle is taken to an area away from the traffic, the scrap is emptied and environmental safety is ensured. The value seen on the fixed detector is compared with the measurement made with mobile measuring devices, and the material is determined according to the size of the value, and if appropriate, the radiation is sent to the isolation and storage area and necessary notifications are made. If the measurement is above the critical level, authorized institutions are notified for intervention.
g) Section 9 requirements for occupational health and safety are taken into account.

1.3.2.3. Coal and Anthracite

Coal (bituminous and anthracite) is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.

Table 4- Coal and Anthracite Characteristics

Welding Angle	**Bulk Density (kg/m3)**	**Stacking Factor (m3/t)**
Not valid.	654 – 1266	0.79 – 1.53
Material Dimensions	**Class**	**Group**
It can go up to 50 mm.	MHB	B (and A)

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.

PRECAUTIONS AGAINST WEATHER CONDITIONS: The procedures given below for the ship in the IMSBC Code will also be taken into account by the Logistics Directorate during cargo handling or temporary storage.

In case the moisture content is higher than the TML (Transportable Maximum Moisture) value, when there is a risk of liquefaction in the cargo during the voyage, the following conditions will be fulfilled if it is not a special ship built for this purpose:

a) The moisture content of the cargo will be kept below the TML value during the voyage;
b) Unless otherwise expressly stated, cargo will not be handled in rainy weather conditions;

c) Unless otherwise expressly stated, all unused service / hatch covers of the cargo volumes where the cargo is loaded or will be loaded will be kept closed during the handling of the cargo;
d) The cargo can be handled in rainy weather conditions, provided that the measured moisture percentage of the cargo is so low that the TML value cannot be exceeded even with the expected increase under any precipitation,
e) Provided that all of the cargo in a certain cargo volume will be unloaded at our port, the cargo in question can be discharged in rainy weather conditions.
f) Under no circumstances will the cargo be stored on the port.
g) All necessary precautions will be taken to prevent the material from falling into the sea.
h) Section 9 requirements for occupational health and safety are taken into account.

ADDITIONAL REQUIREMENTS: Coal and anthracite loads are discharged in our coastal facility, and they are taken out of the facility by direct vehicles. There are no special requirements for evacuation as specified in the IMSBC code. The following points are respected.

a) After the coal ship arrives at our facility, the plate containing the following information is placed at the entrance of the ship.
    - It is not allowed to enter the warehouse without opening the hatch covers and without ventilation.
    - The material will never be dropped into the sea.
    - Smoking and fire will not be used in the operation.
    - There will be absolutely no entrance to the warehouse without permission to enter the closed area.
    - When the warehouse is full, the personnel who will go down to the warehouse will use the gas measuring device.
b) Since the coal will create a flammable and/or suffocating atmosphere due to its own characteristics, it is forbidden to enter the warehouses in any way, until the gas measurements prove that the appropriate atmosphere formation in the warehouses is ensured by discharge and the ship's authorities give permission to enter the warehouses.
c) Entrances to warehouses are subject to confined spaces entry permit measures and procedures.
d) During the unloading of the load to the vehicles with polyp buckets, the unloading process is done from a height that will keep the dusting at a minimum level.
e) In case of dusting during evacuation, pulverized irrigation tools can be used.
f) All necessary precautions will be taken to prevent the material from falling into the sea.
g) Section 9 requirements for occupational health and safety are taken into account.

EMERGENCY PROCEDURES: See Section.8. **DO NOT USE WATER** . The use of CO_2 and inert gas should not be **resorted** to until the fire is visibly visible .

1.3.2.4. Petroleum Coke

They are black, finely chopped residues of petroleum refining in the form of powder and small particles.

Table 5- Coal and Anthracite Characteristics

Welding Angle	**Bulk Density (kg/m3)**	**Stacking Factor (m3/t)**
Not valid.	599 – 800	1.25 – 1.67
Material Dimensions	**Class**	**Group**
Powder, small parts	MHB	B

DANGER: In case of not complying with the requirements specified in the IMSBC Code during loading and transportation, uncalcined petroleum coke may self-heat and ignite. This charge is not flammable or has a low risk of fire.

PRECAUTIONS AGAINST WEATHER CONDITIONS: There are no special conditions.

ADDITIONAL REQUIREMENTS: The steps given in the title 1.3.2.3 are applied. In addition; It is obligatory to wear gloves, work clothes, boots and hard hats as protective clothing.

EMERGENCY PROCEDURES: See Section.8.

1.2.3.5. Ferrosilicon

Depending on the ferrosilicon silicon ratio, it is also included in the IMDG code. However, the following additional procedures are applied for the types that are within the scope of the IMDG code or not, as specified in the IMSBC code.

Table 6– Ferrosilicon, UN 1408 (Silicon content ≥30%, maximum: 90%, including briquettes) Characteristics

Welding Angle	**Bulk Density (kg/m3)**	**Stacking Factor (m3/t)**
Not valid.	1389 – 2083 (1111 – 1538 for briquettes)	0.48 – 0.72 (0.65 – 0.90) for briquettes
Material Dimensions	**Class**	**Group**
Briquettes can be up to 300mm.	4.3 6.1	B

Table 7- Ferrosilicon, (Silicon content 25%-30%)
Characteristics

Welding Angle	**Bulk Density (kg/m3)**	**Stacking Factor (m3/t)**
Not valid.	1389 – 2083 (1111 – 1538 for briquettes)	0.48 – 0.72 (0.65 – 0.90) for briquettes
Material Dimensions	**Class**	**Group**
Diameter : 2.54 mm	MHB (Hazardous Substances Only in Bulk)	B

DANGER : May cause release of hydrogen, a flammable gas that can form explosive mixtures with air in contact with water. Again under similar conditions, it can release phosphine and arsine gases, which are extremely toxic substances. This charge is not flammable or has a low risk of fire.

STACKING AND SEPARATION CONDITIONS: It should be kept out of contact with foodstuffs and class 8 liquids.

The ship's captain or the shipper takes the following precautions for this load.

WAREHOUSE CLEANING: Warehouses should be kept clean and dry considering the hazards specific to the load.

WEATHER PRECAUTIONS: This cargo will be kept as dry as possible before shipment, during loading and throughout the voyage. This load will not be loaded in rainy weather conditions. During the loading of this cargo, all unused service / hatch covers in the cargo volumes where this cargo is loaded or will be loaded will be kept closed.

LOADING: Load leveling will be done according to the conditions specified in sections 4 and 5 of the Code. Due to the extremely high charge density, tanktop sheets can be subjected to excessive stress if not spread out to ensure even weight distribution. During loading and during the voyage, due care will be taken to ensure that the tanktop sheets are not exposed to excessive stress due to load accumulation.

PRECAUTIONS: The manufacturer or the loader will give a certificate to the captain that the cargo has been stored in a covered condition after production, but has been ventilated (dry) starting at least 3 days before the shipment.

VENTILATION: There will be continuous mechanical ventilation in the cargo volumes where this cargo is carried during the voyage. If the continuation of the ventilation process poses a danger to the ship or the cargo, the ventilation may be interrupted, provided that there is no risk of explosion or similar danger due to the interruption of the ventilation. However, in any case, mechanical ventilation will be performed starting a suitable time before the evacuation.

CARRYING : While this cargo is being transported, detectors suitable for the measurement of each gas or mixtures of these gases will be in working condition for the measurement of hydrogen, phosphine and arsine gases. Detectors shall be certified to operate safely in environments with explosive mixtures. During the voyage, the concentrations of the mentioned gases in the cargo volumes where this cargo is carried will be measured regularly. The results of the measurements will be recorded and kept in the ship's archive.

CLEANING: After the discharge of this load, the load volumes will be cleaned by sweeping twice.

Due to the gas hazard, water will not be used for cleaning the cargo volume in which this cargo is transported.

ADDITIONAL REQUIREMENTS: During the loading or unloading of this cargo, the following points are taken into account.

a) During loading or unloading, smoking and keeping open flames inside the cargo volume or on the deck near the cargo volume are prohibited. Necessary information is given to the working personnel and warning signs are kept.
b) All portable lighting elements will be of a safe type, suitable for use in explosive atmospheres.
c) The load will be kept dry. In rainy weather conditions, cargo handling will be interrupted and hatch covers will be closed.
d) Lifesaving ropes and gas detectors, as well as scuba gas mask sets, will be available on board and will be kept ready for immediate use.
e) Before starting the evacuation, it will be tested whether there are toxic and flammable gases in the atmosphere in the cargo volume.
f) The concentration of dangerous gases will be checked every 30 minutes while there are personnel in the cargo volume.
g) If gas concentrations exceed the thresholds of 0.3 ppm for phosphine and 0.05 ppm for arsine, or if the oxygen level falls below 18%, entry into the cargo volume will not be permitted.
h) Çolakoğlu Metallurgy Inc. personnel or the contractor personnel will not enter the cargo hold without the necessary measurements taken by the vessel and without the supervision of the vessel personnel.
i) Personnel entering the ship's hold will be informed about the following odors. Personnel with health problems related to smell will not be allowed to enter the ship's hold.
    - Arsine is a toxic, colorless gas that smells like garlic.
    - Phosphine is a colorless, flammable and highly toxic gas with the odor of rotten fish.
j) All necessary precautions will be taken to prevent the material from falling into the sea.

k) Section 9 requirements for occupational health and safety are taken into account.

EMERGENCY PROCEDURES: See Section.8.

2. RESPONSIBILITIES

All parties engaged in the transport of dangerous goods; It has to take all necessary measures to make transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage when an accident occurs. In this context, what the responsibilities in the third part of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" are and how they will be fulfilled, and the requirements of the provisions in the fourth part are explained separately in this section. (The responsibilities of all parties are explained separately in this section.)

2.1. General Responsibilities

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

a) They are obliged to take all necessary precautions to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage in case of an accident.
b) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.
c) from the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these loads .

2.2. Responsibilities of Cargo Person

a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
b) It provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.3. Responsibilities of the Carrier

a) It 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.
b) It controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.

c) It 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.

2.4. Responsibilities of the Shore Facility Operator

a) It does not dock the ships carrying dangerous goods without the permission of the port authority.
b) It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
c) It 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 berth by planning in this context.
d) It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
e) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.
f) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to ensure that the ship is safely anchored at the pier and handling.
g) It 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.
h) It 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.
i) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
j) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
k) It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
l) 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.
m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives this information to the relevant parties upon request.

n) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
o) It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
p) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
q) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible, and in cases where it is necessary to wait, it applies to the Administration for permission.
r) It stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.
s) It obtains permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
t) 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.
u) It ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

2.5. Responsibilities of Ship Person

a) It ensures that the cargo to be carried by the ship is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
b) It requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
d) It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
f) It keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.

g) It ensures that the loading program, if any, is approved and documented and kept in working condition.
h) It notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
i) In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.
j) He notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
l) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
m) It ensures that the ship's people involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
n) It provides the requirements for the loading safety of the loads loaded on the ships.

2.6. Education

a) The procedures and principles regarding the training that the personnel working at the coastal facilities that handle the cargoes within the scope of the Regulation on the Carriage of Dangerous Goods by Sea and Loading Safety in force are determined by the Administration. In this context, necessary trainings are taken.
b) Necessary studies are carried out by the Administration for the implementation of IMO trainings which are required by IMO or if deemed appropriate by the Administration.
c) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out at the coastal facilities, the Administration may request the repetition of the trainings.
d) For the practical applications of the trainings within the scope of this article, first of all, the opportunities of the Ministry are used.

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

How the measures regarding the issues specified in the third section 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 section will be met are explained separately under this section.

1,4,6,7,8,9,10 of this guide to the rules and precautions specified in this section. Details are provided in the Emergency Plan and Accident Prevention Policy. Infrastructural requirements are provided by our port facility. Other rules and measures applied are as follows.

Ships carrying dangerous goods are not allowed to approach the facility without the permission of the Port Authority. An application is made by the ship agency for berthing order from the port single window system, the ship can dock at our port with the approval of the Port Authority and the berthing request form sent to the Pilotage and Tugboat Company. Otherwise, the ship is not allowed to berth.

b) **Ship Information Form** is sent by e-mail within the scope of our facility rules, cargo handling rules and relevant legislation before the ship berths to the ships that will dock at our facility . This process is also done with the shipping agency.

c) 3rd party cargo handling offers for cargoes that are not within the scope of the dangerous goods conformity certificate are rejected. The transportation plan of our own loads is planned in accordance with the loads included in the dangerous cargo conformity certificate.

d) For those who are within the scope of import of dangerous cargoes allowed by the administration in our Coastal Facility, the mandatory documents, information and documents related to dangerous goods are requested from the cargo person and the necessity of having them together with the cargo is notified before the ship arrives. inadmissible.

e) All relevant data are obtained from the ship's authorities and/or the cargo person for the cargoes included in the scope of dangerous goods. The cargo discharge plan and the shore safety control chart for dangerous bulk cargoes are agreed with the ship, and the evacuation is started and the cargo discharge plan is adhered to. The cargo discharge plan cannot be changed without the joint decision of the ship and the coastal facility.

f) Cranes used for loading and unloading loads have anemometers to measure wind speed. Measurements are constantly checked during operations, and loading and unloading operations are planned in a way that ensures safe operation. Operation is stopped at limited visibility and high wind speed. In case of sudden changes in weather conditions, all ships approaching the port are informed to increase the number of ropes and control frequency.

g) Packaged and packaged dangerous goods are not handled in our facility. For dangerous solid bulk cargoes, the transport document is requested from the ship and checked.

h) Our coastal facility ensures that all personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training determined by the legislation, and employees whose training requirements are mandatory and who have not received training are not assigned to operations .

i) In order for the equipment used in dangerous goods handling in the facility to be in working condition, the necessary maintenance activities are carried out regularly with the support of the mechanical and electrical and electronic maintenance departments within the company, and the professional competencies of the employees working in these departments are supported by trainings.

j) Occupational health and safety requirements at our shore facility are managed within the framework of ISO 45001 Occupational Health and Safety Management System. Personnel working at the coastal facility are provided with personal protective equipment suitable for the physical and chemical properties of the dangerous cargo, and their use of PPE is checked by the Occupational Safety Department with regular field tours.

k) Activities related to dangerous goods are carried out at the piers 1 and 2, which are documented within the scope of the relevant legislation and established in accordance with it, and ensure the continuity of compliance.

l) Liquid bulk cargo handling is not carried out in our facility.

m) The amount of cargo that is on the ships docking at our Coastal Facility and that is handled as supalan is monitored up-to-date. Only scrap, ferrosilicon and ferromanganese are stored temporarily in the open areas of our facility, temporary storage of coal and petcoke is not carried out, the current tonnage of the loads covered by the dangerous goods conformity certificate is kept. This information is given to the relevant parties upon request. The amount of dangerous goods in the temporary storage areas are regularly monitored by company software.

n) The immediate risk of the dangerous cargo we handle and temporarily store in our Coastal Facility and the measures we take for it are notified to the Port Authority by the Logistics Directorate.

o) Incidents related to dangerous cargoes, including accidents at the entrance to closed areas, are reported to the Port Authority by the Logistics Directorate.

p) Necessary support and cooperation is provided in the controls and inspections carried out by the Administration and Port Authority by the Logistics Directorate, Environment&Sustainable Directorate and OHS Directorate, Administrative Affairs Directorate and Raw Material Field Operations Management.

q) Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods are not handled at our shore facility.

r) There is no temporary storage and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous goods are transported. Fixed and portable fire extinguishing systems and first aid units are kept ready for use in the areas where dangerous goods are handled, and necessary controls are made periodically.

s) In case of hot working works and operations in the areas where dangerous goods are handled and temporarily stored in the Coastal Facility, first permission is obtained from the Port Authority.

t) An emergency evacuation plan for the evacuation of ships from coastal facilities in emergencies was prepared and submitted to the Port Authority, and the relevant persons

were informed about the plan . If necessary, the Emergency Evacuation Plan is revised and the Port Authority and the relevant persons are informed about the revisions.

u) In our coastal facility, there is no internal loading to the cargo transport units. In case it is done, it will ensure that the internal loading of the load carrying units is carried out in accordance with the loading safety rules.

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

(The following issues regarding the classification, transportation, loading/unloading, handling, sorting, stacking and storage of dangerous goods are explained in detail under this section.)

4.1 Classes of Dangerous Goods

IMDG Code; divides dangerous goods into nine important risk classes between 1 and 9.

Five of these classes (1, 2, 4, 5 and 6th grades) are subdivided or subclassed. Class 3, Class 7, Class 8, Class 9 Dangerous Goods are not subclassified. Classification in nine (9) titles was made according to the criteria determined by the United Nations (UN=UN). The same classification system is used by all modes of transport, such as land, air and sea.

- Class 1: Explosives
- Class 2: Gases
- Class 3: Flammable Liquids
- Class 4: Flammable Solids
- Class 5: Oxidizing agents and organic peroxides
- Class 6: Toxic and infectious substances (Toxic and Infectious Substances)
- Class 7: Radioactive substances
- Class 8: Corrosive (Corrosive) substances
- Class 9: Miscellaneous substances and loads

4.1.1. Divisions of Class 1 Explosives

- Section 1.1: Explosive substances and articles in large masses (TNT, hexogen, pentrite)
- Section 1.2: Substances and objects that have a throwing effect but do not explode in mass (Ammunition of certain weapons)
- Section 1.3: Substances and articles which are at risk of fire but whose whole mass is not at risk of explosion (some flares)
- Part 1.4: Substances and articles which do not produce serious effects (Fireworks, detonation fuses)
- Part 1.5: Substances of low sensitivity and with a mass explosion hazard (certain explosive substances)
- Section 1.6: Substances with very low sensitivity and no mass explosion hazard (insensitive explosive substances)

Explosives also receive a "letter of conformity" with the exception of I. Those with the same post can be stacked and moved together even if they belong to different subdivisions.

- A: It cannot be mixed with any other group.
- L: It should not be mixed even in itself.
- H: Can't be confused with any other group except S.
- K: It is forbidden to be carried by civilians.

Unclassified explosives may not be transported with other explosives except for Compatibility Group S.

Explosives in Class 1, except 1.4S, cannot be transported with any other substance. Explosive risk order: (High) 1.1, 1.5, 1.2, 1.3, 1.6, 1.4 (Low)

4.1.2. Divisions of Class 2 Gases

According to the purpose of storage, separation and transportation;

- Section 2.1: Combustible gases (propane, butane, acetylene)
- Section 2.2: Non-flammable and non-toxic gases (compressed air, carbon dioxide, argon)
- Section 2.3: Toxic gases (chloride, ammonium dioxide, cyanide)

4.1.3. Class 3 Flammable Liquids

They are flammable liquids with flash points below 61 °C and liquid explosives with reduced sensitivity. It is not subdivided.

4.1.4. Divisions of Class 4 Solid Combustibles

They are substances that can ignite, catch fire and emit flammable gases when they come into contact with water. It has 3 subclasses.

- Section 4.1: Flammable solids (substances easily ignited by external combustion sources-dry cotton, jute, hemp fiber, straw and hay, matches, rubber scraps, sulfur, etc.)
- Section 4.2: Self-combustible substances (moistening with water or burning in humid air-fish food, white phosphorus, coal, celluloid residues, moist or oil-soaked cotton, iron oxide, some types of plastics, etc.) Risk of fire in contact with air if their containers leak creates. 4.2 Substances react violently with air, so packaging must be airtight!
- Section 4.3: Substances that emit flammable gas in contact with water (Calcium carbide, aluminum and calcium powdered by-products, ferrosilicon, lithium, magnesium products, potassium, metallic sodium, etc., which can ignite under certain conditions.) must be impermeable.

4.1.5. Divisions of Class 5 Oxidizing Agents and Organic Peroxides

They contain a number of oxidizing agents and organic peroxides that release oxygen when heated.

- Section 5.1: Flammable materials (substances that emit oxygen when they glow and react violently in humid environments. Such as Ammonium Nitrate, fertilizer, Ammonium Sulphate, barium chlorate)
- Section 5.2: Organic peroxides (substances that are explosive, rapidly burning, sensitive to impact and friction, violently reacting with other substances) Organic peroxides (substances that are explosive, rapidly burning, sensitive to impact and

friction, react violently with other substances) Some of the Organic Peroxides are very unstable. They must be transported under Control Temperature. If the control temperature is exceeded, cooling measures should be taken immediately before reaching Emergency Temperature!

4.1.6. Class 6 Divisions of Toxic and Infectious Substances

It contains toxic and infectious substances. It is transported with the permission of the Ministry of Environment, Urbanization and Climate Change, Ministry of Agriculture, Ministry of Health.

- Section 6.1: Toxic substances (substances that cause death or injury by ingestion, inhalation and skin contact, Arsenic, aniline, barium oxide, phenol, nicotine, lead, cyanide, mercury products, herbicides and pesticides)
- Section 6.2: Infectious Substances (substances containing microorganisms or their toxins, bone, bone fat, compressed meat waste, animal skins, blood products, blood powder, medical waste, bacteria, fungi, parasites, viruses, microbes, etc.)
- 6.1-Pesticides, pesticides, chemical products 6.2-Disease-causing bacteria, viruses, parasites, fungi
- 6.2-A Category: high risk ; Category B: low risk

4.1.7. Class 7 Radioactive Substances

Substances that spontaneously disintegrate in the process (radiation) of radiation energy or energy in the form of particles. They are classified by the Atomic Energy Agency. Uranium, Thorium compounds, some natural metals (Coltan), medical devices, fire detectors. It is transported with the permission of the Ministry of Energy. The Turkish Atomic Energy Authority should be informed.

FISSILE : Uranium reactor fuel is transported in barrel packaging. It means 'FISSILE' (divisible).

Although there are no subdivisions of the Class 7 category, the substances in it are placed in three categories, from I (lower radiation levels) to III (higher radiation levels), indicating their degree of potential hazard.

Note that this is the reverse of packing groups where I is the highest and III is the lowest.

Further features of the diamond-shaped label distinguish three 'categories' of radiation risk:

- For Category I (Low radiation level substances), the label is white with a single vertical red bar after the word 'RADIOACTIVE'.
- Category II (intermediate radiation levels) is indicated by a diamond-shaped label with upper half yellow and lower half white, followed by two vertical red bars following the legend.
- Category III (high radiation levels) items have a similar yellow/white diamond shape to those in Category II, but with three vertical red bars.

4.1.8. Class 8 Corrosive Substances

They are liquid or solid substances that cause serious damage to the tissue by burning, injuring or destroying living tissues. They are solids or liquids that damage living tissues, emit irritating, toxic or harmful vapors, corrode metals, and react with water. Since the vapors of such substances are dangerous when inhaled or in contact with the eyes, it should be approached with glasses, mask, protective clothing, acid protective gloves.

4.1.9. Class 9 Other Dangerous Goods And Articles

It is a group of miscellaneous dangerous goods and goods; includes loads that are judged to be dangerous but do not meet the definitions in other classes.

4.2 Packages and Packages of Dangerous Goods

Scrap and dangerous solid bulk cargo are handled and stored in our Port Management. Packaged and packaged dangerous goods are handled and not done. For this reason, no explanatory information about the substance was given.

4.3 Placards, Plates, Brands and Labels for Dangerous Goods

Plates, brands and labels of dangerous goods handled at our port must comply with the provisions of the IMDG Code and other relevant legislation. Plates, plates, brands and labels related to dangerous goods are explained in detail in the 5th part of the IMDG Code. Hazardous materials and cargo transport units that are not marked, labeled or plated as required are not processed. All costs incurred for this type of dangerous goods are recourse to the person concerned.

Placards, plates, brands and labels used in cargo transport units of dangerous goods are given below.

Table 8- Class 1: Explosives

	**Class 1.1** : **Mass and Sudden** Explosions May contain explosives capable of causing a mass explosion. In an explosion, it affects almost all charges.
	**Class 1.2** : **Those That Throw Pieces But Do Not Explode in Mass** Contains explosives that have the risk of throwing fragments but will not cause a mass explosion.
	**Class 1.3** : **Flammable** Explosives It includes explosives that have the risk of starting fire, the explosion intensity is light, there is a danger of throwing parts even if it is small, but it will not cause a mass explosion.

	**Class 1.4** : **Low Damage Explosives** Contains explosives that have a slight explosion risk, their effects will not exceed the container they are in, and will not cause an explosion or fire outside.
	**Class 1.5: Difficult to Explode, but Explosive Massively Includes** explosives with very low sensitivity that can explode en masse but explode very hard.
	**Class 1.6** : **Those that are Difficult to Explode and Do Not Have a Mass Explosion Hazard** It includes explosives that can explode very hard, have very low sensitivity, and do not have the danger of mass explosion at the same time.

Table 9- Class 2: Gases

	**Class 2.1** : **Flammable Gases** Substances weighing 454 kg (1001 lbs) that are gaseous below at 20°C (68°F). These substances have a pressure of 101.3 kPa (14.7 psi) and a boiling point of 20°C (68°F) or less at this pressure. They are flammable at 101.3 kPa (14.7 psi) and air mixtures below 13%. Or they are flammable at a minimum of 12% air mixture and 101.3 kPa (14.7 psi) pressure regardless of the lower limit.
	**Class 2.2** : **Flammable and Non-Toxic Gases** This class includes compressed gases, liquefied gases, compressed gases with pressurized cryogenic gases, and oxidizing gases. Combustible and non-toxic gases are gases not included in classes 2.1 and 2.3 with a pressure content of 280 kPa (40.6 psia) at 20°C (68°F).
	**Class 2.3** : **Toxic Gases Toxic gases** that are known to be harmful to human health and pose a health hazard during transportation. Substances with an LC50 value over 5000 ml/m3 in tests on animals

Table 10- Class 3: Flammable Liquids

	Flammable liquids are substances with a flash point of not more than 60.5°C (141°F), or in liquid form and kept heated for transport, with a flash point of 37.8°C (100°F) and above.

Table 11- Class 4: Flammable Solids

	**Class 4.1** : **Flammable Solids** Flammable solids are flammable solids and solids that can cause fire due to friction. Self-reactive substances tend to undergo strong exothermic decomposition even without the participation of oxygen (air), which has no stable temperature. Solid desensitized explosives; Substances that are wetted with water or alcohol or diluted with other substances to reduce their explosive properties. Polymerizing agents are substances which, without stabilization, are liable to undergo a vigorous exothermic reaction, leading to the formation of larger molecules or to the formation of polymers under normal conditions encountered in transport. Explosives in Class 1 but deactivated, or substances specifically included in this class by the manufacturer.
	**Class 4.2** : **Self-Combustible Solids** Self-heating substances and articles, including mixtures and solutions, are liable to heat up in contact with air without any energy source. These substances ignite only in large quantities (in kilograms) and over a long period of time (hours or days).
	**Class 4.3** : **Hazardous in Contact** with Water Covers substances which, by reacting with water, give off flammable gases liable to form explosive mixtures with air, and articles containing similar substances.

Table 12- Class 5: Oxidizing Agents and Organic Peroxides

	**Class 5.1** : **Oxidizing Agents** Covers substances that, whether or not themselves flammable, cause or contribute to the combustion of other materials, usually by giving off oxygen. Such substances may be contained in an object.
	**Class 5.2** : **Organic Peroxides** Organic peroxides are organic substances containing the divalent -OO- structure and can be thought of as derivatives of hydrogen peroxide in which one or both hydrogen atoms have been replaced by organic radicals. Substances of this class are divided into two subclasses as those requiring heat control and those not requiring heat control.

Table 13- Class 6: Toxic and Infectious Substances

	**Class 6.1: Toxic (Toxic) Substances** These substances; are substances that can cause death or serious injury or harm human health if swallowed, inhaled or in contact with skin.
	**Class 6.2** : **Microbes** Contagious Substances Class 6.2 covers infectious substances. For the purposes of the IMDG code, infectious agents are those that are known and expected to contain pathogens. Pathogens are defined as microorganisms (including bacteria, viruses, rickettsia, parasites, fungi) and other agents such as prions that can cause disease in humans and animals.

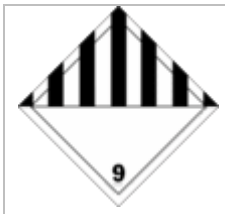
Table 14- Class 7: Radioactive Substances

	**Radioactive** Radioactive material means any material containing radionuclides that exceed the values specified in IMDG codes 2.2.7.2.2.1 to 2.2.7.2.2.6. in both activity concentration and total activity at consignment.

Table 15- Class 8: Corrosive (Corrosive) Substances

	**Corrosive** Corrosive substances are substances that will cause irreversible damage to the skin by chemical action or, in the event of leakage, materially damage or even destroy other goods or means of transport. This class also includes other substances that only form corrosive liquids in the presence of water or produce corrosive vapors or mist in the presence of natural humidity of the air.

Table 16- Class 9: Other Dangerous Goods

	**Other Dangerous Goods** Substances that pose a danger during transport but do not comply with any of the defined classes are included in this class. This class includes the following items: substances that can endanger health if inhaled in the form of fine dust; Substances and articles capable of forming dioxins in case of fire; Substances emitting flammable vapours; capacitors Lithium batteries; lifesaving devices; Environmentally harmful substances; marine pollutants; High temperature substances; Other substances and articles not conforming to the definitions in another class but presenting a danger during carriage

4.4 Signs of Dangerous Goods and Packing Groups

The marking and packaging groups of dangerous goods handled at our port must comply with the provisions of the IMDG Code and other relevant legislation. Signs and packaging groups for dangerous goods are explained in detail in the 2nd and 5th parts of the IMDG Code and in the "Dangerous Substance List". Packaged dangerous goods are not handled in our port.

4.5 Separation Tables on Ship and Shore Facility According to Classes of Dangerous Goods

One of the most important elements of the transport of dangerous goods is the stacking and separate storage of the cargo. Hazardous materials should not be stored with materials that may interact and cause danger. Incompatible dangerous goods must be placed separately from each other during transport and storage. Improper stacking of hazardous materials can cause toxic fumes, fire, spillage and deterioration of product quality. For this reason, IMDG

Code; He outlined the rules on stowing and segregated storage in Chapter 7 of Volume 1 entitled "Provisions Regarding Transport Activities".

4.5.1. On Board Separation Tables According to Classes of Dangerous Goods

Table 17– Separation Table for Ships

CLASS	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 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	one	one	2	2	2	2	2	2	x	4	2	2	x
Flammable gases 2.1	4	4	2	x	x	x	2	one	2	x	2	2	x	4	2	one	x
toxic and non-flammable gases 2.2	2	2	one	x	x	x	one	x	one	x	x	one	x	2	one	x	x
Toxic gases 2.3	2	2	one	x	x	x	2	x	2	x	x	2	x	2	one	x	x
Flammable liquids 3	4	4	2	2	one	2	x	x	2	one	2	2	x	3	2	x	x
Flammable solids (including self-reactive substances and solid desensitized explosives) 4.1	4	3	2	one	x	x	x	x	one	x	one	2	x	3	2	one	x
Substances liable to spontaneous combustion 4.2	4	3	2	2	one	2	2	one	x	one	2	2	one	3	2	one	x
contact with water, emit flammable gases 4.3	4	4	2	x	x	x	one	x	one	x	2	2	x	2	2	one	x
Oxidizing substances (agents) 5.1	4	4	2	2	x	x	2	one	2	2	x	2	one	3	one	2	x
Organic peroxides 5.2	4	4	2	2	one	2	2	2	2	2	2	x	one	3	2	2	x
Toxic substances 6.1	2	2	x	x	x	x	x	x	one	x	one	one	x	one	x	x	x
Infectious substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	one	x	3	3	x
radioactive material 7	2	2	2	2	one	one	2	2	2	2	one	2	x	3	x	2	x
Corrosive substances 8	4	2	2	one	x	x	x	one	one	one	2	2	x	3	2	x	x

Various dangerous substances and objects	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

The numbers and symbols in Table.12 have the following meanings:

1 It should be kept away.

2 It should be separated.

3 It should be kept separate by means of an entire compartment or partition.

4 It must be separated longitudinally by an entire intervening compartment or partition.

x The Dangerous Goods List should be consulted to verify whether there are special segregation provisions.

* For separation provisions between substances or products in Class 1, see IMDG Code 7.2.7.1.

be kept away ", " Should be separated " , "Should be kept separate by a whole compartment or partition " , "Should be separated longitudinally by an intervening compartment or partition " mentioned herein are shown under the heading 4.6 of this guide.

4.5.2. Separation Tables at the Coastal Facility According to Classes of Dangerous Goods

The IMO Maritime Safety Committee (MSC), through Circular 1/1216 dated February 26, 2008, has issued several revised recommendations regarding the non-hazardous shipment of dangerous goods and related activities within port areas. MSC 1216 Circular of 2008 sets out the decision that containers carrying dangerous goods should not be stacked on top of others. Containers carrying dangerous goods in the same class are exempt from this rule. This exemption does not apply to loads in Class 8 (abrasives) if they have different contents. In other words, if the load in Class 8 consists of exactly the same substances, they can be stored on top of each other. Containers should always be stacked to facilitate access to doors and sides so that cooling and control work can be carried out.

Table 18- Segregation table for port sites

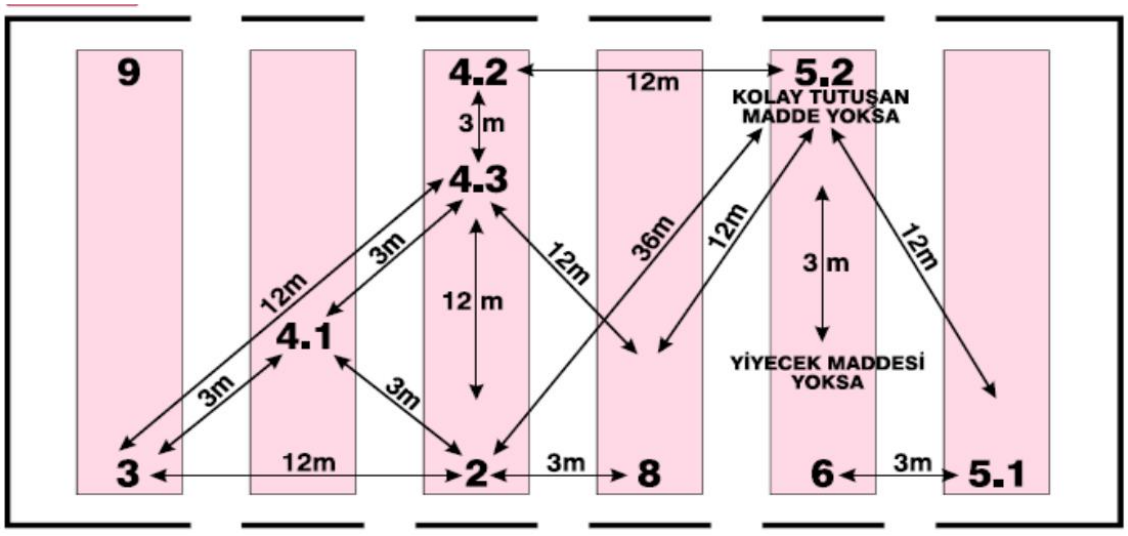
Hazard Class		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	O	O	O	S	A	S	O	S	S	O	A	O
Non-toxic, non-flammable gases	2.2	O	O	O	A	O	A	O	O	A	O	O	O
Toxic Gases	2.3	O	O	O	S	O	S	O	O	S	O	O	O
Flammable Liquids	3	S	A	S	O	O	S	A	S	S	O	O	O
Flammable Solids	4.1	A	O	O	O	O	A	O	A	S	O	A	O
Substances liable to spontaneous combustion	4.2	S	A	S	S	A	O	A	S	S	A	A	O
Substances which, in contact with water, emit flammable gases	4.3	O	O	O	A	O	A	O	S	S	O	A	O
Oxidizing Agents	5.1	S	O	O	S	A	S	S	O	S	A	S	O
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	O	A	S	O
Toxic Substances	6.1	O	O	O	O	O	A	O	A	A	O	O	O
Corrosive Substances	8	A	O	O	O	A	A	A	S	S	O	O	O
Miscellaneous Hazardous Substances and Objects	9	O	O	O	O	O	O	O	O	O	O	O	O

The table specifies only three separate storage categories in terms of storage at ports. “0” means pairs of dangerous goods that must be stored separately from others (unless indicated by separate entries in the numerical list of dangerous goods, which must always be checked). meters) “S” stipulates the separate storage category “separate from” between the classes of this pair. Class 1 cargoes (except paragraph 1.4 S), 6.2 and 7 are generally subject to authorization for direct shipment or delivery in the port area only. These classes are not included in the table. However, in case of unexpected situations, these loads must be kept temporarily in designated areas. Separate storage requirements for separate classes, as stipulated in the IMDG Law, should be taken into account by the port authority when establishing certain conditions. Cleaning of containers and portable tanks carrying dangerous goods should be carried out in special areas away from the places where dangerous goods are stored. These areas should be adequately prepared and equipped in order to prevent the washing water contaminated with dangerous substances from mixing with the soil, water channels and sewer system. After unloading the container with scattered and unplaced dangerous goods for delivery (unloading/stripping the cargo from the container), all plates and risk identifications for the goods must be removed from the container.

4.6 Separation Distances and Terms of Dangerous Goods in Warehouses

Hazardous materials cannot be handled in the classes specified in the warehouse warehouses at the coastal facility. If dangerous goods are handled in these classes, the segregation table to be considered in the warehouse storage of the handled dangerous goods is as follows.

Figure 1- Separation Distances of Dangerous Goods in Warehouses



5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

In order to contribute to the safe execution of the said activities in the loading/discharging, handling and temporary storage of dangerous goods in our port operation; dangerous goods classes, packages, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and shore facility according to the classes of dangerous goods, separation distances of dangerous goods in warehouse storage, separation terms, dangerous cargo documents, dangerous goods emergency response action flow diagram, Dangerous Goods Handbook, which includes emergency contact information, emergency equipment locations, usage instructions and shore facility rules, is given in Appendix 10 of this guide.

6. OPERATIONAL MATTERS

6.1 Procedures for Safely Docking, Mooring, Loading/Discharging, Shelter or Anchoring of Ships Carrying Dangerous Goods Day and Night

a) **Ship Information Form** is sent by e-mail to the ships that will dock at our facility, at least 1 day before the ship docked, within the scope of our facility rules, cargo handling rules and relevant legislation . This process is also done with the shipping agency. Forms containing incomplete information are not taken into account by the Logistics Department.

b) Ships carrying dangerous goods are not allowed to approach the facility without the permission of the Port Authority. An application is made by the ship agency for berthing order from the port single window system, the ship can dock at our port with the approval of the Port Authority and the berthing request form sent to the Pilotage and Tugboat Company. Otherwise, the ship is not allowed to berth.

c) There are 2 berths in our facility , and berthing area planning is made according to the draft values at the berthing and departure of the ships and the ship size limits in the Coastal Facility Operation Permit.

d) With the approval of the Port Authority, it is allowed to approach the port accompanied by a guide.

e) In case the berthing areas are full, ships and marine vessels stay in the anchorage area reserved for them to wait in line, and they cannot change their anchorage areas and cannot anchor in the port administrative area in a way that prevents maritime traffic without the permission of the port authority.

f) They wait in the anchorage area whose coordinates are given below until the port area is available.
    a. 40° 45' 24" N – 029º 21' 15" E (Yelkenkaya Point)
    b. 40° 43' 00" N – 029° 21' 18" E
    c. 40° 43' 00" N – 029° 23' 24" E
    d. 40° 44' 57" N – 029° 30' 57" E
    e. 40° 44' 48" N – 029° 32' 30" E
    f. 40° 41' 12" N – 029° 33' 36" E

g) It is forbidden for ship personnel to walk in the port area. If it is necessary for the ship's personnel to land at the port, in-plant ring vehicles will be used.

h) The ship's side pier will be used for the ship's quay passage.

i) Sufficient lighting is available at the berths to ensure that the vessels berthed at the coastal facility are adequately illuminated and the lighting is constantly controlled. In case of malfunction, the malfunction is promptly resolved with the support of the Electrical and Electronics Maintenance Department.

j) Lighting measurements are made by the OHS Unit within the scope of the relevant legislation. Necessary actions are taken for unsuitable measurement points, and the measurement is repeated and the lighting adequacy is recorded.

6.2 Procedures for Additional Measures to be Taken According to Seasonal Conditions for the Loading and Discharge of Dangerous Goods

a) Wind speed and direction are constantly monitored in the port.
b) Necessary precautions are taken in the field in case of storm warnings made by the Port Authority.
c) In case of a seasonal warning during loading and evacuation, the ship's captain is informed to take the necessary precautions. The loading and unloading process is stopped until suitable weather conditions are reached.
d) Dangerous solid bulk cargoes which, in contact with water, can turn into flammable or toxic vapors or cause a simultaneous explosion, are kept as dry as possible. Such loads are only loaded or unloaded under dry weather conditions.

6.3 Procedures for Keeping Combustible, Flammable and Explosive Loads Away from Spark-Creating/May Create Operations and Not Operating Vehicles, Equipment or Tools That May Create/Create Sparks in Dangerous Goods Handling, Stacking and Storage Areas

a) It is forbidden to smoke, light a fire, and do spark-producing works such as welding on the cargo deck and points of berthed ships carrying dangerous goods and in the areas where dangerous goods are handled.
b) Flammable materials are kept away from spark-generating processes and spark - generating vehicles or tools are not operated in the dangerous goods handling area.
c) Before performing a hot work in our facility, a written authorization issued by the Port Authority is obtained.
d) In addition to the security measures required to be taken by the Port Authority, additional security measures required by the ship and/or interface will be taken, together with the ship and/or interface responsible(s) responsible for the hot work, before starting the hot work.
e) The OHS unit will be informed about the hot operations to be carried out on the port and on the ship. In addition to the measures requested by the Port Authority, the work will be carried out within the framework of the measures given by the HSE.313 Occupational Health and Safety Instruction in Hot Processes, depending on the work permit systematic.
f) In dangerous cargo areas, the following conditions must be fulfilled, especially in the handling of dangerous goods, especially when working with flammable, combustible and explosive materials.
    1) Not performing hot works (welding, cutting, etc.), working in a controlled manner by taking the relevant permits and measures in mandatory situations,
    2) Using ex-proof (non-sparking) hand tools,
    3) Working with personnel who have received the necessary training,
    4) Informing the relevant units before the study,
    5) Briefing the personnel who will work in the field,

6) Making measurements of toxic, suffocating gases and sufficient oxygen, especially in indoor works, and keeping the measuring devices ready for use,
7) Keeping the necessary protective measures and equipment ready for use in case of emergencies,

7. DOCUMENTATION, CONTROL AND REGISTRATION

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

Documents related to dangerous goods handled in our coastal facility must comply with the provisions of the IMSBC Code and other relevant legislation. Documentation and documentation requirements regarding dangerous goods IMDG Code 5.4. It is explained in detail in the documentation title. The following documents regarding dangerous cargoes are kept up-to-date at our port and work and transactions are carried out in accordance with the provisions of these documents.

- IMSBC Code International Code for Solid Bulk Cargo Transported at Sea
- BLU Code Code of Practice for Safe Loading and Unloading of Bulk Carriers
- Solid Bulk Loading and Unloading Manual for Terminal Representatives (IMO-MSC/Circ.1160; IMO-MSC/Circ.1230; IMOMSC.1/Circ.1356)

In order to safely handle the dangerous goods coming to our facility and to take appropriate precautions, the documents sent beforehand are absolutely needed. These documents;

- Dangerous Cargo Notification Document
- Documents Required on Board
- Other Required Documents and Information

7.1.1. Dangerous Cargo Notification Document

The shipping documents prepared by the shipper will include a "Signed Certificate or Dangerous Cargo Notification Document" stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment. At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area; Ships and marine vessels with a cruising time of less than twenty-four hours until they enter the port area, submit the notification document containing detailed information about their cargo to the Port Authority in writing, immediately after their departure from the coastal facility.

The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by road and rail. In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and he may lose the order of approaching, departing, or passing, if any.

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.

Dangerous Goods Notification Document can be in any form, provided that it contains all the information specified in IMDG Code Section 5.4.

7.1.2. Documents Required on Board

Each ship carrying dangerous goods and marine pollutants shall have a specific list, manifest or stowage plan with the names and locations of the dangerous goods and marine pollutants. This particular list and manifest will be based on the documents and certificates required in the IMDG Code. A detailed **stowage plan** , determined by class and showing the locations of all dangerous goods and marine pollutants, can be used instead of this special list or **manifest** .

For dangerous goods shipments; Appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to dangerous goods during transportation. This information will be far from packages containing dangerous goods and will be available immediately in case of an event. Information to be used in emergency response will be found in the following documents.

- Within the special list, manifest or dangerous goods declaration,
- In a separate document such as a safety data sheet,
- Medical First Aid Guide (MFAG) for Use in Accidents Involving Dangerous Goods and Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide) to be used in conjunction with the transport document" in separate documents.
- SDS of dangerous cargo

7.1.3. Other Required Information and Documents

In certain cases, the following special certificates or documents will be required.

- An air abrasion certificate as required for certain entries in the Dangerous Goods List
- Substance, material or object; A certificate excluding IMDG provisions (see separate entries for charcoal, fish meal, seed meal, etc.);
- For new self-reactive substances and organic peroxides or new formulations of currently assigned self-reactive substances and organic peroxides, a notification by the competent authority of the country of origin on the approved classification and transport conditions.
- Material safety data sheet for dangerous cargo

7.1.4. Multimodal Hazardous Substances Form

The Multi-Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode. Dangerous Goods Handling in our port operation is not included in this scope.

7.2 Procedures for Keeping the Up-to-Date List of All Dangerous Goods in the Coastal Facility Area and Other Related Information Regularly and Completely

An up-to-date list of all dangerous goods within the port operation area is kept by the Logistics Directorate, including the following information.

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Buyer,
- Sender,
- seal number,
- Additional Information (Ignition degree, viscosity, etc.),
- Where it is stored in the Port Area,
- Length of stay in the port,

Loads are kept using company software with stock tracking. Giving them to use from the field and stock reductions are made by using company software in coordination with the directorate and stock area management. Only authorized employees can access this information and it is shared with the related parties upon request. The dangerous goods inventory of the ships loading/discharging at the port is kept by the Logistics Directorate. Daily tonnages on board and discharged are recorded as morning and evening reports.

7.3 Procedures for Control and Reporting of Control Results That Dangerous Goods Arrived at the Facility Are Properly Defined, Correct Shipping Names of Dangerous Goods Are Used, Certified, Packed/Packed, Labeled and Declared, and Are Safely Loaded and Transported to the Package, Container or Cargo Transport Unit in accordance with the Rules

In coordination with the Logistics Directorate, Customs and Trade Operations Directorate, they check the accuracy of the following information on the dangerous goods documents issued by the Sender of the dangerous goods to be accepted into the Port;

- UN Number,
- PSN name (Proper Post Name),
- Class (with Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 Sub-hazards),
- Packing Group(I, II, III),
- Whether it is a Marine Pollutant,
- seal number,
- Additional Information (Ignition degree, viscosity, etc.)
- Where to be stored in the Port Area

This information is provided at all stages of the loading and unloading operation, and the control of the load is ensured.

In case the information received with the transport document and the cargo carry different information, the sender is instructed to verify the information about the dangerous cargo / vehicle / container and to correct the missing and incorrect label brands. In the detection of dangerous goods that do not comply with IMDG Code standards
The port operator reports the non-compliance to the Port Authority.

7.4 Procedures for Supply and Keeping of Dangerous Goods Safety Data Sheet (SDS)

One of the documents that ships carrying dangerous goods handled in our facility must submit to us before they dock at our port is the safety data sheet (Safety Data Sheet -SDS). The SDS of the dangerous cargo to be loaded or unloaded must be submitted to the Logistics Directorate before the operation by the ship's shipper or its agency. The SDS of the cargo to be loaded and unloaded must also be on board. It has been prepared in accordance with the criteria determined by the Regulation on Safety Data Sheets for Harmful Substances and Mixtures, which entered into force after being published in the Official Gazette No. It should contain information about the titles.

- UN Number,
- PSN name (Proper Shipping Name,) (Required for sea freight)
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with Sub-hazards)
- Packing Group (I, II, III)
- Whether it is a Marine Pollutant,
- Tunnel Restriction Code (Required for road transport)

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods

Statistical information from the records of the dangerous goods handled annually is kept by the Logistics Directorate. The information of each cargo handled at the coastal facility is entered into the Port Management Information System (LYBS) System of the Ministry of Transport and Infrastructure. Details of incoming ships, which piers they dock at, loading/discharge amounts, loading/discharge times are kept. These data are recorded monthly and annually in electronic environment and are also kept in electronic environment. The quantity information of the cargo temporarily stored in the open area at the port is recorded using the company software.

7.6 Information on Quality Management System

Çolakoğlu Metallurgy Inc. A quality management system in accordance with ISO 9001:2015 standards and conditions has been established and certified in the Gebze Branch. In addition, ISO 14001 Environmental Management System and ISO 45001 Occupational Health and Safety Management Systems are installed and certified. The requirements of the management systems are implemented and their continuity is documented with regular third-party audits. Our management systems cover all steps related to coastal facility operation, such as handling procedures, procedures within the scope of occupational safety, regular control and maintenance procedures and records of equipment, and consumable control and supply procedures.

Internal audits specifying the requirements within the scope of "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" and "Directive on the Coastal Facility Dangerous Goods Compliance Certificate" related to the dangerous goods conformity certificate have been integrated into our management systems and under the supervision of the Dangerous Goods Safety Advisor and the facility manager. is done.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention Procedures for Dangerous Carigoes and Dangerous Situations Composed of Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment

Çolakoğlu Metallurgy Inc. In the port operation located in the Gebze Branch, earthquake, fire, explosion, storm, lightning, flood, flood, harmful substance incidents, accident, sabotage, terrorism, war, explosion, etc. In emergency cases, it is acted according to HSEF.023 Emergency Action Plan Annex.15 Port Dangerous Cargo Handling Emergency Response Guide . In fires caused by dangerous loads, reference is made to the procedures specified in the Emergency Measures for Fire (Ems For Fire) against FIRE, which may be caused by the dangerous substances listed in the IMDG code.

If the ship that will be loaded or unloaded is burned before it arrives at our port and it is close to the port and it is planned to continue the voyage and berth to our pier, the necessary preparations are immediately started at the pier in line with the Annex.15 Port Dangerous Cargo Handling Emergency Response Guide of the HSEF.023 Emergency Action Plan. If it is decided to evacuate the ship, the evacuation process is carried out within the framework of Annex.16 Ship Evacuation Plan of the HSEF.023 Emergency Action Plan.

In the IMDG Code Emergency Guide (EmS Guide) to prevent marine and environmental pollution in case of leakage / spillage caused by dangerous cargo operations; Against the leakage that may be caused by dangerous loads listed in the IMDG code, the Emergency Plan for Leakage (Ems For Spillage) is intervened according to the specified procedures. If there is a serious threat to the sea and the environment caused by leakage or spillage caused by dangerous cargo, the issue is evaluated within the scope of the 1st level incident and the necessary intervention is made by implementing the "Emergency Response Plan Against Marine Pollution".

In case of marine pollution arising from the wastes specified in MARPOL 73/78 (bilge, sludge, ballast, petroleum and petroleum-derived wastes, ship waste oils, solid wastes, etc.) originating from the ship approaching the port during the dangerous cargo operations, according to the “Emergency Response Plan Against Marine Pollution”. moves. Pollution is reported to Port Authority, Provincial Directorate of Environment, Urbanization and Climate Change. The Marine Pollution Emergency Response Company, which is contracted to respond to pollution, is informed. First response until the Marine Pollution Emergency Response Firm arrives at the port It is done by the Marine Pollution Response Team within the framework of the Marine Pollution Emergency Plan.

Emergencies are reported to the Port Authority by the Logistics Directorate.

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

Fire response equipment is given in Table.14, and marine pollution response equipment is given in Annex.14.

Table 19– Fire Fighting Equipment List

Sequence No.	TYPE OF MATERIAL	NUMBER
one	Dry chemical powder fire extinguisher	
2	carbon dioxide fire extinguishers	
3	Foam fire extinguishers	
4	Fire cabinet (Emergency cabinet)	**2**
5	fire tug	
6	fire alarm button	
7	Ambulance	**2**
8	Irrigation Tanker	**2**

8.3 Regulations Regarding First Responding to Accidents Involving Dangerous Goods (First Intervention Procedures, First Aid Opportunities and Capabilities etc.)

Accidents that can be caused by hazardous materials in our port facility are in the form of fire and spillage/leakage/spill.

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

In case of emergency, internal notifications are made as in Figure 2. External notifications are limited to legal institutions and service providers;

- Kocaeli Port Authority,
- Kocaeli Provincial Directorate of Environment, Urbanization and Climate Change,
- Nuclear Regulatory Authority, Customs Directorate and Ministry of Transport and Infrastructure Main Search and Rescue Coordination Center according to the size and form of the emergency.

Necessary information is given.

In the event of an injury accident, the 112 emergency service and, if necessary, the Gebze Municipality Fire Department are called for support in extinguishing the fire.

Figure 2– Internal Communication Scheme in Emergency Situations

8.5 Accident Reporting Procedures

"Dangerous Goods Incident Notification Form" is filled in for all kinds of accidents related to dangerous goods in the port management, and necessary information is given to the Port Authority. The form contains the following information;

- Nature of the Event and Time of Occurrence
- Event Location/Exact Location
- Information on Type, Amount and Condition of Affected Cargoes
- Specific Existing Hazards/Marine Pollutants
- Details of Signs and Labels of Dangerous Goods
- If a cargo classified by IMDG Code, Proper Shipping Name, Class (part and compatibility group of products for Class-1 when allocated), UN number and Packing Group)
- Dangerous Goods Manufacturer's Name
- Ratio of Damage/Pollution
- Sequence of Events Causing the Event
- Number and Types of Injury/Death
- Emergency Response
- Other Conditions to be Specified
- Desires and Needs
- Information about the Informer (relevant person)

As a result of accidents caused by dangerous goods, the background and causes of the accident are investigated and a report is prepared to be discussed and evaluated by the port occupational safety committee. Occupational safety committee on the other hand; response speed, correct method use and effectiveness, root causes etc. evaluated in terms of situations.

Necessary measures are taken by the Logistics Department to prevent subsequent events from happening again.

8.6 Coordination, Support and Cooperation Method with Official Authorities

The method of coordination, support and cooperation with official authorities is carried out in line with the methods given in the HSEF.023 Emergency Action Plan and the "Emergency Response Plan against Marine Pollution".

All accidents related to Dangerous Goods will be coordinated primarily with the Port Authority. By informing the Port Authority, support and cooperation will be provided with the Provincial / District Fire Brigade, AFAD, and the aid units of the neighboring facilities. In the event of a possible emergency at the adjacent facility, measures will be increased at the facility and teams will be prepared to assist. Considering the urgency of the situation and the extent of the danger, aid and support teams will be assigned to respond to the incident.

By evaluating the dangerous cargo area and the class, quantity and danger risk of the cargo in the field, preparations will be made for measures such as evacuation, dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

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

The removal of ships and marine vehicles from the port is permitted upon the request of the Port Authority. Evacuation is carried out in accordance with the LOJ.TP.01 Ship Evacuation Plan included in Annex 16 of the HSEF.023 Emergency Action Plan.

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

In the handling and disposal of damaged dangerous cargoes and wastes contaminated by dangerous goods, the information in the safety data sheet (SDS) of the dangerous cargo is taken into account. A safe area is determined in the port area for the temporary storage of these wastes. Necessary precautions are taken for the environment and human health in a safe area. Disposal processes are carried out in accordance with the requirements of the Waste Management Regulation in force published by the Ministry of Environment, Urbanization and Climate Change. The works are carried out under the coordination of the Environment and OHS Directorate and the Environmental Management Management.

8.9 Emergency Drills and Their Records

Emergency drills and drill records are planned and recorded within the framework of the Emergency Procedure and Emergency Plan, which are within the scope of ISO 45001 Occupational Health and Safety Management System.

In practice subjects and periods, the Occupational Health and Safety Law, which is in force at least, and the relevant legislation related to this law, the Law on the Principles of Emergency Response and Compensation of Damages in Pollution of the Marine Environment with Petroleum and Other Harmful Substances, and the relevant legislation and ISPS CODE requirements are taken into account. If necessary, the subjects and periods of the exercises

can be diversified or the periods can be increased by taking into account the minimum requirements.

Occupational Health and Safety Law and related legislations related to this law, records of the drills made within the scope of the Law on Emergency Response and Compensation of Damages in Pollution of the Marine Environment with Petroleum and Other Harmful Substances are kept by the Environment and OHS Directorate, and the records of the exercises carried out within the scope of ISPS CODE are kept by the Logistics Directorate. .

8.10 Information on Fire Protection Systems

Materials and equipment included in fire protection systems are given in Article 8.2 and Table.14.

8.11 Procedures for Approval, Inspection, Testing, Maintenance and Availability of Fire Protection Systems

Fire protection systems are approved by Kocaeli Metropolitan Municipality Fire Brigade Department.

Every year, fire protection systems are tested and certified by an institution accredited by TÜRKAK as an "Inspection Agency" for fire fighting, in accordance with the standards.
Fire protection systems are checked monthly by the relevant department supervisor and OHS with the HSEF.---- Fire Installation Inspection Form. The control of the fire extinguishers and fire cabinets in the field is done by an accredited organization in 6-month periods and their records are kept.

8.12 Precautions to be Taken When Fire Protection Systems Do Not Work

In cases where the fire protection systems do not work in the first response to the fire in our port operation, assistance is obtained from the local fire department. Until the local firefighters arrive, the possibilities of using the facilities of the neighboring facility are investigated.

8.13 Other Risk Control Equipment

Other risk control equipment is not available.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

Çolakoğlu Metallurgy Inc. It is certified by the Occupational Health and Safety Management System Board in the Gebze Branch within the scope of ISO 45001: 2018 Occupational Health and Safety Management System Standard, which also covers the port operation, and within the scope of International accreditation. Within the scope of our management system, our targets are determined with the belief that work accidents and occupational diseases are preventable. With the leadership of our senior management and the participation of our employees in all processes of our enterprises, we act to increase the performance of our "Occupational Health and Safety" management system in accordance with legal and other conditions and to ensure its continuity. Systematic continuous improvement activities are implemented in order to identify and minimize the risks of work accidents and occupational diseases that may arise from our activities, and to ensure safe and healthy working conditions by effectively reducing these risks with the participation of our employees.

- In addition to the OHS board meetings, department-based OHS meetings,
- Field inspections covering the entire factory daily,
- security walks,
- In addition to annual legal OHS trainings, on-the-job talks, one-point lessons,
- Process, machinery & equipment, chemical, location-based risk assessment studies,
- Subcontractor & subcontractor & supplier managements,
- Hazardous situation & incident & accident root cause investigations,
- Corrective action tracking through software applications,
- PPE management,
- Occupational hygiene measurements on an annual basis,
- work permits,
- Here is the idea reward system,
- Information screens & bulletins etc. our work

forms.

9.2 Information on Personal Protective Clothing and Procedures for Their Use

The personal protective equipment that the employees working in dangerous goods handling at the port should use according to their job descriptions are given in Appendix 15 of this guide. The PPE used must comply with the provisions of the current Personal Protective Equipment Regulation published by the Ministry of Family, Labor and Social Services. The usage areas of these personal protective equipment are as follows.

a) Head protectors

- It is used to protect from impact effects.
- Depending on the falling distance, it protects objects weighing 10-15 Kg from their effects.
- It is used in iron and steel, mining, building, ship and tunnel constructions.

- It provides safety up to 600 V due to its insulating feature.

b) Ear protectors

- The noise level in the workplaces should be below (85 db). In noisy places of 85 dB and above, the following ear protectors should be used:
    - Earplugs and similar devices,
    - full acoustic helmets,
    - Earmuffs that fit industrial helmets

c) Eye and face protection

- Glasses,
- Closed goggles (diving goggles),
- face shields,
- Arc welding masks and helmets (hand-held masks, masks that can be attached to the head or protective helmets).

d) Respiratory system protectors

Respiratory system protectors are divided into 2 basic groups;

1. Devices that clean the inhaled air in the environment,
2. Devices that provide fresh air.

Respiratory Protectors

- Gas, dust filter masks,
- Air-supplied respirators,

e) Hand and arm protectors

Special protective gloves:

- From machines (puncture, cut, vibration and the like),
- From chemicals,
- From electricity and heat,
- Protective gloves.

f) Foot and leg protectors

- It should not hinder the movement,
- It should be suitable for the body,
- It should provide thermal comfort,
- Must have steel nose
- Normal shoes, boots, boots, long boots, safety boots and boots,

g) Skin protectors

- Protective work clothes (two-piece and overalls),
- Clothing providing protection from machinery (puncture, cut, etc.),
- Clothing that provides protection from chemicals,

9.3 Permitted Work Measures and Procedures

Permission measures and procedures for works considered within the scope of permitted work in our coastal facility are defined in ISO 45001 Occupational Health and Safety

Management System; And it is carried out in accordance with the rules determined by the Safety Instruction. Internal or external sub-employers, subcontractors, etc. to carry out these works. Companies must meet the following conditions. Each staff member; In the Work Permit Request Form HSEF 040;

- Recruitment declaration and SSI service list for the last month,
- Identity Card Copy
- Criminal record (must have been taken within the last year)
- Professional qualification certificate (It must be suitable for the job)
- Recruitment and Periodic Inspection Form (Must have been taken within the last year. Considering the activity to be carried out, it must have conformity statements such as working at height, working at night, working overtime, etc.)
- Assignment document (by specifying the dates of the maximum number of days to be worked by the company and obtaining the employee's signature). The assignment period will not exceed 30 working days.
- Occupational Health and Safety Training Certificate (during appropriate periods for the hazard group to which the company is affiliated)
- Risk assessment report on the work to be carried out
- Periodic Control or Maintenance records of all kinds of machinery-equipment to be brought to Çolakoğlu Metallurgy Factory for the execution of the work,
- The personnel to be employed must provide a PPE debit card.

In case the company that will do the work is a permanent company that has a Subcontracting Agreement with Çolakoğlu Metalurji A.Ş, it must work in accordance with the criteria in the SART.3067 Environment and OHS Specification. After the activity to be carried out is determined, the Work Permit Request Form with the number HSEF.040 is filled together by the representative of the company where the job will be performed and the officer of Çolakoğlu Metallurgy department who requested the job. It is shared with the Occupational Safety Unit for the purpose of notification, approval and preparation of Work Permit Forms specific to the work to be performed.

9.3.1. Occupational Health and Safety Instruction for Work in Closed Areas

Before starting the Indoor Work; The HSEF.040 Work Permit Request Form is filled by the department officer who will do the work or the sub-employer, and the department that does the work applies to the OHS Unit for OHS approval after getting approval from the department officials who have done the work. Closed Area Work Permit Form No. HSEF.008-a is filled together. Indoor Work permit period is 1 day. Work Permit is reopened every day for works exceeding 1 day.
It will never be worked alone in closed areas, second persons will definitely be present outside the closed area as assistants or observers will be left outside the closed area. The Observer will certainly not take any further action.

Before entering the closed area, gas measurement will be made and, if appropriate, the closed area will be entered.
Only people with sufficient knowledge and experience will work indoors.
Tools made of non-sparking materials should be used when working in closed areas where flammable-combustible materials and dishes are present.
Personnel with health problems such as shortness of breath and respiratory tract disease will not be allowed to enter closed areas, even for work or control purposes.
Before starting to work in the closed area, it must be ensured that the lighting is complete.
Equipment used for lighting purposes should not exceed 25-52 Volt electric current.
At least two people will be present in the works to be carried out in narrow and closed areas, and an observer will control the indoor workers at certain periods.
Clean air circulation will be provided before, during and after the operation of the closed area.
If hot operations such as welding and grinding will be carried out in the closed area, the cleaning of the area and its surroundings will be checked, if any, including the areas that are likely to be affected, flammable, explosive, etc. materials will be removed first and then work will be started.
If working with flammable and explosive gases such as LPG, etc. in a closed area, one must be very careful, the gas must be cut off from the torch – torch outlets after or between work and the collector valves must be closed.
During the lunch and evening breaks, the gas flow should be completely cut off, the gas hoses should be collected and taken to the open area and safely stowed.
Before entering the enclosed space, the enclosed space shall be ventilated for sufficient time. (min. 60 m^3 per person)
All necessary Personal Protective Equipment will be used completely and correctly before entering the closed area. Eligible Personal Protectors will be determined during the completion of the work permit before entering the confined space.
Regardless of the type of work to be carried out in the closed area, sufficient number and appropriate type of Fire Extinguisher shall be provided and kept at all times.
Work area gas, dust, etc. should be isolated from other factors.
The lines of all kinds of corrosive liquids, suffocating gas and pressurized systems that can be found in a closed area should be separate, locked, and blinded when necessary.
The temperature in the working area should be 30˚C-32˚C.
Electrical circuits must be isolated and locked before operation.
Before entering the closed area, there will be no open flame source and static electricity source on the employees.
Portable hand lightings will be static electricity protected and with rubber hose.
All metal parts and surfaces will be grounded.
Power tools used in indoor work must have PAT tests done and have double insulating properties.
Stairs, scaffolding, platforms, etc. in closed areas. when it needs to be used; It will be ensured that it complies with SART 3071 Ladder-Platform Specification.
Before entering the closed area, all Personal Protective equipment suitable for the nature of the work will be used completely and correctly.

Procedures and checklists in accordance with all national and international rules regarding entry to closed areas in the coastal facility are prepared and approved by the coastal facility operator. When the entrance to the closed area is found appropriate, the checklist is signed by the authorized persons and the person/persons who will enter the closed area, and entry permit is given. No personnel, including ship personnel, who have not received the necessary training can be allowed into closed areas at the coastal facility. Records of entry permits to closed areas are kept by the coastal facility for three years. It is not recommended to allow personnel who have been working at the coastal facility for less than six months to enter confined spaces.

9.3.2. Occupational Health and Safety Instruction in Hot Processes

Before starting Hot Process work; The HSEF.040 Work Permit Request Form is filled by the department officer who will do the work or the sub-employer, and the department that does the work applies to the OHS Unit for OHS approval after getting approval from the department officials who have done the work. Hot Work Permit Form No. HSEF.008-b is filled together.
The Environment Must Be Evacuated; When performing hot work near flammable materials (paint, thinner, LPG cylinder, paper, oil, etc.), flammable materials within 10 meters of the hot process area should be removed or covered. Non-combustible covers that are not contaminated with oil or other combustible materials should be used for covering.
The Environment Must Be Wet; Before starting the Hot Work, flammable floors or walls should be wetted, electrical installations and walking areas should be isolated and these areas should never be wetted. A warning sign should be placed on the transition areas and walkways indicating that there is a hot process work.
Air Ducts, Cables Idle or Closed; If the Hot Work is done in a tank or similar unit, the inlet and outlet pipes must be closed.
There must be an observer; All Hot processes must have a working or non-working observer. This observing fire watcher should be able to use a portable fire extinguisher. The observer shall remain in the area of the Hot Treatment continuously for at least 30 minutes after the end of the hot treatment and will continue to observe to check for flames that may flare or ignite.
Ventilation; A safe to breathe atmosphere should be maintained in all Resource Zones. Welding area should be ventilated during welding by placing local ventilation fans.
Explosive Gas Control in Air; Where there may be flammable-explosive gases and vapors, the explosion rate in the workplace environment should be measured before starting work. Hot Processing should not start until a safe air environment is established.
Around, on, etc. tanks or drums/barrels containing flammable-inflammable-explosive substances or wastes. Absolutely hot processes (welding, cutting, grinding, annealing, etc.) will not be possible.
Min. 1 x 6 kg KKT Fire Extinguisher should be used.
Welders must have sufficient knowledge, training and a Welder Certificate.
Required Personal Protective Equipment (Respiratory mask, welding helmet- goggles, welder's clothing, work shoes, etc.) will be used while doing Hot Work. Those who do Hot Work will not wear synthetic clothing as it will increase the effect of the burn.

In order to prevent other personnel from being affected by the welding heat, light and smoke, hot work should be done at a distance, and if welding will be done in the same environment with other employees, screens that do not transmit light at a sufficient height should be placed between them.
If hot processing will be done outdoors, the wind will be taken to the back.
In places such as barrels, tubes, boilers, warehouses and similar places whose contents are unknown, first the lid will be opened and then the inside will be cleaned by filling water.
"Working at Height Permit Form" will be filled for Hot Operations to be made at height, scaffolding or platform will be requested and Parachute type safety belt will be used.
After the Hot Work done at height, all materials that are used during the work and that may fall and cause damage will be removed.
Electric welding machines and sockets must be replaced by authorized electrician personnel.
There should be no materials such as flammable liquids and dust within 11 meters of the working area.
The floor must be kept dry against electric shock.
While Hot Working, no hot working should be done on any of the barrels.
The switches of the welding machines will be located on or very close to the machine and it will be ensured that the cables are intact.
Hot Working Materials and equipment will be insulated and grounded, welding tongs will be gripped and their outer surfaces will be insulated.
After the Hot Treatment is finished, the hot treatment area must be cooled. Half an hour after the end of the work, the work area should be checked again.
It should be known where the nearest Fire Extinguisher, water hose and fire alarm button are during the hot process.
If there is another work under the work area that may be affected by materials that may fall from above, the work is stopped or additional measures are taken to prevent it from being affected by this work.
Gas cylinders used for Cutting Operations will not be subjected to hot working. Gas Cylinders must comply with TS 11169-11170. Regulators used in Gas Cylinders must comply with EN-ISO 2503. Flame Recoil Safety Valves in accordance with TS 1520 En 730 will be used in Combustible-Combustible Gas Cylinders. Welding Hoses in accordance with TS 2411 En 559 will be used in Gas Cylinders. Gas Cylinders will be transported and kept in special transport trolleys designed for them. Special precautions will be taken against the falling of cylinders. Gas welding hoses should not be twisted or longer than necessary. Tubes should not be exposed to more than 55°C and should be protected from natural weather conditions.
In grinding operations, it should not be worked by holding the cable of the Grinding Motor.
It should not be hung in a random place by the Grinding Motor Cable, and it should not be removed by pulling the plug from the cable.
When the grinding motor is turned off, it should never be let go of the hand and should be kept away from the body before it completely stops spinning.
The appropriate wrench must be used during the removal and installation of the cutting disc.
While working with the grinding motor, the protective cover must be attached and must not be removed.

Stairs, scaffolding, platforms, etc. during Hot Processing. when it needs to be used; It will be ensured that it complies with SART 3071 Ladder-Platform Specification.
Fuel etc. in the working area. Care will be taken to avoid spills.
Floor of the hot treated area, etc. building insulation materials will be non-combustible.
If hot work is to be carried out in areas where dangerous goods are handled and/or temporarily stored, it shall be ensured that the areas where the operation will be carried out are not inflammable and/or explosive atmospheres and are not inadequate in terms of ventilation. In this context, the following items will be provided.

- It should be ensured that dangerous loads and other flammable materials are removed from the working areas and adjacent areas.
- Effective protection of combustible building materials against accidental ignition must be carried out.
- Open pipes, pipe passages, valves, joints, cavities and open parts must be sealed and sealed to prevent flames, sparks and hot particles from spreading from work areas to adjacent or other areas.
- At the work area and at all work area entrances, a plate with the permit of the hot work to be done and the safety precautions to be taken should be hung, and at least one fire extinguisher or other suitable fire extinguishing equipment, together with all its apparatus, should be kept in an easily accessible place.
- The hot work permit and safety precautions should be easily visible and clearly understood by the people who will do the hot work.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

Our port operation was taken from the Ministry of Transport and Infrastructure, General Directorate of Dangerous Goods and Combined Transport Regulation, in accordance with the provisions of the Regulation on the Transport of Dangerous Goods by Sea, published in the Official Gazette dated 33/2015 and numbered 29284, BKN.327244.TMUB.156, dated 24.05.2023. It has the Coastal Facility Dangerous Goods Compliance Certificate with document number .156. Temporary article 1 of the Regulation on the Transportation of Dangerous Goods by Sea and Loading Safety *, which entered into force by being published in the Official Gazette dated 14.11.2021 and numbered 31659, "* The Coastal Facility Dangerous Goods Compliance Certificates, which were issued in accordance with the abolished legislation, are valid until the end of their validity period." According to its provisions, the Coastal Facility Hazardous Substance Compliance Certificate is valid until 06/06/2026, which is the validity period of the Coastal Facility Operation Permit. Our Coastal Facility Dangerous Goods Compliance Certificate will be renewed as a Coastal Facility Dangerous Goods Compliance Certificate within the period, taking into account the provisions of the current legislation .

10.2 Duties Defined for Dangerous Goods Safety Advisor

The duties defined for the Dangerous Goods Safety Advisor are as follows;

a) To monitor compliance with the requirements for the transport of dangerous goods.
b) To provide suggestions to the coastal facility regarding the transportation of dangerous goods.
c) To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods. (Annual reports are kept for 5 years and submitted to the administration upon request.)
d) To control the following applications and methods;
    1. that the dangerous goods coming to the facility are properly identified, that the correct shipping names are used, certified, packaged/packaged, labeled and declared, approved and safely to the packaging, container or cargo transport unit in accordance with the regulations. procedures for checking that it is loaded and transported and for reporting control results.
    2. Loading/unloading of dangerous goods handled and temporarily stored procedure,
    3. While purchasing the transportation vehicles for the handled dangerous goods, the coastal facility whether it takes into account the special obligations regarding the dangerous goods transported,
    4. Control methods of equipment used in transport, loading and unloading of dangerous goods ,
    5. Coastal facility employees, including changes in legislation whether they have received appropriate training and whether these training records are kept,

6. the transport, loading or unloading of dangerous goods . In the event of an event that may affect safety, the emergency suitability of case methods,
7. During the transport, loading or unloading of dangerous goods prepared for serious accidents, incidents, or serious violations the relevance of the reports,
8. the necessary measures against the reoccurrence of accidents, incidents, or serious violations. determining what is happening and evaluating the implementation,
9. In the selection of subcontractors or 3rd parties and dangerous goods the extent to which the rules of transport are taken into account,
10. Transport, handling, storage and Detailed information on operational procedures and instructions for workers on evacuation/harvesting determining whether they have information
11. Transport, handling, storage and measures taken to be prepared for risks during loading/evacuation suitability
12. All mandatory documents, information and documents related to dangerous goods procedures for what happened.
13. Ships carrying dangerous goods can safely coast day and night. berthing, connecting, loading/discharging, sheltering or procedures for mooring.
14. For the loading, unloading and limbo operations of dangerous goods procedures regarding additional measures to be taken according to seasonal conditions.
15. For fumigation, gas measurement and degassing works and processes procedures.
16. Procedures for keeping records and statistics of dangerous goods ,
17. Possibility , capability and ability of the coastal facility to respond to emergencies. the accuracy of matters relating to its capacity,
18. The first to be done for accidents involving dangerous substances the appropriateness of regulations for interventions ,
19. Damaged dangerous cargoes and wastes contaminated by dangerous cargoes procedures for its handling and disposal,
20. Information on personal protective clothing and their use oriented procedures.
21. TMGD, dangerous goods handled at the coastal facility in addition to the IMDG Code within the scope of the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 have knowledge of the dangerous cargo activities of the coastal facility in general. It is possible. Whether the dangerous goods handled at the coastal facility are handled in accordance with the rules They will agree their assessments with the coastal facility operator on the issue. shall notify the coastal facility operator in writing, provided that it does not exceed 6 (six) months in periods.
22. TMGDs are responsible for the coastal facilities they serve or serve. Regarding the responsibilities determined in the Regulation and the Directive, the Administration's prepares quarterly reports in the format it has determined and this report is submitted to the coastal facility operator. approved by the Administration.

23. Except for the coastal facilities that will receive PIU for the first time, TMGD is present at the coastal facility during PIUB inspections and actively participates in audits.
24. TMGD, Dangerous Goods Handling Guide of the coastal facility dangerous cargo together with the coastal facility, the parts related to its handling and/or temporary storage. prepares and checks its accuracy. Dangerous cargo handling and/or temporary signs the parts related to storage.

10.3 Issues Regarding Carriers *of Dangerous Goods Carrying Dangerous Goods Coming to/Leaving the Coastal Facility by Road (* **Documents required to be kept by road vehicles carrying dangerous goods at the entrance/exit of the port or coastal facility area, the equipment and equipment that these vehicles must have; speed limits in the port area, etc.) considerations)**

Road vehicles that bring dangerous goods to the port or carry dangerous goods from the port controlled at the input-output. The port security personnel, on the other hand, makes the necessary records and controls on the matters remaining in their field of duty.

In accordance with the Agreement on the International Carriage of Dangerous Goods by Road (ADR), the Regulation on the Carriage of Dangerous Goods by Road ;

- Dangerous Goods Transport Driver Training Certificate (SRC5)/ADR Driver Training Certificate,
- Valid dangerous cargo transport document of the vehicle (Vehicle Conformity Certificate / ADR Conformity Certificate),
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of Class 1, Class 6 and Class 7 dangerous goods defined in ADR, (converted to annual permit)
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance Policy
- The relevant orange plate on the front and back of the vehicle carrying dangerous goods,
- Dangerous goods transport document,
- Written instruction given to the driver by the transporter regarding how the vehicle personnel will act in case of danger or accident in accordance with the ADR legislation,
- Personal and protective equipment to be used in an emergency specific to the load carried in the vehicle,
- Multi-Mode Dangerous Goods Transport Form in ADR Section 5.4.5 for dangerous goods transported by more than one mode,
- Hazard warning signs for vehicles carrying dangerous goods

should be kept appropriately.

The maximum speed limit for road vehicles entering the port area to exchange cargo is 10 km/h. Vehicles that are found to exceed the speed limits will be penalized.

10.4 Issues Regarding Carriers of Dangerous Goods Coming to/Leaving 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.).

10.4.1. Day/Night Signs to be Displayed by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility

The ship arriving at the coastal facility and carrying dangerous goods shall have a "B" international sign code during the day and a completely fixed red light at night.

10.4.2 Cold and Hot Working Procedures on Ships Carrying Dangerous Goods at the Coastal Facility

Ships and marine vessels in the port areas, unless permission is obtained from the Port Authority, stated in the 22nd article of the Ports Regulation; repair, blasting and painting, welding and other hot work cannot be carried out to sea lifeboat and/or boat lowering or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they have to coordinate with the coastal facility management. In accordance with the provision, the above-mentioned works on the ships in the port, including the ships carrying dangerous goods, are subject to the permission of the Port Authority. Unless the necessary coordination is made with our Logistics Directorate, this kind of work cannot be carried out on the ship.

Minimum Safety Requirements for Performing Hot Work;

Before starting the hot work on the ship's deck or on the quay, the company officer or the ship agency that will carry out the hot work must have obtained written permission from the port authority that the said hot process can be carried out.

In addition to the safety measures requested by the port authority, the company officer who will perform the hot work together with the ship and/or dock supervisor should take all kinds of additional safety measures at the ship and/or dock before starting the hot work. These measures include:

- The local area and adjacent areas, including tests performed by accredited testing organizations to verify that areas are free from flammable and/or explosive atmospheres and, where appropriate, not deficient in oxygen. examination of the fields
- Working areas of dangerous cargoes and other flammable materials and objects, and removal from adjacent areas ,
- Combustible structural elements (e.g. beams, wood partitions, floors, doors, walls and ceilings) coatings) are effectively protected against accidental ignition ,
- Flames, sparks and hot particles from work areas to adjacent areas or other open pipes, pipe passages, valves, joints, gaps and sealing of open parts ,
- Hot work authorization and security to the work area as well as all work area entrances A sign should be hung with the precautions written. Authorization information and

security measures, must be easily visible and clearly visible to all involved in the hot work process. should be understandable.

The following points should be considered while performing hot work:

- Checks should be made to verify that the conditions have not changed.
- At least one fire extinguisher or other fire extinguisher for immediate use during hot work suitable fire extinguishing equipment is readily available should be available.
- During hot work, after the hot work is completed and after the completion of the said work when enough time has elapsed thereafter, the hot work is done in the area and due to heat transfer. fire into adjacent areas where danger may arise detector must be placed.

10.5. Additional Considerations to be Added by the Shore Facility

There are no additional points.

ATTACHMENTS

ADDITIONAL. 1GENERAL SITUATION PLAN OF THE COASTAL FACILITY

APPENDIX.2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY

APPENDIX.3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

APPENDIX.4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS

ANNEX.5 FIRE PLAN OF AREAS HANDLING DANGEROUS LOADS

ANNEX.6 GENERAL FIRE PLAN OF THE FACILITY

APPENDIX.7 EMERGENCY PLAN

ANNEX.8 EMERGENCY MEETING PLACES PLAN

APPENDIX.9 EMERGENCY MANAGEMENT CHART

APPENDIX.10 DANGEROUS LOADS MANUAL

APPENDIX.11 LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND PACKAGES

ANNEX.12 INVENTORY OF PORT SERVICE VESSELS

ANNEX.13 PORT MANAGEMENT ADMINISTRATIVE LIMITS, ANCHORING PLACES AND MARINE COORDINATES OF LANDING/EMBORY POINTS OF THE GUIDE CAPTAIN

APPENDIX.14 EMERGENCY RESPONSE EQUIPMENTS AGAINST MARINE POLLUTION FOUND AT THE COASTAL FACILITY

APPENDIX.15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

APPENDIX.16 DANGEROUS LOAD INCIDENTS NOTIFICATION FORM

APPENDIX.17 CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS LOAD TRANSPORT UNITS (CTUS)

APPENDIX.18 OTHER ADDITIONS REQUIRED

APPENDIX.19 DANGEROUS LOAD HANDLING GUIDE ADDITIONAL LOAD NOTICE (WHEN NECESSARY)