



# **AKSA AKRİLİK KİMYA SANAYİİ A.Ş. PORT FACILITY**

## **DANGEROUS GOODS HANDLING GUIDE**



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FACILITY MANAGER  
ALİ DEMİREL

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**TABLE OF CONTENTS**

<b>TABLE OF CONTENTS .....</b>	<b>3</b>
<b>1. INTRODUCTION .....</b>	<b>6</b>
1.1 INFORMATION ABOUT THE FACILITY .....	6
1.2 LOADING/UNLOADING, HANDLING AND STORAGE PROCEDURES FOR DANGEROUS GOODS HANDLED AND TEMPORARY STORAGE AT THE PORT FACILITY .....	9
1.2.1 HANDLING PROCEDURE OF HAZARDOUS LIQUID CARGOES.....	10
1.2.2 HANDLING PROCEDURE OF HAZARDOUS SOLID BULK CARGOES .....	13
<b>2. RESPONSIBILITIES .....</b>	<b>16</b>
2.2 RESPONSIBILITIES OF THE FREIGHT FORWARDER .....	16
2.3 RESPONSIBILITIES OF THE VESSEL.....	16
2.4 RESPONSIBILITIES OF THE PORT FACILITY .....	16
2.5 RESPONSIBILITIES OF THE OWNER .....	18
2.6 DANGEROUS GOODS SAFETY CONSULTANT RESPONSIBILITIES .....	19
<b>3. RULES AND MEASURES TO BE FOLLOWED / APPLIED BY THE PORT FACILITY.....</b>	<b>20</b>
<b>4. CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE OF HAZARDOUS CARGOES.....</b>	<b>26</b>
4.1 CLASSES OF DANGEROUS CARGOES.....	26
4.2 PACKAGING OF DANGEROUS CARGOES .....	28
IN THE FACILITY, BULK LIQUID DANGEROUS GOODS ARE HANDLED BY PIPELINE AND STORED IN TANKS. PACKAGING IS NOT DONE.....	28
4.3 PLACARDS, PLATES, BRANDS AND LABELS RELATING TO HAZARDOUS CARGOES.....	28
4.3 LABELS AND PACKAGING GROUPS OF DANGEROUS CARGOES .....	30
4.5 SEPERATION TABLES FOR DANGEROUS CARGOES .....	31
4.6 SEPARATION DISTANCES AND TERMS OF DANGEROUS CARGOES IN WAREHOUSES .....	31
<b>5. HANDBOOK ON DANGEROUS CARGOES HANDLED ON THE PORT FACILITY .....</b>	<b>31</b>
<b>6. OPERATIONS .....</b>	<b>32</b>
6.1 PROCEDURES FOR VESSELS CARRYING DANGEROUS CARGOES SAFELY BERTHING, MOORING, LOADING/ DISCHARGE .....	32
6.2 PROCEDURES REGARDING ADDITIONAL MEASURES TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR LOADING AND DISCHARGE OF DANGEROUS CARGOES .....	34
6.3 . KEEP FLAMMABLE, FLAMMABLE AND EXPLOSIVE SUBSTANCES AWAY FROM SPARK GENERATING/ CAN GENERATE OPERATIONS AND AT HAZARDOUS CARGO HANDLING, STACKING AND STORAGE AREAS AND CAN BE PRODUCED TO WORK IN PROCESSES.....	35
<b>7. DOCUMENTATION, CONTROL AND REGISTRATION .....</b>	<b>35</b>
7.1 . PROCEDURES RELATING TO ALL MANDATORY DOCUMENTS, INFORMATION AND DOCUMENTS RELATING TO DANGEROUS CARGOES, AND THEIR SUPPLY AND CONTROL OF THESE BY THE RELATED STATES .....	35
7.2 PROCEDURES FOR KEEPING THE CURRENT LIST AND OTHER RELATED INFORMATION OF ALL HAZARDOUS CARGOES ON THE COAST FACILITY AREA REGULAR AND COMPLETE .....	36
7.3 THAT THE DANGEROUS CARGOES COMING TO THE FACILITY ARE PROPERLY DEFINED, THAT THE CORRECT SHIPMENT NAMES OF THE DANGEROUS LOADS ARE USED, THAT THEY ARE PROPERLY CLASSIFIED AND DECLARED .....	37
7.4 PREPARATION, AVAILABILITY AND USE OF SAFETY DATA SHEET (SDS) .....	37

IN ADDITION TO THE GENERAL MEASURES TAKEN WITHIN THE SCOPE OF DANGEROUS GOODS ACTIVITIES, A SAFETY DATA SHEET IS REQUESTED FROM THE CARGO PERSON REGARDING EVERY DANGEROUS CARGO OR DANGEROUS CARGO COMING FROM THE SEA TO THE PORT FACILITY OR THE CARGO WITH DANGEROUS CONTENT. IT IS THE GENERAL STANDARD FOR EVERY CARGO WITH DANGEROUS CONTENT ENTERING THE PORT FACILITY TO HAVE A SAFETY DATA SHEET. THE PRECAUTIONS SPECIFIED IN THE SAFETY DATA SHEET ARE TAKEN IMMEDIATELY FOR STORAGE, TRANSPORTATION AND IN CASE OF EMERGENCY. RELEVANT SAFETY DATA SHEETS ARE STORED IN A DIGITAL OR PHYSICAL ENVIRONMENT FOR A MINIMUM OF 1 YEAR. .... 37

7.5 PROCEDURES FOR KEEPING THE RECORD AND STATISTICS OF DANGEROUS LOADS ..... 37

7.6 INFORMATION ABOUT QUALITY MANAGEMENT SYSTEM ..... 38

## **8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE ..... 38**

8.1 RESPONSE PROCEDURES TO DANGEROUS LOADS AND DANGEROUS SITUATIONS THAT RISK TO LIFE, PROPERTY AND/OR THE ENVIRONMENT ..... 38

8.2 INFORMATION ON THE OPPORTUNITY, CAPABILITY AND CAPACITY OF THE COASTAL FACILITY TO RESPONSE TO EMERGENCIES ..... 42

8.3 REGULATIONS REGARDING THE FIRST RESPONSE TO ACCIDENTS INVOLVING DANGEROUS CARGOES ..... 43

8.4 NOTICES TO BE MADE IN AND OUT OF THE FACILITY IN EMERGENCIES ..... 43

8.5 ACCIDENTS REPORTING PROCEDURES ..... 44

8.6 METHOD OF COORDINATION, SUPPORT AND COOPERATION WITH OFFICIAL AUTHORITIES ..... 44

8.7 EMERGENCY RELEASE PLAN FOR EMERGENCY REMOVAL OF SHIPS AND VEHICLES FROM THE COAST FACILITY ..... 44

8.8 PROCEDURES FOR HANDLING AND DISPOSAL OF DAMAGED HAZARDOUS CARGOES AND WASTES CONTAINED IN THESE CARGOES ..... 47

8.9 EMERGENCY DRILLS AND THEIR RECORDS ..... 47

8.10 INFORMATION ON FIRE PROTECTION SYSTEMS ..... 47

8.11 PROCEDURES FOR APPROVAL, INSPECTION, TESTING, MAINTENANCE AND OPERATION OF FIRE PROTECTION SYSTEMS ..... 48

8.12 PRECAUTIONS TO BE TAKEN WHEN FIRE PROTECTION SYSTEMS DON'T WORK ..... 48

8.13 OTHER RISK CONTROL EQUIPMENT ..... 48

## **9. OCCUPATIONAL HEALTH AND SAFETY ..... 49**

9.1 OCCUPATIONAL HEALTH AND SAFETY MEASURES ..... 49

9.2 INFORMATION ABOUT PERSONAL PROTECTIVE CLOTHES AND PROCEDURES FOR USING THEM ..... 49

9.3 ENCLOSED SPACE ENTRANCE PERMIT MEASURES AND PROCEDURES ..... 50

## **10. OTHER ..... 50**

10.1 VALIDITY OF DANGEROUS GOODS DOCUMENT OF CONFORMITY ..... 50

10.2 DEFINED TASKS FOR DANGEROUS GOODS SAFETY ADVISOR ..... 50

10.3 REGULATIONS FOR THE CARRIERS OF DANGEROUS GOODS TO COME TO THE PORT FACILITY / TO LEAVE FROM THE PORT FACILITY BY LAND ..... 50

MANDATORY DOCUMENTS THAT MUST BE PRESENT IN THE VEHICLES ARE THE ADR CONFORMITY DOCUMENT, THE VEHICLE'S VEHICLE CARD, AND THE VEHICLE'S LICENSE. THE DOCUMENTS THAT DRIVERS SHOULD HAVE ARE DRIVER'S LICENSE, SRC 5 CERTIFICATE, DRIVER'S PSYCHOTECHNICAL REPORT AND HEALTH REPORT. AS PART OF CURRENT OPERATIONS, AKSA PORT FACILITY DOES NOT RECEIVE CARGO BY LAND. .... 50

10.4 REGULATIONS FOR THE CARRIERS OF DANGEROUS GOODS TO COME TO THE PORT FACILITY / TO LEAVE FROM THE PORT FACILITY BY SEA ..... 51

10.5 OTHER REGULATIONS TO BE ADDED BY THE PORT FACILITY ..... 51

ANNEX-1 GENERAL ARRANGEMENT ..... 52

ANNEX-2 GENERAL VIEW OF THE PORT FACILITY ..... 53

ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION ..... 54

ANNEX-4 GENERAL ARRANGEMENT OF STORAGE AREAS OF DANGEROUS GOODS .....	58
ANNEX-5 FIRE PLAN OF STORAGE AREAS OF DANGEROUS GOODS .....	59
EK-6 GENERAL FIRE PLAN FOR THE PORT FACILITY .....	60
ANNEX-7 EMERGENCY PLAN .....	61
ANNEX-8 EMERGENCY EVACUATION ROUTES .....	62
ANNEX-9 EMERGENCY CONTACT LIST AND NUMBERS .....	63
ANNEX-10 DANGEROUS GOOD HANDBOOK .....	65
ANNEX-11 LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND PACKAGES 66	
ANNEX-12 INVENTORY OF PORT SERVICE SHIPS .....	66
ANNEX- 13 YALOVA REGIONAL PORT MANAGEMENT ADMINISTRATIVE AREA LIMITS .....	66
ANNEX- 14 MARINE POLLUTION EMERGENCY RESPONSE EQUIPMENT .....	68
ANNEX- 15 PERSONAL PROTECTION EQUIPMENT MATRIX.....	69
ANNEX- 16 DANGEROUS LOAD INCIDENTS NOTIFICATION FORM .....	71
ANNEX- 17 CONTROL RESULTS REPORT FOR CTUS .....	73
ANNEX-18 OTHER ANNEXES REQUIRED .....	73

## **1. INTRODUCTION**

### **1.1 INFORMATION ABOUT THE FACILITY**

AKSA port facility is a private port facility used for the discharge of 300,000 tons/year of liquid chemical raw materials per year and 500,000 tons/year of dry cargo (coal) for the power plant connected to the factory.

As raw materials, vinyl acetate and acrylonitrile are handled on behalf of Aksa, acrylonitrile on behalf of Dow-Aksa, and chemical liquids such as acetic acid, methanol and ammonia on behalf of Akkim.

The entry, storage and handling of dangerous goods in the port area are controlled to ensure the general safety and security of the area, the protection of the cargoes, the safety of all persons in or around the port area, and the protection of the environment.

The safety and security of the ship, cargo and personnel in the port area, those working in the port area and all facilities in the back area are directly related to the precautions to be taken regarding dangerous goods before loading or unloading.

This guide is limited to dangerous goods located in the port area, used and held for storage as part of the shipping chain. In case of transportation of a substance within this scope, the rules and procedures in this guide should be applied.

An important prerequisite for the safe transportation and handling of dangerous goods is the correct identification, preservation, packaging, preservation, marking, labeling, indication and documentation of these cargoes. This applies whether the activity takes place in the port area or away from the port area.

Although the overall shipping chain includes land, port and sea elements, it is very important that all precautions are taken by those responsible for the matters specified in IMDG Code 1.4 and that all relevant information is communicated to those involved in the shipping chain and to the final consignee. Attention will be paid to the conditions that may differ for different modes of transport.

The safe transportation and handling of dangerous goods is based on the correct and precise application of the regulations regarding the transportation and handling of this type of cargo, and depends on the acceptance of the risks in this context and the complete and detailed understanding of the regulations. This can only be achieved by proper and planned training and retraining of the persons involved.

This Guide has been published for the second time in order to ensure the safe transportation and handling of dangerous goods in the port area and to meet legal requirements and safety measures.

General information about the facility is given in the Facility Information Form below.

### FACILITY INFORMATION FORM

1	Port Facility Operator name / title	AKSA AKRİLİK KİMYA SANAYİİ A.Ş.		
2	Port Facility Operator contact info(adress, telephone, faks, e-mail and web)	Merkez Mahallesi Ali Raif Dinçkök Caddesi No: 2 Taşköprü Çiftlikköy – Yalova/Türkiye Tel: 0226 3532545 Faks: 0 226 814 18 55 <a href="mailto:aksa@aksa.com">aksa@aksa.com</a> <a href="http://www.aksa.com">www.aksa.com</a>		
3	Port Facility Name	AKSA AKRİLİK KİMYA SANAYİİ A.Ş. LİMAN TESİSİ		
4	Province	YALOVA		
5	Port Facility contact info (adress, telephone, faks, e-mail and web)	Merkez Mah. Yalova-Kocaeli Yolu Cad. No:34 P.K.114 77602 Taşköprü Çiftlikköy – Yalova Tel: 0226 3532545 Faks: 0 226 814 18 55 <a href="mailto:aksa@aksa.com">aksa@aksa.com</a> <a href="http://www.aksa.com">www.aksa.com</a>		
6	Geographical region	Marmara Bölgesi		
7	Connected Harbour Masters Office and contact info	Yalova Liman Başkanlığı <a href="tel:+90-226-8135410">Tel:+90-226-813 5410</a> Fax:+90-226-813 3586		
8	Connected Mayoral and contact info	Taşköprü Belediye Başkanlığı Tel:+90-226- 353 2079 Fax:+90-226-353 2855		
9	Connected Organized Industrial Zone or Free Zone Name	-----		
10	Port Plant Operating / Provisional Operating Permit Certificate validity date	10.02.2023		
11	Port Plant Annual Status (X)	Own Cargo and 3rd parti escargo ( X )	Own Cargo ( ... )	3rd parties (....)
12	Plant Manager's name and contact info (telephone, faks, e-mail)	Ali Demirel Tel:0 226 353 25 45- 43300 <a href="mailto:ali.demirel@aksa.com">ali.demirel@aksa.com</a> Faks: 0 226 814 18 55		
13	Dangerous operation Responsible Person of the facility, name and contact info (telephone, faks, e-mail)	Nihat Özer Tel:0 226 353 25 45- 43310 <a href="mailto:nihat.ozar@aksa.com">nihat.ozar@aksa.com</a> Faks: 0 226 814 18 55 Mert Sezer Tel:0 226 353 25 45- 43311 <a href="mailto:mert.sezer@aksa.com">mert.sezer@aksa.com</a> Faks: 0 226 814 18 55		
14	Dangerous Goods Adviser of the Facility, name and contact info (telephone, faks, e-mail)	TMGD TEHLİKELİ MADDELER GÜVENLİK DANIŞMANLIK A.Ş. Sultan Selim Mah. Turan Sok. No:25/2 4. Levent Kağıthane/İstanbul Sercan Salim ERTUNA 034 690 75 37 <a href="mailto:Sercan.ertuna@tmgddanismanlik.com">Sercan.ertuna@tmgddanismanlik.com</a>		
15	Navigational coordinates	40° 41' 10" N, 029° 24' 30" E		

16	Handling Dangerous cargoes (MARPOL-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code)	MARPOL Ek-I, IMDG Kod, IBC Kod, IGC Kod, IMSBC Kod,				
17	Type of vessel can be berth the facility	Chemical Tankers – General Cargo – LPG&LNG (For ammonia only)				
18	Distance to main road (kilometre)	0,3 km				
19	Distance to railway (kilometre) or railway connection (Yes/No)	N/A				
20	Nearest Airport name and distance (kilometre)	Sabiha Gökçen Airport 150km				
21	Cargo handling Capacity (Ton/Year; TEU/Year; Araç/Year)	350.000ton/year Liquid bulk cargoes 600.000ton/year Solid bulk cargoes				
22	Handling scrap Cargo?	No				
23	Have Border cross? (Yes/No)	Yes				
24	Have bonded area (Yes/No)	Yes				
25	Cargo handling equipment and capacities?	Solid Bulk: Electric Powered Excavator Liquid Bulk : pipe line				
26	Cargo Storage Tank capacity (m <sup>3</sup> )					
27	Open storage area (m <sup>2</sup> )					
28	Semi open storage area (m <sup>2</sup> )					
29	Covered storage area (m <sup>2</sup> )					
30	The designated area for fumigation and / or removal from fumigation (m <sup>2</sup> )					
31	Pilotage and towage services provider's name and contact info	Yalova Pilotaj Anonim Şirketi Tel:+90-226 461 20 77 Fax:+90- 226 461 20 76 info@yalovapilotaj.com				
32	Have Security Plan? (Yes/No)	yes				
33	Waste Acceptance Facility Capacity (This area will prepare according to accepting type of waste))	Kirli Balast ( ....m <sup>3</sup> ), Slop ( ....m <sup>3</sup> ), Sludge ( 50m <sup>3</sup> ), Bilge ( 10m <sup>3</sup> ), MARPOL Tank Cleaning( 100m <sup>3</sup> ), Grey Water( 100m <sup>3</sup> ), Garbage ( 48m <sup>3</sup> )				
34	Characteristics of the Dock / Pier etc					
	Dock / Pier No	Length (metre)	Width (metre)	Maksimum water level (metre)	Minimum water level (metre)	Allowable vessels tonnage and length (DWT or GRT - metre)
	Liquid Cargo Pier	365m	10	19	9	Chemical Tanker – LPG&LNG Max. 30.000 DWT
	Dry Cargo Pier	373m	15	19	9,5	Max.30.000 DWT General&Dry Cargo Vessels
	Pipe Line name (If exist)		Count	Length		Diameter



		(piece)	(metre)	(inç)
		-	-	
		Max water level	Min. water level	
1				
2				
3				

## 1.2 LOADING/UNLOADING, HANDLING AND STORAGE PROCEDURES FOR DANGEROUS GOODS HANDLED AND TEMPORARY STORAGE AT THE PORT FACILITY

Dangerous liquid bulk and solid bulk cargoes are handled at our port facility and these cargoes are stored outside the port area.

- For the purpose of detecting gas leaks that may occur, gas detectors have been calibrated and are kept ready for use.
- Necessary warnings and warning signs are placed around the handling area in the form of fixed signs. In all operational areas of the enterprise, personal protective clothing and equipment are worn in accordance with the occupational safety and worker health criteria of the personnel in dangerous places and situations. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas are not employed.
- Periodic maintenance, repair and calibration of the devices used are carried out and certificates and records documenting this situation are kept up-to-date.
- In case of emergencies or accidents, first aid materials to be used for intervention are kept in places known by the personnel and specified in the dangerous goods manual and layout plan.
- Ex-proof radios suitable for the Zone area are used, which can be used safely in flammable or explosive environments, in the operations of loading/discharging communication equipment of dangerous liquid and solid bulk cargoes.
- Flexible hoses used for loading/discharging liquid bulk cargoes; Tests, maintenance and repairs are carried out in accordance with the criteria specified in ISGOTT, and test reports and maintenance and repair records are kept. Hoses that will be used in loading/discharge operations but not in service are kept by blinding in accordance with the criteria specified in ISGOTT.
- Electrical insulation flange and insulated flange bolt connections are used in the connection of flexible hoses used in the discharge/loading of liquid bulk cargoes to the ship.
- Dangerous liquid bulk cargoes are handled in a way that eliminates the possibility of interaction with other cargoes, and circuits suitable for the product are used.
- Port authorities and Port Operators are responsible for additional safety and security measures to be taken during ship unloading/loading operations during shift hours.

- The duties of port authorities and port operators are defined in the Quality Management System.
- In cargo operations and emergencies, according to their areas of responsibility, the ship's captain and the Ship Operations Manager / Chief and the Shift Eng. The following information regarding dangerous liquid and solid bulk cargoes that are loaded/discharged or transported shall be submitted to the Regional Port Authority and other relevant persons, if deemed necessary.
  - By the ship's captain;
- Proper shipping name, UN number (if any) and description of its physical and chemical properties (including reactivity) of the dangerous cargo.
- Load transfer, slop transfer, inerting, ballasting, ballast discharge and tank cleaning procedures.
  - By the Operations Manager;
- Written "Wharf Rules" and "Emergency Situations at the Pier" documents prepared in writing to the captains of the ships berthing at our pier are delivered by the Ship Management Port Operators.
- Ship captains are ensured that all personnel on board learn the safety precautions and comply with the specified instructions.
- "Ship/Shore Safety Checklist" is filled in mutually by the Shift Engineers with the ship's captain and agreed upon.

#### **1.2.1 HANDLING PROCEDURE OF HAZARDOUS LIQUID CARGOES**

This procedure covers the procedures for the safe handling of Dangerous Liquid Bulk Cargoes, which must be observed by all technical and administrative units of our Port Facility, and measures to minimize the loss of life and property in case of a possible danger.

This Procedure covers all units of AKSA AKRİLİK Port Facilities.

Dangerous Goods (Dangerous cargo); As defined in the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, it refers to substances that have the potential to harm life, property, environment and organisms with glass due to their physical, chemical properties or mode of transport, as well as packages and load units containing the residues of these substances.

Dangerous Liquid Bulk Cargo: It refers to the units of the cargoes defined within the scope of dangerous goods, carried in liquid and bulk form.

While determining the temporary storage and handling areas of dangerous liquid bulk cargoes in our Port Facility; administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other cargoes temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response.

Issues regarding additional safety and security measures to be taken and by whom these measures will be taken are defined in TYER, KÖP, ADP and its annexes, which have been

prepared in accordance with the Regulation on Maritime Transport of Dangerous Goods and Loading Safety.

Other dangerous goods and storage and separation rules are determined and implemented.

Responsible for the handling of dangerous liquid bulk cargoes in our facility;

Ali DEMİREL / Port Manager

Nihat ÖZER / Port Manager / Dangerous Goods Operations Officer

Mert SEZER / Port Specialist / Dangerous Goods Operations Officer

Beach Storage Operator / Dangerous Goods Handling Specialist

In the operation meeting held the day before, the equipment to be used, the number of posts, and the team are determined. The SDS form of the cargo is given to the facility authority or HSE unit by the agency at least 3 days in advance of the ship notification.

After the ship is safely moored to the pier with the help of the pilot and mooring, a safety inspection is carried out on the ship. If there is an unsafe situation, the situation is communicated to the ship's person and it is ensured that he takes precautions. Discharge Equipment and pipe selection suitable for the load is made by the operation manager. ISGOTT Ship/Shore Safety Checklist is mutually signed. A communication network is established between the ship and the Port Facility.

Employees are present next to the flexible hoses to be connected to the ship. It acts together with the ship's personnel in connecting the liquid cargoes to the ship's inlet and outlet manifolds.

Appropriate pressure adjustment is made with the vessel.

Electrical equipment, equipment and hardware to be used in areas where hazardous materials are handled are calibrated and in accordance with standards suitable for use in flammable, explosive or explosive environments. During cargo operations for dangerous liquid bulk cargoes, electric lamps other than arc lamps will be used and these lamps are gas-proof.

Adequate number of suitable personal protective clothing, equipment and equipment will be worn against the characteristics of the handled dangerous liquid bulk cargoes and the risks they may pose. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas are not employed.

The temporary storage areas of dangerous liquid bulk cargoes that emit toxic or flammable gas are located inside the factory outside the port facility. However, when it comes to personnel entering the ship's tanks and closed areas for all kinds of work, an effective ventilation system will be established in the closed areas and adjacent areas. Gas measurements will be made for flammability, explosiveness and toxicants before entry, and entry procedures will be applied for closed areas.

A sufficient number of personal protective clothing, equipment and equipment, including gas masks, should be available for the person/persons who will enter the closed areas for situations that require entering closed areas.

The surroundings of the tanks where dangerous substances are stored should be equipped with water cannons/hoses and irrigation operations should be carried out in a way to prevent burning.

During the discharge of liquid bulk dangerous goods from the ship or loading onto the ship, the protection systems (overflow pans and drainage channel) to prevent spillage due to leakage will be kept clean and in working condition throughout the operation.

It may occur during loading / discharging; To prevent or minimize risks to life, property and environment caused by toxic or flammable vapor emission, hazardous gas emission and oxygen-deficient areas, and self-igniting and flammable substances when combined with water, oxidizing substances and dangerous substances that can interact with each other. will be checked.

The master of the ship that will load/discharge dangerous liquid bulk cargo shall present the detailed loading/discharge plan, which includes the details of the position and quantities of the cargo in question, to the port facility operator before starting the loading/discharge process and an agreement shall be reached.

Flexible Hoses: Flexible hoses to be used in discharge/discharge shall only be used at cargoes with suitable heat compatibility and within a range not exceeding the working pressure.

After the connection is made, the safety of the hose will be observed against the following negativities.

Hoses with a certificate showing the burst pressure will be tested before use, and a visual check will be made before each use.

Flexible pipes will always be observed during the operation, and the load inside will be cleaned after the operation. After use, it will be stored together with other hoses and safely.

Dangerous liquid bulk cargoes should be handled and stored temporarily so that they do not react dangerously with incompatible materials.

The Master of the Ship will be informed so that the furnaces and similar equipment to be used in the ship's galley are not a source of ignition.

The overflow holes on the pier will be closed and it will be ensured that the overflow is sent to the collection pool through the drainage channel and subsequently to disposal.

Electricity supply from the shore to the ship will not be made in any way, except in emergencies where the approval of the Port Authority is obtained.

Electric cables and devices, except those certified for safe use, will not be kept and operated on the quay.

Tank cleaning and degassing operations can only be carried out in obligatory cases where all necessary precautions are taken and permitted by the Port Authority.

The outlet valves of the storage tanks in the facility are always kept safe, and the on/off buttons of the pumps are kept so that only authorized personnel can access them.

Carrying out, handling or loading/unloading of dangerous liquid bulk cargoes in accordance with all national and international rules will be followed by the Ship's Master and Facility Officers.

Written and illustrated (pictogram) warning signs for the dangerous goods to be discharged or loaded will be hung at the entrance of the area or pier close to the operation area.

### **1.2.2 HANDLING PROCEDURE OF HAZARDOUS SOLID BULK CARGOES**

This procedure; It aims to explain the work and operations of the relevant personnel during the loading and unloading of dangerous solid bulk cargoes within the scope of IMDG code and IMSBC.

This procedure; It covers all personnel who have duties and responsibilities during the loading and unloading of dangerous solid bulk cargoes, which are liable in the enterprise.

Dangerous Goods (Dangerous cargo); As defined in the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, it refers to substances that have the potential to harm life, property, environment and organisms with glass due to their physical, chemical properties or mode of transport, as well as packages and load units containing the residues of these substances.

Hazardous Solid Bulk Cargo: Consisting of particles, granules or coarser particles, excluding liquid or gas, subject to IMDG and IMSBC Code and generally showing a uniform composition and directly to the cargo volumes of the ship or barge, without the need for any additional container/containment. means all kinds of cargo loaded on the barges on the carrier ships.

Responsible for the handling of dangerous solid bulk cargoes in our facility;

Ali DEMİREL / Port Manager

Nihat ÖZER / Port Manager / Dangerous Goods Operations Officer

Mert SEZER / Port Specialist / Dangerous Goods Operations Officer

Port Operator / Dangerous Goods Handling Supervisor has been appointed, and their responsibilities and duties are given in TYER section 2.

In case of coal handling or temporary storage at the port facility, the following should be ensured:

Self-reactive substances dissolved in water should not be stored below 0 C.

Self-heating materials should be stored away from light, heat sources, moisture and flammable and combustible materials and in a dry and well-ventilated place.

If the risk of reaching the ignition temperature by self-heating is high, care should be taken not to store it in an inert, that is, chemically inactive environment.

Appropriate gas measuring devices should be available in order to regularly control the toxic or flammable gas concentration that may form in closed areas where dangerous solid bulk cargoes that emit toxic or flammable gas are temporarily stored and their possible spread. The calibrations of the relevant gas measuring devices should be checked regularly. Gas concentration should be measured regularly during the shift (1–3 hours apart) and up to 1 hour before the end of the shift. There are gas detectors in the facility that measure the carbon monoxide gas in the environment for the coal load on each personnel.

In case of storage in closed warehouses, a ventilation system should be installed. Port facility coal silos are naturally ventilated.

The use of open flame lamps and smoking within the zone determined within the scope of PKD should be strictly prevented, ex-proof equipment should be used and kept under control.

Work that will create sparks such as welding and cutting steel should only be done under the supervision of authorized persons, and in this context, hot work work permits should be acted upon.

Coal can contain methane gas from 1 to 40 times its volume due to its structure that can be suspended in the air. For this reason, the amount of methane in the silo air should never be allowed to exceed 1%. For such cases, natural ventilation should be preferred instead of an aspirator. Because strong air flow can cause the danger of self-heating.

As the particle size of the coal increases, the amount of fine particles in the stored coal pile increases, the tendency of the coal to spontaneously combust. For this reason, care should be taken that the pieces of coal do not break and form new levels during the storage processes.

Care should be taken to store the coal piles on a flat concrete floor and to prevent air from passing from the base to the pile. Before the coal pile is made, the ground where the coal will be placed is cleaned of ash, garbage, wood pieces, plant residues, then the ground is washed and after drying, the coal pile can be made.

In case of excessive dusting of the coal to be handled, the dedusting chemical in the conveyor belt system is sprayed on the coal, thus reducing the dustiness of the coal.

In order to prevent the risk of fire, checks should be made every day whether there is steam on the surface of the pile and the surface temperature. To measure the temperature in the heap, metal pipes with a diameter of about 25 mm with a thermometer are immersed in the

heap at intervals of 3-4 m. Pipes are inserted up to 30 cm above the base and temperature readings are taken at different levels. Care should be taken that the temperature does not exceed 50°C for lignites and 70° for hard coals. The coal pile is consumed between 10-12 days. In case of a breakdown in the power plant or a decrease in coal consumption, if the coal pile will wait for more than 30 days or if the heap temperature exceeds 40°C, the coal pile is covered with a 50% lime solution, thus slowing the oxidation rate.

The temperature of the coal pile is constantly monitored. In case the temperature reaches 90°C, the coal is laid in the open area and the temperature is reduced by holding water.

The operator should pay attention to reducing the pouring height when unloading dangerous cargo in bad weather conditions, closing the bucket/mouths after the load is lifted, and stopping the bucket operations when the wind is strong.

The personnel involved in the operation should have the necessary personal protective equipment in case of possible hazardous material accidents.

It is obligatory to have a water monitor (water cannon) around the storage area in order to be able to interfere with substances that are prone to spontaneous combustion.

Substances or mixtures that emit flammable gases in contact with water should be stored in a dry and cool place in a closed environment, as they are susceptible to suddenly becoming flammable by reacting with water or to emit dangerous amounts of flammable gases. It should be kept away from water, moisture and oxidizers and should be stored in accordance with the decomposition rules. These cargoes should be handled in dry weather conditions. The places where the relevant cargoes are stored should be covered with a solid, water-tight and airtight cover, and warning statements such as "to be kept dry" should be placed on them. Moisture measurements should be made at regular intervals. The floors of the warehouses should be waterproof, the walls should be resistant to pressure and the roof should be made of light material. Such cargoes should be kept away from all kinds of equipment and sources that may cause sparks from simple flame sources such as bare, light, spark-producing hand tools, unprotected light bulbs.

**Storage** Since organic peroxides are thermally unstable substances or mixtures that can undergo self-accelerated exothermic decomposition, they should be stored in a dry and well-ventilated warehouse, away from sources of heat and flame. It should be handled and stored in a way that prevents contamination with corrosive substances (such as acids, alkalis, amines, combustible materials, metals and reducing agents), flammable or carbon-containing cargoes. Oxidizers react violently when they come into contact with organic materials. For this reason, necessary precautions should be taken to prevent the interaction of organic substances with oxidizers (eg nitric acid, chromic acid and permanganates, etc.)

## **2. RESPONSIBILITIES**

All parties engaged in the transport of dangerous goods; they have 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. It uses the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, in emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous goods. It makes use of 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 cargoes.

### **2.2 RESPONSIBILITIES OF THE FREIGHT FORWARDER**

The responsibilities of the freight forwarder are as follows:

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

### **2.3 RESPONSIBILITIES OF THE VESSEL**

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

### **2.4 RESPONSIBILITIES OF THE PORT FACILITY**

- 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 port 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 port 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 port 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 THE OWNER**

- 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 port facility about the instant risk posed by the dangerous cargoes on the ship berthing to the port 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 port 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 cargoes loaded on the ships.

## **2.6 DANGEROUS GOODS SAFETY CONSULTANT RESPONSIBILITIES**

- a) To monitor compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.
- b) It offers suggestions to the business in the transportation of dangerous goods according to the provisions of ADR / IMDG.
- c) To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first four months as of the end of the year and submit it to the Administration in electronic environment.
- d) Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the IMDG/ADR regarding this substance.
- e) Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.
- f) To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.
- g) To provide or provide training to the employees of the enterprise about the national and international legislation and the amendments made therein, and to keep the records of this training.
- h) To determine the emergency procedures to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of dangerous goods,
- i) To have the employees periodically perform exercises related to these and keep their records.
- j) To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
- k) To ensure that the special conditions stipulated by the legislation on the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
- l) To ensure that employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.
- m) To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.
- n) To create instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.
- o) To record all kinds of work, including training, audit and control on activities, to keep these records for 5 years and to submit them to the Administration if requested.
- p) Preparing and enforcing the business security plan specified in ADR/IMDG.
- q) In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR); To determine procedures for work and operations related to packaging, labeling, marking and loading.
- r) In the inspections to be carried out in relation to his duties in the enterprise; To keep records by specifying the date and time of the audited persons and works.

- s) In case of any danger, to stop the work until the danger is eliminated, to start the work with its own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.
- t) TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes damage to life, property and the environment; collects information about the accident and gives an accident report to the enterprise management or the Administration. This report, prepared by TMGD, is sent to the Administration via the address [www.turkiye.gov.tr](http://www.turkiye.gov.tr) by the enterprise or TMGDK within one month. This report does not replace the report that should be written within the scope of international or national legislation.
- u) To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods, in accordance with the format determined by the Administration, within the first four months as of the end of the year, and to submit it to the TMGDK, within which it works, and to the business providing consultancy services, to send it to the Administration via [www.turkiye.gov.tr](http://www.turkiye.gov.tr) when requested.
- v) TMGDs authorized within the scope of the IMDG Code prepare a quarterly report on the responsibilities set forth in the Regulation on Maritime Transport of Dangerous Goods and Loading Safety of the port facilities they serve or serve, and report this report to the Administration.
- w) Except for the port facilities that will receive PIUB for the first time, TMGD is present at the port facility during the PIUB audits and actively participates in the audits.
- x) It prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the port facility together with the port facility and checks its accuracy. TMGD's signature is also included in the sections of the guide regarding the handling and/or temporary storage of dangerous goods.
- y) In addition to the IMDG Code, within the scope of dangerous goods handled at the port facility, they will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the port facility. The port facility operator notifies the port facility operator in writing, with the periods agreed between the port facility operator and the port facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the port facility are handled in accordance with the rules.

### **3. RULES AND MEASURES TO BE FOLLOWED / APPLIED BY THE PORT FACILITY**

A set of general rules applicable to the transport of dangerous goods at the AKSA Port are given below. In this context, Port Authorities means AKSA port management, Operations Department manager, port master and deputy port masters.

According to the Regulation on Training and Authorization within the Scope of the International Code for Dangerous Goods Transported by Sea, published in the Official Gazette dated 22/1/2016 and numbered 29601, personnel who do not have the necessary training

and certificates are not allowed to work in dangerous goods handling operations and to enter the areas where these operations are carried out.

Dangerous goods can only be brought to the AKSA port area with the approval and authorization obtained by sending a pre-notification form by the responsible parties. The port authority will issue specific instructions for the transport, handling and/or storage of dangerous materials or their combinations in accordance with the rules.

When it comes to the storage, handling and / or transportation of dangerous goods at the AKSA Port, taking into account human and environmental sensitivity with an accident involving dangerous goods leakage / emission or dangerous cargo; Special attention will be paid to the proximity of buildings, distance to people and places not including direct transportation, etc.

The Port Authority will determine special areas with emergency response capability for the storage, transportation and handling of dangerous goods.

The port management of AKSA has the right to limit and reject the entry of dangerous goods into the ports if the port security is threatened by the transportation, handling, storage or entry of these dangerous goods into the ports in large quantities. Provisions regarding these cargoes; It states that dangerous goods classified as 1.1, 1.2, 2.1, 2.3, 7.1 are not acceptable for transport or storage. IMDG Appendix: Dangerous cargo limitations.

AKSA Port Management has the right to take appropriate and reasonable steps to eliminate the risks associated with Dangerous Goods / Dangerous Goods at its facility. The owner or the owner's representative is responsible for the costs incurred.

AKSA Port Management has the right to inspect dangerous goods including transportation documents and certificates, packages, cargo carriers and inspection of ships in order to ensure the safe handling, transportation, packaging, loading-unloading and storage of dangerous goods.

In an emergency, the ship has to go to another place, anchor or leave the port of AKSA with the instruction of the authority.

If there is a risk of harming people or property outside the ship during loading and unloading on ships carrying dangerous goods, in case of an oxygen-reducing accident caused by explosive goods, flammable gases or liquids, the ship should always be prepared to maneuver with its own power in a short time.

If any hot work is required on the pier or ship where dangerous goods are transported, handled or stored, AKSA Port Management must be informed. Considering that this process can be done safely, hot works can be done with the permission to be given. Emergency response units are warned with the permission to be given. The duration of the permit must be specified and cannot be more than 24 hours.

AKSA Port Management, the evacuation service provider company and the ship's Captain may designate a certified consultant in accordance with the legislation regulating the transportation of dangerous goods for the transportation, storage and handling of dangerous goods in their area of responsibility.

When any maintenance work needs to be done on the pier or ship where the dangerous goods are transported, handled or stored, AKSA Port Management must be informed. When it is thought that this operation can be done safely, maintenance work can be done with the permission to be given.

All efforts and precautions are taken to minimize and prevent the generation and distribution of hazardous dust and to protect personnel.

All efforts and precautions should be taken to minimize and prevent the formation and dispersion of hazardous vapors or gases and to protect personnel. Hand tools are available to measure concentrations of dangerous bulk vapors and gases present. Unprotected personnel are not allowed to enter spaces or areas where toxic or flammable vapors or gases may be present.

Unprotected personnel cannot enter areas where oxygen depletion may occur.

Unauthorized persons cannot enter the areas where dangerous goods are transported, handled or stored. When necessary, the corridors where dangerous goods are transported and the areas where they are handled and stored can be cordoned off. Before giving permission to enter a closed area where there may be oxygen deficiency or toxic gases, it should be ensured that there is no risk by the Captain or the landlord. Before giving permission to enter an empty area on board or on land, it must be certified by an authorized person that the area is cleaned, free of dangerous gases and non-hazardous.

All dangerous goods arriving at AKSA Ports must be reported to AKSA within the time frame specified in the legislation. AKSA transmits this information to the unit related to the arrival of dangerous goods, the preliminary information is conveyed to the relevant unit by the methods determined by the Port Authority.

All dangerous goods arriving at the port must be notified in advance. This notification is made by the shipping company by post, fax or electronic data transfer. Advance notice is normally made no later than 72 hours before the goods arrive at the port, but if this is not possible, it may be made later than the departure time from the previous port and/or port, depending on prevailing traffic conditions. When the cargo contains a large quantity of dangerous goods in packaged form or presents a particular danger, the port area is secured prior to the arrival of the goods.

The preliminary notification should include the cargo to be discharged, transit and remaining on board. The following information should be included in the pre-notification submission.

- Ship's name and arrival time
- Proper shipping name of the goods
- Class as per IMDG Code
- UN number
- Packing group (if any)
- Flashpoint Temperature (if applicable)
- Secondary risks (if any)
- Marine pollutant (if classified as cargo)
- EmS instruction
- Becquerel level (if radioactive)
- Quantity and packaging type
- Container identification number or other identification terms
- Quantity of dangerous cargoes
- (Class 1 Transport) explosive material Net weight
- Location where the dangerous goods are stowed on the ship
- Cargo to be discharged and transit cargo
- If the goods were disinfected which substance was used and on what date.
- Sender and receiver of goods
- Situations that may adversely affect the safe maneuver of the ship

While the ships coming to the port for unloading dangerous goods are evacuated, the unloading personnel should always be informed in advance for safe evacuation. Thus, preparations for unloading will be allowed, minimizing the risk of accidents. Personnel are also provided with information about dangerous goods in transit. This information is repeated before each operation and shift change.

Preliminary information is also valid for dangerous goods coming by road. A good planning will be done to avoid wasting time.

Company personnel will always be familiar with the risks and precautions available when handling dangerous goods.

Drivers will always follow procedures and will be given assistance for evacuation if needed.

The captain and the work leader in the terminal will make sure that the personnel in their area of responsibility are safe and that their protective equipment is provided.

The captain and the business leader at the terminal will make sure that the personnel are not under the influence of alcohol and drugs while handling dangerous goods in their areas of responsibility.

The evacuation of dangerous goods will be started as soon as possible after the arrival of the ship. Dangerous goods will be transported from the port in a short time unless there is a special permit for storage at the port.

As long as dangerous goods are handled, both land and ship access routes will be unobstructed by other activities or objects and free of dirt and materials.

Vehicles and transport units shall not prevent entrances to the points where emergency response vehicles will enter, near the hatches and to the side pier.

Dangerous goods are transported in a way that does not cause damage to other materials by falling, slipping and hitting.

The terminal responsible and the Captain will make sure that the areas where dangerous goods are handled are adequately illuminated.

The Terminal Officer and the Captain will put up effective signs stating that smoking is prohibited in the hold, tank area, deck and handling area and will observe/inspect.

The captain will mark the presence and handling of dangerous goods on his ship in a way that can be easily seen and in accordance with national/international legislation.

When dangerous cargo or other cargoes are handled, necessary measures will be taken to prevent dangerous cargo leakage immediately and emergency response procedures will be carried out by contacting the terminal officer.

Documents related to dangerous goods must be accessible during evacuation. If these documents are also available in electronic media for vehicles, they do not need to be kept as printed documents.

If there are problems such as leakage or lack of marking on the ship or the cargo it carries, evacuation is not allowed. Such deficiencies must be corrected before evacuation.

Information about dangerous goods and preliminary notification must be notified to the AKSA Port administration or the relevant person and entered into the system.

Dangerous cargo information is given to the persons and organizations that will carry out the evacuation together with the manifest at the latest.

In the event of an accident, the way of responding to the dangerous load is controlled and the information is kept accessible.

In case of uncertainty, check that the protective equipment is ready for use.

Check that it is correctly branded. If there is a mistake, have it corrected in the waiting area.

Ensure the movement of vehicles and containers, respectively, to their designated areas in the port.

At the facility, only liquid bulk cargoes, which are processed in our factory and specified below, are handled.



UN NO	SHIPPING NAME	CLASS and SECONDARY RISKS
UN 1005	AMMONIA, ANHYDROUS	2.3 (8) P
UN 1093	ACRYLONITRILE, STABILIZED	3 (6.1)
UN 1230	METHANOL	3 (6.1)
UN 1301	VINYL ACETATE, STABILIZED	3
UN 2789	ACETIC ACID, GLACIAL	8 (3)
	COAL	IMSBC Code – B (and A)

If there are any deficiencies that may negatively affect the handling of dangerous goods, these deficiencies are eliminated before entering the port.

Preliminary notification of dangerous goods is received by AKSA.

When the cargo carrier arrives at the port, it is confirmed that it has the correct documents and arrives at the port.

In the event of an accident, the way of responding to the dangerous load is controlled and the information is kept accessible.

It is checked that it is marked in accordance with the rules, if there is any deficiency, it is corrected before entering the port.

It is ensured that the vehicles move to the areas reserved for them in the port.

Efforts will be made to ensure that the operations of dangerous goods are always carried out in a satisfactory manner in accordance with sustainable environment and safety.

This means taking precautions specific to dangerous goods so that all operations of carrying dangerous goods do not harm people, animals, the environment and property.

Personnel related to the handling of dangerous goods will apply the company's procedures and directives, as well as the necessary information and training for a safe operation.

Equipment designed for the handling of dangerous goods is always used in our facility.

When purchasing vehicles, carriers or other equipment, it will always be considered that our activities are related to dangerous goods.

Employers and employees will cooperate by sharing their views and experiences regarding daily operations and providing notification of risks and hazards.

Employees will always make sure that the company takes precautions regarding the safe handling of dangerous goods.

#### **4. CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE OF HAZARDOUS CARGOES**

##### **4.1 CLASSES OF DANGEROUS CARGOES**

##### **CLASS 2 - GASES**

. Gas is a substance with the following properties:

The vapor pressure at 50°C is greater than 300 kPa or

It is completely gaseous at 101.3 kPa standard pressure and 20°C.

The transport condition of a gas is defined by its physical state as follows:

Compressed gas: a gas that is completely gaseous at -50°C when packaged under pressure for transport; this category includes all gases with a critical temperature less than or equal to -50°C;

Liquefied gas: a gas that is partially liquid at temperatures above -50°C when packaged under pressure for transport. A distinction is made as follows:

High pressure liquefied gas: a gas with a critical temperature between -50°C and +65°C and low pressure liquefied gas: a gas with a critical temperature above +65°C;

Refrigerated liquefied gas: gas that is partially liquid due to its low temperature when packaged for transport or

Dissolved gas: gas dissolved in a liquid-based solvent when packaged under pressure for transport.

Class 2 is subdivided according to its primary hazard during transport:

##### **CLASS 2.1 FLAMMABLE GASES**

These gases at 20°C and a standard pressure of 101.3 kPa:

.1 in a mixture with air 13% by volume or less can ignite or

.2 the range of flammability with air is at least 12% regardless of the lower flammable limit. flammability; It is determined by tests or calculations made according to the methods determined by the International Organization for Standardization (see ISO 10156:2010). If there is insufficient data to apply these methods, a comparable method accepted by the national competent authority may be used.

## CLASS 2.2 NON-FLAMMABLE, NON-TOXIC GASES

Gases with the following properties:

- .1 suffocating gases - gases that dilute or replace the oxygen normally found in the atmosphere, or
- .2 oxidising gases - gases that contribute more than normal air to the combustion of other substances by generally supplying oxygen, or
- .3 gases not included in other classes.

## CLASS 2.3 TOXIC GASES

Gases with the following properties:

- .1 known to be toxic or corrosive to humans so as to pose a health hazard, or
- .2 Gases considered toxic or corrosive to humans because their LC50 value (as defined in 2.6.2.1) is less than or equal to 5,000 ml/m<sup>3</sup> (ppm).

## **CLASS 3 - FLAMMABLE LIQUIDS**

Class 3 contains the following items:

- .1 flammable liquids (see IMDG Codes 2.3.1.2 and 2.3.1.3);
- .2 liquid desensitized explosives (see IMDG Code 2.3.1.4).

flammable liquids; liquid or mixtures of liquids or solids in solution or suspension (except for substances in other classes, such as paint, varnish, lacquer, etc., but due to their hazardous properties) in closed container test at 60° C (65.6 °C open cup are liquids that emit flammable vapors at a value equivalent to or below the "flash point". This definition also includes:

- .1 liquids supplied for carriage at their flash point or higher; and
- .2 substances which give off flammable vapors at or below the maximum transport temperature, which are transported in the liquid state at elevated temperatures or are offered for carriage.

Liquefied desensitized explosives; They are explosive substances dissolved or suspended in water or other substances to form a homogeneous liquid mixture to suppress their explosive properties. Entries for liquid desensitized explosives in the Dangerous Goods List are UN 1204, UN 2059, UN 3064, UN 3343, UN 3357 and UN 3379.

## **CLASS 4 - FLAMMABLE SOLIDS; SUBSTANCES PRONE TO SUDDEN COMBUSTION, SUBSTANCES THAT EMIT FLAMMABLE GAS WHEN IN CONTACT WITH WATER**

Class 4 in this Code; Includes substances other than those classified as explosives, which, under

conditions of carriage, are flammable or capable of causing or contributing to a fire. Class 4 is subdivided as follows:

#### Class 4.1 - Flammable solids

Solids that can burn or cause fire at any time or contribute to the fire by friction; self-reactive substances (solids and liquids) prone to a strong convection interaction; are solid desensitized explosives that can explode if they are not sufficiently diluted;

#### Class 4.2 - Substances liable to flash fire

Substances (solids and liquids) which are susceptible to flash heating under normal conditions of transport or whose temperature rises when in contact with air and are then susceptible to ignition;

#### Class 4.3 - Substances which, in contact with water, emit flammable gases

Substances (solids and liquids) which, when reacted with water, are liable to ignite spontaneously or to emit flammable gases in dangerous quantities.

### **CLASS 6 - TOXIC AND INFECTIOUS SUBSTANCES**

Class 6 is divided into two subclasses as follows:

#### Class 6.1 - Toxic substances

These items are; are substances that can cause death or serious injury or harm human health if swallowed, inhaled or in contact with skin.

### **CLASS 8 - Corrosive substances**

Class 8 substances (corrosive substances); means substances which, when in contact with living tissue, cause serious damage by chemical reaction or, in case of leakage, materially damage or even destroy other objects or means of transport.

Particularly where serious harm to persons is expected, Section 3.2 of the Hazardous Substances List notes "Causes (severe) burns to skin, eyes and mucous membranes".

## **4.2 PACKAGING OF DANGEROUS CARGOES**

In the facility, bulk liquid dangerous goods are handled by pipeline and stored in tanks. Packaging is not done.

## **4.3 PLACARDS, PLATES, BRANDS AND LABELS RELATING TO HAZARDOUS CARGOES.**

### **CLASS 2 - GASES**



(No. 2.1)  
Sınıf 2.1  
Yanabilir gazlar

Sembol (alev): siyah veya beyaz (5.2.2.2.1.6.4'te belirtilen hariç) Zemin: kırmızı. Alt köşede '2' rakamı.



(No. 2.2)  
Sınıf 2.2

Yanmayan, zehirsiz gazlar

Sembol (gaz silindiri): siyah veya beyaz. Zemin: yeşil. Alt köşede '2' rakamı.



(No. 2.3)  
Sınıf 2.3

Zehirli gazlar

Sembol (kurukafa ve çapraz kemikler): siyah. Zemin: beyaz. Alt köşede '2' rakamı.

### CLASS 3 - FLAMMABLE LIQUIDS



(No. 3)

Sembol (alev): siyah veya beyaz. Zemin: kırmızı. Alt köşede '3' rakamı.

### CLASS 4 FLAMMABLE SOLIDS



(No. 4.2)  
Sınıf 4.2

Anıyanmaya eğilimli maddeler

Sembol (alev): siyah. Zemin: üst yarısı beyaz, alt yarısı kırmızı. Alt köşede '4' rakamı.

### CLASS 6 – TOXIC SUBSTANCES



(No. 6.1)  
Sınıf 6.1  
Zehirli maddeler Sembol (kürkafa ve çapraz kemikler): siyah Zemin: beyaz. Alt köşede '6' rakamı.

## CLASS 8 - CORROSIVES



(No. 8)  
Sembol (iki cam tüpten dökülen ve bir ale ve metale zarar veren sıvılar): siyah. Zemin: üst yarısı beyaz, alt yarısı beyaz kenarlı: siyah. Alt köşede '8' rakamı.\*







(No. 9)  
Sembol (üst yarıda yedi dikey çizgi): siyah. Zemin: beyaz. Alt köşede altı çizili '9' rakamı.



### 4.3 LABELS AND PACKAGING GROUPS OF DANGEROUS CARGOES

Tesiste ambalajlı depolama yapılmamakta, elleçlenen tehlikeli maddeler liman sahası dışındaki kapalı sabit tanklarda depolanmakta olup etiket, işaret ve paketleme grubu bilgileri aşağıdadır.

UN NO	SHIPPING NAME	PG	CLASS	LABEL
UN 1005	AMMONIA, ANHYDROUS		2.3 (8) P	
UN 1093	ACRYLONITRILE, STABILIZED		3 (6.1)	
UN 1230	METHANOL		3 (6.1)	

UN 1301	VINYL ACETATE, STABILIZED		3	
UN 2789	ACETIC ACID, GLACIAL		8 (3)	 
	COAL		4.2	

Cargo carriers in port areas must be labeled correctly in accordance with current regulations. For this reason, appropriate units will check whether each transport unit taken to the port is labeled correctly.

In order to carry out these controls, it is necessary to know the rules applied on the transport units. These rules may include different applications as they will be under regulations such as IMDG Code, ADR.

Dangerous goods units that will leave the port by road are not allowed to leave the port unless it is seen that they are labeled correctly in accordance with ADR.

You should be familiar with the labeling rules for the labeling of nested packages that have different applications in the IMDG code and ADR.

#### 4.5 SEPERATION TABLES FOR DANGEROUS CARGOES

There are no dangerous goods that require segregation according to the IMDG Code, as there are cargoes handled according to IBC Code, IGC Code and IMSBC Code in our port facility.

#### 4.6 SEPARATION DISTANCES AND TERMS OF DANGEROUS CARGOES IN WAREHOUSES

There is no temporary storage at the port facility. Since only the coal is handled as dry bulk cargo, there is no separation distance in the silos on the land side of the port line.

### 5. HANDBOOK ON DANGEROUS CARGOES HANDLED ON THE PORT FACILITY

The port facility, which carries out dangerous cargo loading/unloading, handling and temporary storage activities, in order to contribute to the safe fulfillment of these activities;

- Hazardous substance classes,

- Packages of dangerous goods,
- Packaging,
- Labels,
- Marks and packing groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
- Separation distances of dangerous goods in warehouse storages,
- Parsing terms,
- Dangerous cargo documents,
- Dangerous cargoes emergency response action flow diagram
- Emergency contact information
- It has been prepared in pocket sizes, including the locations of emergency equipment, usage instructions and shore facility rules.

This handbook is provided by Aksa Akrilik Kimya San. A.Ş. was delivered to the employees at the port facility against signature.

## **6. OPERATIONS**

### **6.1 PROCEDURES FOR VESSELS CARRYING DANGEROUS CARGOES SAFELY BERTHING, MOORING, LOADING/ DISCHARGE**

#### **BERTHING**

Ships are docked at Aksa Port only in daylight. Berthing operations are carried out by Yalova Pilotaj A.Ş. During berthing, at least 1 Aksa personnel is present at the pier by VHF radio and supervises the berthing maneuver.

Captain of every ship that will come to AKSA PORT Facility for dangerous cargo operations;

- Will know the rules applied by the AKSA facility to the ships carrying dangerous goods.
- It will control the handling and storage equipment related to the ship, machinery, dangerous cargo.
- Whenever possible, it will check that there is no puncture, leakage or deterioration of dangerous goods.
- In case of negativity or deficiency, it will notify the port authority.
- AKSA Port will be in good communication with the Port and the Traffic station.

#### **LEAVING THE PORT**

The ship carrying dangerous goods will leave the port within 3 hours at the latest, from the departure time given to it by AKSA and the authority.

#### **BUNKERING**



Bunkering operations are not allowed in our facility.

#### **WATCHKEEPING**

- The captain of the ship carrying, loading and unloading dangerous goods on his ship will always ensure operational safety and necessary equipment, and keep his machines ready to act in an emergency.
- Officers on duty and crew will have received at least training in accordance with STCW1978 standards.
- When requested by AKSA Facility officials, a lookout meeting the above criteria will act as a lookout during dangerous cargo operations.
- The onboard lookout must:
  - It should be sufficient to prevent the dangers that may arise due to dangerous cargoes.
  - It will take the necessary measures within its field of duty and expertise, and will observe against the risks that may come from the environment.
  - It will give an alarm in case of danger and act in accordance with the nature of the situation.

#### **FIRE PREVENTION MEASURES**

In all dangerous goods handling, the onshore officer and the Captain will take all necessary precautions for fire and environmental safety.

Fire fighting equipment is available when needed in case of emergency. This equipment has been determined in accordance with the type and amount of dangerous cargo.

The electrical equipment used in the compartments where flammable and combustible gas may occur is ex-proof. Extension cords shall not be used in these areas.

Smoking, open fire, equipment that can generate sparks, hot surface formation and similar are prohibited in places where dangerous goods are stored.

When a separate fire safety team is requested for dangerous cargo handling, this organization will be held within the time period requested by the loading person.

In areas where dangerous goods are handled, transported and stored, alarm, emergency response and emergency communication facilities are provided.

Relevant personnel will determine what and the location of the units that will warn for emergency response before the dangerous, load operation starts.

There will always be drains (exits) in places where dangerous goods are handled, transported or stored.

#### **REPORTING OF INCIDENTS**

The captain of the ship shall, within his area of responsibility, ensure that if a risk arises for the safety or security of the person and the ship or other ships in the port or any other property or environment during the handling of dangerous goods, the person responsible for the handling shall immediately ensure that the operation is stopped and, if it is safe and appropriate should ensure that it does not restart until safety criteria are met. The master of the ship shall report incident reporting to each member of the crew regarding any accident during the handling of dangerous goods to the person in charge of the operation and to the appropriate authorities.

The master of the ship must ensure that any event that may put the safety or security of the person and the environment at risk in the port area is immediately reported to the port authority. This includes incidents related to the ship, crew, machinery, equipment or devices, or dangerous goods or their contents, which may occur in the port area or after notification as specified in Marpol Annex II.

The master of the ship must ensure that any damaged or leaking cargo unit or cargo transport unit containing dangerous cargoes on board is immediately reported to the dock operator and port authority and appropriate solutions are taken.

If a risk arises in terms of the safety or security of the person, the ship or other ships in the port or any other goods or environment during the handling of dangerous goods, the person responsible for the handling shall immediately ensure that the operation is stopped and the appropriate safety measures are taken. makes sure it doesn't reboot until. It obliges each member of its staff to report incidents to the person in charge of the operation and appropriate authorities regarding any accident that occurs during the handling of dangerous goods.

The Port Facility Operator ensures that any event that may put the safety or security of the person, ship and the environment at risk in the port area or any other property is immediately reported to the port authority.

The Port Facility Operator ensures that any damaged or leaking unit load or cargo transport unit containing dangerous goods is immediately reported to the Port Facility Operator and the regional port administration.

## **6.2 PROCEDURES REGARDING ADDITIONAL MEASURES TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR LOADING AND DISCHARGE OF DANGEROUS CARGOES**

Ships arriving at the coastal facility can berth during the day. On days with adverse weather conditions, the Regional Port Authority closes the pier system to ship traffic if it deems necessary.

In case of severe storm warnings, port foremen, technicians and ships are informed.

According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.

Loading/unloading activities are suspended in heavy rainy weather, taking into account personnel safety.

Loading and unloading operations are suspended in case of storms, sudden strong winds and lightning strikes.

In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.

In case the ship under operation leaves the buoy for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

The relevant procedures are specified in the ship/coast safety checklist.

### **6.3 . KEEP FLAMMABLE, FLAMMABLE AND EXPLOSIVE SUBSTANCES AWAY FROM SPARK GENERATING/ CAN GENERATE OPERATIONS AND AT HAZARDOUS CARGO HANDLING, STACKING AND STORAGE AREAS AND CAN BE PRODUCED TO WORK IN PROCESSES**

The master of the ship, after consulting the quay operator, should ensure, where appropriate, that repair and maintenance operations that will cause inactivity of the ship or its load handling equipment or cause the work safety equipment to become dysfunctional are not carried out without the permission of the port authority.

The master of the ship and the persons performing the repair or maintenance work should ensure, after consulting the quay operator, that permits are obtained by the port authority for any such work on board and any other repair or maintenance work that may pose a hazard due to hot work and dangerous cargoes.

The permit form and minimum work safety requirements for performing hot work are given in the appendices.

## **7. DOCUMENTATION, CONTROL AND REGISTRATION**

### **7.1 . PROCEDURES RELATING TO ALL MANDATORY DOCUMENTS, INFORMATION AND DOCUMENTS RELATING TO DANGEROUS CARGOES, AND THEIR SUPPLY AND CONTROL OF THESE BY THE RELATED STATES**

#### **DANGEROUS GOODS FORM**

The consignor offering the carriage of dangerous goods shall provide the carrier with information applicable to these dangerous goods, including other additional information and documentation specified in this Code. This information may be in the dangerous goods shipping document or in e-data form.

When the dangerous goods shipping information is provided to the carrier by electronic data, the sender information will be produced without delay as a printed document in the order required in this section.

## **CERTIFICATION**

In the dangerous goods transport document, the shipment is acceptable for carriage; shall provide a certificate or declaration stating that the items are properly packaged, marked and labeled and in a suitable condition for carriage in accordance with applicable rules. The text of this certificate is as follows:

“I hereby declare that the contents of this shipment have been precisely and completely identified above, with the Proper Shipping Name, classified, packaged, branded and labeled/labeled, and in all aspects, in movable condition in accordance with applicable international and national government rules”

This certificate will be signed and dated by the sender. Fax signatures will be accepted where the legal validity of the fax signature is recognized by appropriate laws and regulations.

## **7.2 PROCEDURES FOR KEEPING THE CURRENT LIST AND OTHER RELATED INFORMATION OF ALL HAZARDOUS CARGOES ON THE COAST FACILITY AREA REGULAR AND COMPLETE**

A DGD (Dangerous Goods Declaration) and CPC (Container Packing Document) or a VD (Vehicle Declaration) must be issued in order for dangerous goods to be transported in combination by sea.

Partial or full shipment information must be given correctly for dangerous cargo shipments, otherwise the shipment will not be carried out.

DGD should always be written in English.

The declaration must be signed by the sender with the correct information. In addition, the shipper and carrier must confirm that it is secured in accordance with maritime transport.

### **7.3 THAT THE DANGEROUS CARGOES COMING TO THE FACILITY ARE PROPERLY DEFINED, THAT THE CORRECT SHIPMENT NAMES OF THE DANGEROUS LOADS ARE USED, THAT THEY ARE PROPERLY CLASSIFIED AND DECLARED**

They check the accuracy of the following information on the Dangerous cargo documents issued by the Shipper of the Dangerous goods to be accepted to the Port in coordination with the operation;

- 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,
- Additional Information (Ignition degree, viscosity, etc.)
- Where to store in the Port Area

This information is transmitted to the port supervisor, Field Supervisors, Warehouse officers and personnel who need to know, via Terminals / Documents, and the control of the incoming dangerous cargo is ensured.

### **7.4 PREPARATION, AVAILABILITY AND USE OF SAFETY DATA SHEET (SDS)**

In addition to the general measures taken within the scope of dangerous goods activities, a Safety Data Sheet is requested from the cargo person regarding every dangerous cargo or dangerous cargo coming from the sea to the port facility or the cargo with dangerous content. It is the general standard for every cargo with dangerous content entering the port facility to have a Safety Data Sheet. The precautions specified in the Safety Data Sheet are taken immediately for storage, transportation and in case of emergency. Relevant safety data sheets are stored in a digital or physical environment for a minimum of 1 year.

### **7.5 PROCEDURES FOR KEEPING THE RECORD AND STATISTICS OF DANGEROUS LOADS**

Reports and statistical data can be retrieved from the system as computer data at any time. When electronic data retention is preferred, control approval will be made through a form to be added to this guide.

All cargo handled at the port are reported to the Regional Port Authority as monthly and quarterly activity reports.

## **7.6 INFORMATION ABOUT QUALITY MANAGEMENT SYSTEM**

As AKSA AKRİLİK, all of our activities carried out in line with our continuous improvement goals are carried out in an integrated manner with management systems. ISO 9001, ISO 14001, ISO 45001 etc. obtained from the relevant authorized certification bodies of our company. It has documentation on management systems. The documents mentioned in this guide are numbered and recorded and made available to the relevant persons within the company. Within the scope of these documents, we are subject to internal and external audits at least once a year, and our activities aiming to continuously increase the importance we attach to human and environmental health and our stakeholder satisfaction are continued.

## **8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE**

### **8.1 RESPONSE PROCEDURES TO DANGEROUS LOADS AND DANGEROUS SITUATIONS THAT RISK TO LIFE, PROPERTY AND/OR THE ENVIRONMENT**

Chemical products such as vinyl acetate, acrylonitrile, acetic acid, methanol and ammonia as raw materials required for the production needs of the factory located adjacent to the facility are handled through the pipeline, and “Coal” for the power plant needs is handled in bulk by cranes and belts. The products taken to the storage tanks in the facility with the pipelines and belt system are conveyed to the factory production units in proportion to the need. No products go out directly from the port facility, and there is no need for packaging.

Acrylonitrile, in fabric production; It is used in the copolymerization of modacrylic and acrylic with methylacrylate, methylmethacrylate, vinylacetate, vinylchloride or vinylidenechloride. Also in acrylonitrile-butadiene-styrene(ABS) and styrene-acrylonitrile (SAN) resins. It is used in the production of acrylic fiber, acrylic paint, nitrile rubber. It can cause cancer. It is flammable. It is toxic by inhalation, in contact with the skin and if swallowed. Irritating to respiratory system and skin. There is a risk of serious damage in contact with the eyes. May cause sensitization in contact with skin. It is toxic to aquatic organisms.

Ammonia, Human health Ammonia solution is corrosive to all parts of the body. Skin contact Causes severe burns. Eye contact Causes serious damage. Ingestion Causes immediate irritation and may cause damage to the gastrointestinal tract. Inhalation Ammonia vapor at 525 ppm is irritating to the respiratory system. The degree of irritation depends on the ammonia concentration.

If inhaled frequently, pulmonary edema may occur in the lungs within 48 hours, which can cause death. Ammonia is flammable. But it is difficult to ignite outdoors. Ignition of ammonia-air mixture within the flammability limits in a closed environment causes more damage from the explosion.

Acetic Acid, Prolonged or repeated exposure to material may cause severe skin irritation; In case of contact, it may cause redness, swelling, vesicle formation, exfoliation and thickening of the skin. Repeated exposures may cause severe ulceration. The product is flammable. It poses a moderate fire and explosion hazard when exposed to heat and flame. Heating can cause the containers to expand and decompose, causing them to rupture violently. Acids react with metals to form flammable and explosive hydrogen gas. May emit corrosive fumes.

Methanol is a chemical widely used as a solvent in chemical processes. It dissolves completely when poured into the sea. It is colorless. It can be distinguished by the smell of alcohol. It is flammable. Its vapors are slightly heavier than air. Forms explosive mixtures with air. In case of fire, it generates toxic gases. It is caustic to eyes and skin. The liquid part is lighter than water, so it floats on the surface of the water.

Vinyl Acetate, Highly Flammable. Its vapor is heavier than air. It accumulates at ground level; possible to ignite. In case of fire: drum containing substance, etc. what is cooled by squeezing water.

Coal, Care should be taken that the temperature does not exceed 50°C for lignites and 70° for hard coals. If the coal pile is to stand for more than 30 days or if the heap temperature exceeds 40°C, the coal pile is covered with a 50% lime solution, thus slowing the oxidation rate. The temperature of the coal pile is constantly monitored. In case the temperature reaches 90°C, the coal is laid in the open area and the temperature is reduced by holding water.

Chemicals brought at the AKSA port facility are transferred to 15 storage tanks via 6 pipelines by ship pumps. 7 of the storage tanks are used for Aksa and 8 of them are used for Akkim. Tanks are coded as follows according to the facility coding system.

Aksa A.Ş Tesisine Ait Tanklara İlişkin Bilgiler								
Tank No	Depolanan Madde Cinsi	Tank Çapı (m)	Tank Yüksekliği (m)	Tank Hacmi (m3)	Drenaj Şekli	Drenaj Kapasitesi (m3)	Dolum Hattı Çapı (mm)	Tank Tipi
2001-202-SA	Akrilonitril	37	12,5	13440	Beton	14750	250	Atmosferik Yüzer Tavan
2001-202-SB	Akrilonitril	37	12,5	13440	Beton	14750	250	Atmosferik Yüzer Tavan
2001-202-C	Akrilonitril	24,7	10,5	5042	Beton	5050	250	Atmosferik Yüzer Tavan
2001-202-D	Akrilonitril	24,7	10,5	5042	Beton	5050	250	Atmosferik Yüzer Tavan
2001-201	Akrilonitril	24,7	10,5	5042	Beton	5050	250	Atmosferik Yüzer Tavan

2001-202-G	Akrilonitril	41,8	11,8	16000	Beton	16000	250	Atmosferik Yüzer Tavan
2001-202-E	Vinil Asetat	24,7	10,5	5042	Beton	5050	200	Atmosferik Yüzer Tavan

2 of the pipelines in Aksa port are used for AKSA and 4 of them are used for AKKİM.

Information on AKSA pipelines

Aksa Boru Hatlarına İlişkin Bilgiler							
Boruu hattı No	Taşınan Madde	Azami Debi (m <sup>3</sup> /dk)	Hat Uzunluğu (m)	Boru Çapı (mm)	Otomatik Kesme Valfi		
1	Akrilonitril	5	750	250	Var		
2	Vinilasetat	4	750	200	Var		

Information of storage tanks belonging to AKKİM is given below.

AKKİM A.Ş. Tesisine Ait Tanklara İlişkin Bilgiler								
Tank No	Depolanan Madde Cinsi	Tank Çapı (m)	Tank Yüksekliği (m)	Tank Hacmi (m <sup>3</sup> )	Drenaj Şekli	Drenaj Kapasitesi (m <sup>3</sup> )	Dolum Borusu Çapı (mm)	Tank Tipi
T 500	Asetik asit	7,6	11,0	504	Beton	750	100	Sabit tavan
450 T 1000	Asetik asit	12,3	9,0	1080	Beton	1360	100	Sabit tavan
AK 01-13A	Asetik asit	12,4	9,0	1087	Beton	1360	100	Sabit tavan
AK 01-014A	Metanol	12,2	9,0	1059	Beton	577	200	Sabit tavan
AK 01-014B	Metanol	12,2	9,0	1060	Beton	577	200	Sabit tavan
AK 01-011	Metanol	17,1	9,5	2186	Beton	882	200	Sabit tavan
T 1000	Amonyak	12,4	12,4	972	Beton	1270	300	Küre tank
T 3000	Amonyak	17,9	17,9	3002	Beton	1800	300	Küre tank



The shore facility has 4 pipelines for Akkim to transfer chemicals from the ship to the onshore storage tanks and from the shore storage tanks to the ships. Information on these pipelines and the equipment on them is presented below.

Boru Hattı No	Taşınan Kimyasalın Adı	Azami Taşıma Debisi (m <sup>3</sup> /dk)	Boru Hattı Toplam Uzunluğu(m)	Boru Çapı (mm)	
				Dış	İç
B01	Asetik asit	2	850	114,3	102,9
B02	Metanol	3	850	219,1	202,7
B03	Amonyak	4	850	323,9	304,84
B04	Amonyak	4	850	114,3	102,26

## SPILLAGE

In case of any accident and chemical spillage, the disposal of damaged dangerous cargoes and wastes contaminated by dangerous goods will be acted upon in accordance with the Emergency Management Plan part II, which was created within the scope of HSE.

## LARGE AMOUNTS OF ACID RELEASES (ON TANK FARM OR DURING TRANSFER FROM SHIP)

When there is a hole or leakage in the tanks; The debris is taken to the collection pool in a controlled manner and pressed into the other tank. The acid in the leaking tank is pumped into other tanks using the combined container method.

In case of leaks that may occur during the transfer from the ship, the transfer is stopped immediately by contacting the ship. Act according to the specified instructions.

- There are length and eye showers on the pier to be used in contact with chemicals.
- There are gas detectors

If there is no situation that may cause a fire in the place where there is liquid methanol leakage, in accordance with the Emergency Management Plan part II created within the scope of ISG:

- Non-duty personnel are removed from the area. The person who will enter the leak area wears the necessary protective mask, gloves and other materials,
- A water hose is drawn on the leak so that plenty of water is kept first and water is given,
- If there is a leak and it is cut, it is absorbed with antistatic chemical absorbers and disposed of in a controlled manner.
- If there is a valve that needs to be closed in the leak area, it is closed carefully,
- If there is no possibility to stop the leakage, plenty of water is continued until the methanol is exhausted. A tube breathing device is used to enter the leakage area.
- Leakage is prevented from reaching the drainage lines. If it reaches; The leakage pool valve is closed to prevent the chemical from going to the sea. Chemicals are discharged in a controlled manner by being filled into IBC tanks by means of submersible pumps.

**FIRE**

In order to prevent any fire in the facility where dangerous goods are handled, all parties will fulfill their responsibilities described in the 3rd section of this guide. However, in the event of a fire that may occur, an intervention will be made in accordance with the instructions in the

**SHIP'S EMERGENCY BREAKAWAY**

During the dangerous cargo operation, in order to keep the ship away from the buoy and not to be dragged to the side where the tanks are located, action will be taken in coordination with YALPAŞ - Yalova Pilotage Joint Stock Company and the Towing Station, and action will be taken with the instruction of the Port Authority.

**VEHICLE SURVEILLANCE**

"Vehicles can enter and exit the port area with special permission.

**SECURITY PLAN**

Hazardous material handling and storage areas are included in the ISPS Security Plan as a restricted area and are prohibited from entering and exiting outside the authorities.

**8.2 INFORMATION ON THE OPPORTUNITY, CAPABILITY AND CAPACITY OF THE COASTAL FACILITY TO RESPONSE TO EMERGENCIES**

EKİPMAN	MİKTAR	ÖZELLİK/KAPASİTE
Bariyer	750 m	35cm fribordlu, yuvarlak, dolgu tip
Emici Ped (Sorbentped)	500 adet	200gr/m <sup>2</sup> , 40cm x 50cm
Emici Bariyer (Sosis Boom)	250 m	Ø20cm x 3m
Gaz Ölçüm Cihazı/pompası	1 adet	Drager
Akrilonitril Gaz Ölçüm Kiti	2 kutu	128 SC
Vinilasetat Ölçüm Kiti	2 kutu	
Can Yeleği	1adet/kişi	
Ekipman Temizlik Kimyasalı	2 bidon	Biyolojik Ayrışabilir Özellikte
Telsiz	2 adet	İç Haberleşmeye Uygun
İlk Yardım Çantası	1 adet	

Toz Maskesi	27 kutu	P3 Tipi
Gaz Maskeleri	50 adet	Tam yüz tipi kimyasal kullanıma uygun
ABEKKI Gaz Filtresi	45 adet	Kimyasal Kullanıma Uygun
Kimyasal Koruyucu Tulum	5 adet	A Koruma
Tulum	200 adet	Tychem ve Tyvek (100 er adet)
Çizme	9 çift	6 sı Kasık Tip (Kimyasala Uygun)
Gözlük	40 adet	Google/1 adet/Kişi
Seyyar Pompa	1 adet	
Kuru Toz Yangın Söndürme Tüpü	4 adet	6kg lıg ABC Kuru Tozlu Portatif Tip
Jeneratör	2 adet	Benzinli
Pompa	2 adet	Benzinli

### 8.3 REGULATIONS REGARDING THE FIRST RESPONSE TO ACCIDENTS INVOLVING DANGEROUS CARGOES

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

- When the injury is caused by any dangerous load, first aid measures written in Section 4 of the Safety Data Sheet of the exposed dangerous load are applied. At the same time, the toxicological effects of the substance in Chapter 11 should be considered.
- When any person is injured, first aid rules are applied according to the nature of the substance or a health personnel who can provide the closest first aid is called, but the injured person is definitely not moved if it is not necessary.
- The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. If the injured person is affected by the environment (toxic gas, airless or smoky environment) by persons with appropriate protective equipment, they should be taken out of this environment as soon as possible.
- The necessary unit is called from the emergency contact list and expert support or an ambulance is called.
- Act in accordance with the emergency instruction.

### 8.4 NOTICES TO BE MADE IN AND OUT OF THE FACILITY IN EMERGENCIES

In possible emergencies, action is taken in accordance with the Emergency Procedure, Emergency Instruction, and Fire Fighting Instruction.

## **8.5 ACCIDENTS REPORTING PROCEDURES**

1 In case of an emergency and/or an accident, it is necessary to remain calm when calling the numbers in the emergency plan and giving information; The area, the building, the caller's contact number, and the type of emergency should be briefly explained to the called person.

It is of great importance that the information to be given at this stage is accurate and understandable, and within the scope of this information, a decision will be made about what the first response will be. Written notifications are made with the Incident / Accident Notification Form specified in ANNEX-16.

## **8.6 METHOD OF COORDINATION, SUPPORT AND COOPERATION WITH OFFICIAL AUTHORITIES**

In any emergency, the response is carried out in coordination with the official authorities. In case of a fire, the local fire department is informed and the fire crew intervenes until the fire crews arrive. In emergencies arising from sabotage and terrorist activities, coordination with local security units is ensured. In cases such as natural disasters, the fire department is contacted if necessary, and coordination with AFAD is provided if necessary. In case of spillage at sea, coordination is ensured by contacting the Main Search and Rescue Coordination Center. In case of work accidents, notifications are made to the Ministry of Labor and Social Security. In case of a possible explosion, fire or emergency in the adjacent facility; First of all, measures will be increased at the facility, and teams will be prepared to assist the neighboring facility.

## **8.7 EMERGENCY RELEASE PLAN FOR EMERGENCY REMOVAL OF SHIPS AND VEHICLES FROM THE COAST FACILITY**

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

Port Facility Conditions that require the emergency departure of vessels connected to maritime systems are given below.

- Weather opposition
- Conditions requiring fire or emergency on board
- Conditions requiring fire or emergency at the port facility site
- Other reasons
- Fire on the ship or facility in other facilities

- Terrorist acts
- War Situation
- Natural disasters
- Situations deemed necessary by Official Institutions
- Pollution
- Distortion of ship position
- Failure on board
- Medical problems

## **EMERGENCY BREAKAWAY PREPARATION**

All emergencies should be reported to the Port Authority authorities. If a decision has been made in case of emergency departure of the ship, the safe places where the ship can be transported under controlled conditions should be specified by the Port Authority.

The master of the ship and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the Port Authority as soon as possible. Considering the severity of the emergency, if it can be done, a representative from the Port Authority or the Harbor Master, Port Manager/Operation Officer, Ship Captain, Maritime Pilot will agree on the time and manner of the separation before the emergency separation is initiated.

The ship's machinery, steering gear and naval break-in equipment will be made ready for immediate use. All cargo unloading, ballast operations must be stopped and prepared for separation. The ship's fire circuit will be flooded and water mist will be used for strategic sections.

If a vent operation is required to the atmosphere; Engine room personnel must be present, all non-essential receiving inputs must be closed, all safety precautions related to normal operation must be followed, and a warning notice must be issued.

If the required response in an emergency exceeds the terminal facilities, the local police or fire department should be notified immediately.

The decision that the ship will be lifted under control is based on the principle of life safety and will also cover the following conditions.

1. Qualification of tugs
2. The ability of the ship to take off under its own power
3. Availability of safe places to proceed or tow a ship in an emergency
4. Adequacy of fire fighting equipment
5. Proximity of other ships
6. Condition of fire ropes

As long as the ship is in the port facility, fire ropes will be kept on the head and shoulder of the ship on the sea side. The eye of the ropes should be lowered to sea level and the part above the side will be tightened by wrapping at least five turns on the bollard. The part of the rope above the side will be taut from the father. A rope that can carry the rope will be tied just before the eye of the rope and the eye of the rope will be positioned three meters above sea level. The eye of the rope will be kept at this level at all times while the ship is at the port facility.

## **BREAWAY**

If all relevant preparations are examined and deemed appropriate, the ship will be immediately removed from the ship. Emergency separation will be provided by following the steps below in order.

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

- Alarming
- Vhf, giving information about the emergency via telephone
- Making the initial situation assessment between the Ship's Master and the Port Facility Officer
- Stopping the operation
- Implementation of port facility and ship emergency plan measures
- The worsening of the current situation and the existence of the above-mentioned emergency separation conditions
- Evaluation of the situation between the Ship's Master, Port Facility Officer, Port Authority or Harbor Master, Pilot
- Deciding on emergency separation
- Informing the environmental facilities and other ships
- The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate their readiness
- The Ship's Captain completes the preparations for the ship and states that it is ready.
- Approval of the opening of the release hooks by the authorized person

Gemi acil ayırma işlemi en son çare olarak uygulanması düşünülmeli ve bütün önlemler alınıp yukarıdaki şartlar yerine getirilmeden ayırma kancaları serbest hale getirilmemelidir.

## **AFTER BREAWAY**

- Declaring and making a decision about the place to be towed and taken to the ship after the separation process.
- Transfer/mooring of the ship to the allocated area, accompanied by tugboats or with its own machinery.
- Detection of a possible damage or deficiency by examining the Port Facility
- Evaluation of the time when the Ship and Port Facility will be ready for cargo handling again
- Sharing the negativities that occurred during the emergency departure, if any.
- Agreement between the pilotage and tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/evacuation.
- Towing the ship quickly away from the facility and tow it to a safe point by tugboats with sufficient towing power and number, equipped to fight fire according to weather and sea conditions.

## **8.8 PROCEDURES FOR HANDLING AND DISPOSAL OF DAMAGED HAZARDOUS CARGOES AND WASTES CONTAINED IN THESE CARGOES**

According to the types of wastes generated, they are collected separately in waste bins, transported and stored appropriately. Wastes generated as a result of maintenance activities are also considered within this scope.

If an additional waste class is determined to the existing waste classes, it will be integrated into the system.

Waste collection containers and storage area should be suitable for hazardous cargo wastes. The floor of the Waste Storage area should be concrete, surrounded and waste water collection channels.

## **8.9 EMERGENCY DRILLS AND THEIR RECORDS**

Emergency Response drills will be held with the relevant participants at intervals specified in the legislation. Exercises and controls will be recorded.

## **8.10 INFORMATION ON FIRE PROTECTION SYSTEMS**

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fixed and mobile foam balls
- Fixed foam pourers inside the dike
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors, Emergency Warning Lamps in the Fields
- Electric Fire Pumps

- Diesel Fire Pumps
- Foam pumps
- Emergency documents and supplies:
- Emergency Phone Lists
- Emergency Plan

## **8.11 PROCEDURES FOR APPROVAL, INSPECTION, TESTING, MAINTENANCE AND OPERATION OF FIRE PROTECTION SYSTEMS**

### **FIRE FIGHTING EQUIPMENTS**

- Fire Hydrants: Fire systems are kept ready at the terminal all the time.
- Fire Extinguishers: All fire extinguishers are visually examined and checked monthly. After the control, the extinguishers are marked. During the control, especially dry powder extinguishers are turned upside down and tapped lightly on the base, thus allowing the powder in the tube to move. Otherwise, the powder inside the extinguishers, which remain in the same position for a long time, may settle to the bottom and solidify. If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible persons.
- Control of fire extinguishers' cylinders: It will be done by independent third parties authorized by the Turkish authorities. Valid certificates received and control records will be stored and maintained by the port.
- Fire Cabinets and Fire Hoses: It will keep a list of all fire cabinets.
- Fire Alarm Detectors, Emergency Warning Lamps in the Fields: Maintenance and attitudes will be made on a scheduled basis by the Maintenance Department and all records will be kept by this department.
- Electric Fire Pumps: Maintenance and attitudes will be made by the Maintenance Department according to the maintenance schedule and all records will be kept by the Maintenance Department.
- Diesel Fire Pumps: Maintenance and attitudes will be made by the mobile team according to the maintenance program and all records will be kept by the Maintenance Department.

### **8.12 PRECAUTIONS TO BE TAKEN WHEN FIRE PROTECTION SYSTEMS DON'T WORK**

When there is a need for an emergency response and the fire protection systems do not work, the institutions mentioned in Section 9.6 are called and the closest team is informed.

### **8.13 OTHER RISK CONTROL EQUIPMENT**

There is no additional risk control equipment.



## **9. OCCUPATIONAL HEALTH AND SAFETY**

### **9.1 OCCUPATIONAL HEALTH AND SAFETY MEASURES**

Whether it is written in this instruction or not, the Occupational Health and Safety Rules hung on the workplace bulletin board or various parts of the workplace will be read and these rules will be followed.

Written and verbal rules to be notified by the Occupational Health and Safety Board are followed and periodic or periodic internal and external trainings planned by the employer are attended.

There is a workplace health unit in the factory. In this unit, there is a workplace doctor and health personnel in every shift. There is one patient transport vehicle belonging to the workplace health unit. İş yerinin muhtelif yerlerine çeşitli maksatlarla;

- Security
- Health
- Forbidden
- To inform
- imperative
- Stimulant
- First aid
- Sign
- Illuminated
- Voice
- Symbol etc.

The locations of the Safety and Health signs will not be changed without the knowledge and permission of the responsible persons.

### **9.2 INFORMATION ABOUT PERSONAL PROTECTIVE CLOTHES AND PROCEDURES FOR USING THEM**

Personal protectors given to you as a requirement of the job, for example; Always use hard hat (helmet), safety belt, work gloves, boots, overalls, rubber boots, goggles, etc. If these materials are old, broken or lost, a new one will be taken from the warehouse by informing your supervisor and obtaining permission. It will not be possible to start work without these protectors, which are very necessary for the work to be done and for their own safety.

Do not enter the places where there is danger of explosion, burning and flaming without necessary control, ventilation and leak detection. Tools, equipment and materials that will create explosive and flammable atmospheres will not be used in these places.

Chemical substances will be used in accordance with the relevant regulations and the instructions for use of the manufacturers. It will be protected from corrosive, irritating, toxic, allergic, carcinogenic and all other effects of these substances.

Aksa Acrylic Chemical Industry. Inc. ISO 9001 Quality Management System, ISO 14001 Environmental Management System, OHSAS 45001 Occupational Health and Safety Management System, Responsible Care Management Systems, ISPS Code documents, 5312 Emergency Response in the Pollution of the Marine Environment with Petroleum and Other Harmful Substances and Implementation of the Law on the Principles of Compensation for Damages and has plans and training.

### **9.3 ENCLOSED SPACE ENTRANCE PERMIT MEASURES AND PROCEDURES**

The master of the ship shall ensure that any confined space, such as the cargo area, cargo tank, space around the tank, cargo handling area, ballast tank or other confined or enclosed space that contains or may contain hazardous vapors or oxygen-consuming cargoes, unless the area contains hazardous vapors, the presence of oxygen is highly and entry must be ensured that it is not accessed by anyone, unless authorized by the person in charge. The responsible person must be trained in field testing of applicable equipment and must have the knowledge to correctly interpret the results obtained. The responsible person should record the actions taken.

Where necessary for operational purposes, entry into an area that has not been or cannot be removed from hazardous vapors for a reasonable period of time is required, entry shall be made only by personnel wearing self-contained breathing apparatus and any other necessary protective equipment and clothing. The entire operation must be carried out under the direct supervision of the person in charge and will be provided with self-contained breathing apparatus, protective equipment and rescue gear. Breathing apparatus, protective and rescue equipment shall not be of the flammable type in a vacuum.

## **10. OTHER**

### **10.1 VALIDITY OF DANGEROUS GOODS DOCUMENT OF CONFORMITY**

Dangerous Goods Conformity Certificate is valid until 10.02.2023.

### **10.2 DEFINED TASKS FOR DANGEROUS GOODS SAFETY ADVISOR**

As stated in 3.5.

### **10.3 REGULATIONS FOR THE CARRIERS OF DANGEROUS GOODS TO COME TO THE PORT FACILITY / TO LEAVE FROM THE PORT FACILITY BY LAND**

Mandatory documents that must be present in the vehicles are the ADR conformity document, the vehicle's vehicle card, and the vehicle's license. The documents that drivers should have are driver's license, SRC 5 certificate, driver's Psychotechnical report and health report. As part of current operations, Aksa Port Facility does not receive cargo by land.

#### **10.4 REGULATIONS FOR THE CARRIERS OF DANGEROUS GOODS TO COME TO THE PORT FACILITY / TO LEAVE FROM THE PORT FACILITY BY SEA**

If a ship will participate or participate in an operation related to the transportation or handling of dangerous goods in the port area, a special sign that can be seen day and night will be used.

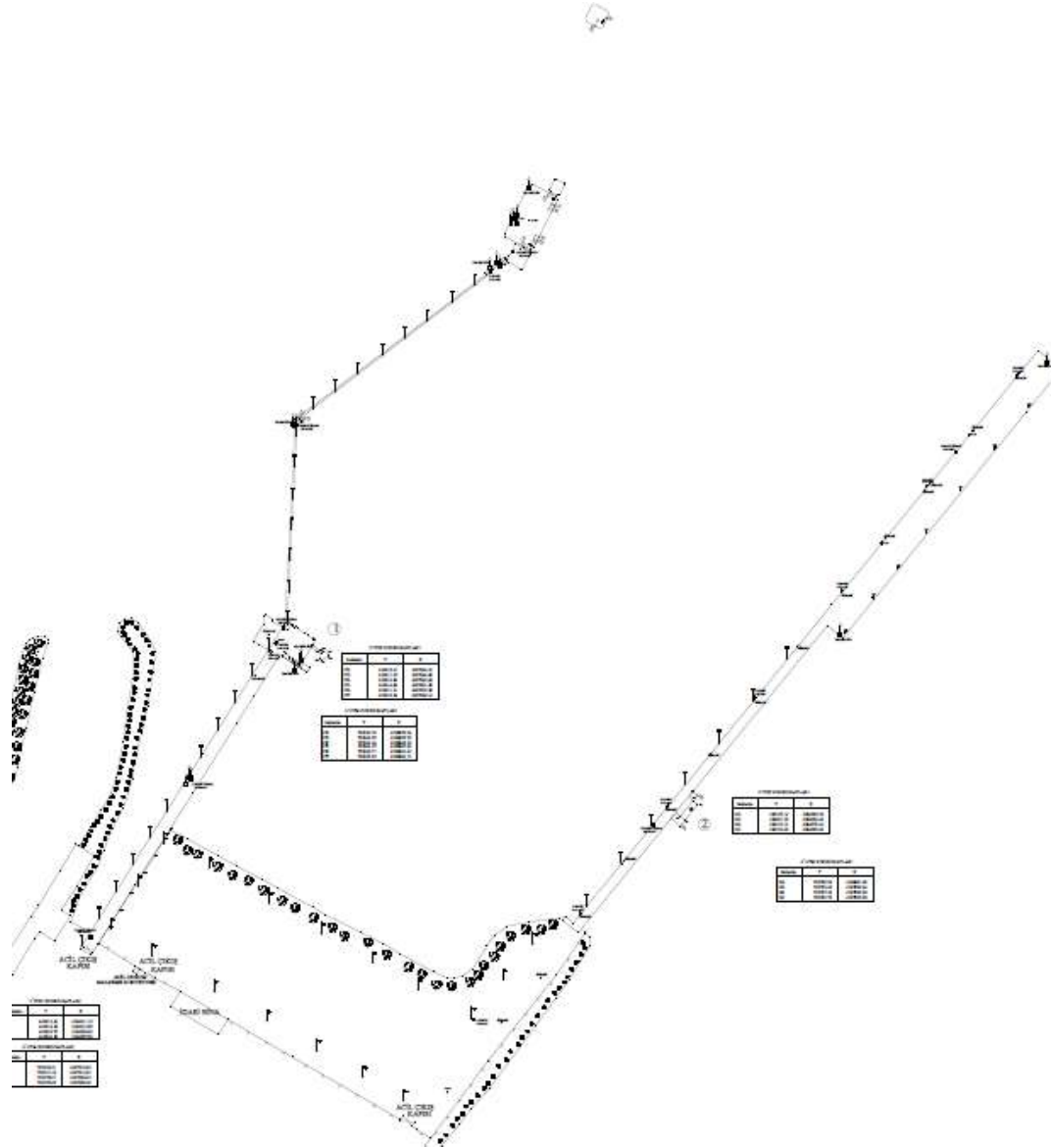
The reason for using the day or night signal is to inform the maritime traffic and personnel within the port area about the increased danger due to the presence and handling of dangerous goods. The signals and signs to be used are as follows:

- Daytime: “B” flag (I am taking, unloading or carrying dangerous cargo) and
- At night, strobeless red light, visible from 360°

#### **10.5 OTHER REGULATIONS TO BE ADDED BY THE PORT FACILITY**

There is no other regulation.

## ANNEX-1 GENERAL ARRANGEMENT



**ANNEX-2 GENERAL VIEW OF THE PORT FACILITY**



**ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION**

UNIT NAME	PHONE	MOBILE	FAX
AKSA	UYDU TELEFONU  Fabrika : 00870776435386  PTT TELEFONU  0.226.3532545	530 281 00 90	226.814185  5  226.353330  7
AKSA SHIFT SUPERVISOR		0536 2674174	
TURKEY EMERGENCY MANAGEMENT GENERAL DIRECTORATE	0.312.4199946-47  (24 SAAT)  0.312.4251890  (MESAI SAATI)		
GOVERNOR	8141001		8137462
GOVERNOR REP.	8136301		
GOVERNOR'S CRISIS TABLE	8116255		

YALOVA PROVİNCIAL DISASTER MANAGEMENT CENTER (YALOVA AFAD)	8114606  Uydu Telefonu  00882 166 110 5440		
PROVİNCIAL ENVIRONMENT AND URBANIZATION DIRECTORATE	8136961  8136962		8138358
PROVİNCIAL GENDARMERİE COMMAND	8141220		8132400
PROVİNCIAL POLICE DIRECTORATE	8142821  8143241		8127300
COAST GUARD	158		
COAST GUARD COMMAND	0.312.4175050		0.312.4172 845
AKKİM	0226 815 33 00  Uydu Telefonu		

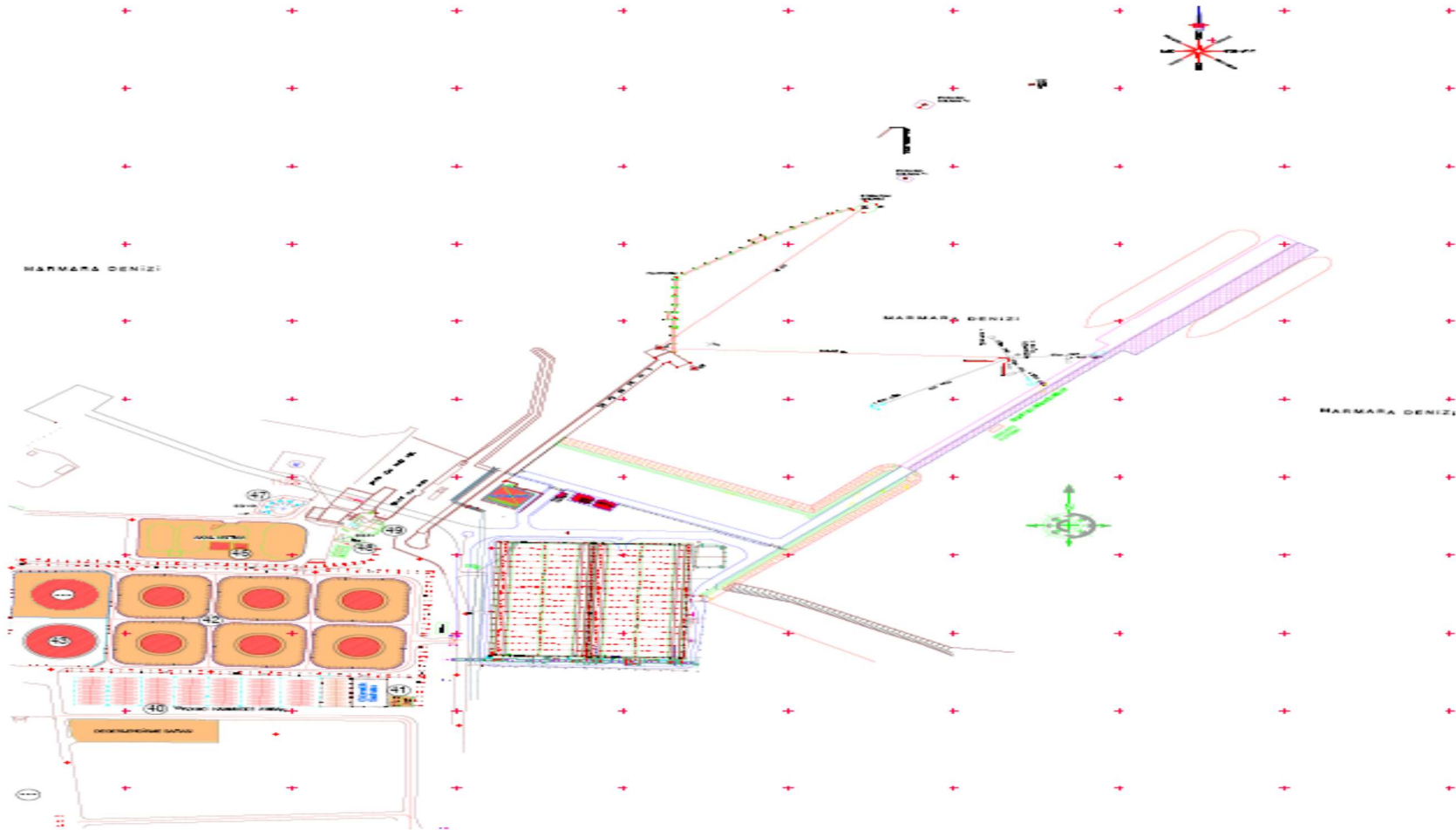
	00882 166 110 0597		
DOWAKSA – SHIFT SUPERVISOR	0226 353 25 45	0530 6994749	
YALKİM OSB	0226 353 25 45		
AKSA FİL	0.226.353 2545		
AK GİRİŞİM	0226 353 25 45		
AKTEK	0226 353 25 45		

BİRİM ADI	TELEFON	CEP TELEFONU	FAKS
COAST SECURITY MARMARA AND STRAITS REGIONAL COMMAND	2122429710		212242309 3
İZMIT HARBOR MASTER	2625283754		262528510 4
YALOVA HARBOR MASTER	8135410		8133586
CİFTLİKKOY GOVERNOR	3527059		3525645

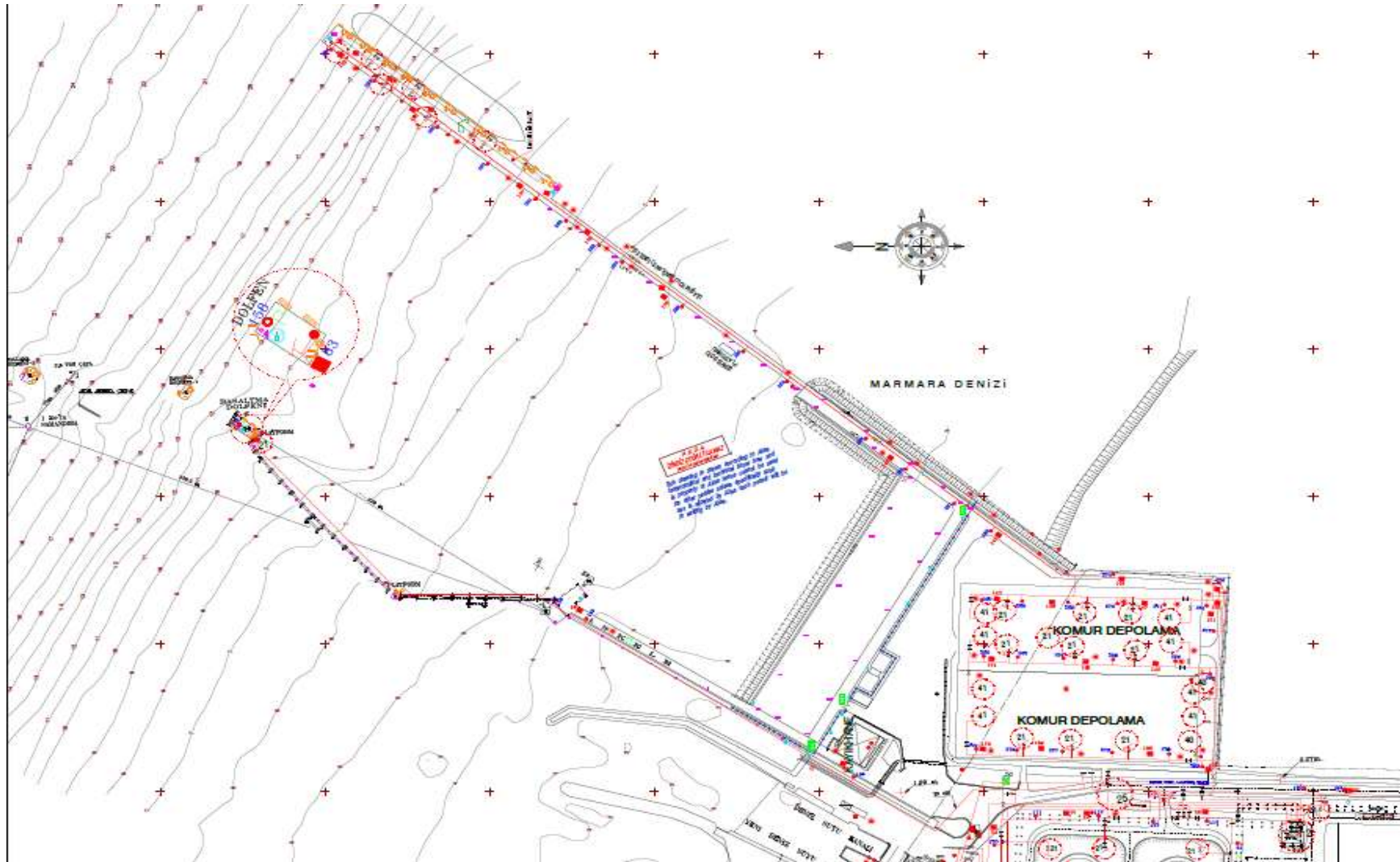


VALİLİK ÖZEL KALEM MÜDÜRÜ	8136307		8137462
YALOVA FIRE DEPARTMENT	8142535		
PROVINCIAL HEALTH DIRECTORATE	8135952 8135955		8135954
TEDAŞ/YALOVA	8112425 8136385		8141406
PROVINCIAL DIRECTORATE OF AGRICULTURE	8141711		8141158
PROVINCIAL CUSTOMS MANAGER	8143428		8149917
YALOVA STATE HOSPITAL	8115200		
CIFTLIKKOY GOVERNORSHIP	3527059		
CIFTLIKKOY MUNICIPALITY	3526010 - 3526204		3527940
CIFTLIKKOY FIRE OFFICE	3527272		

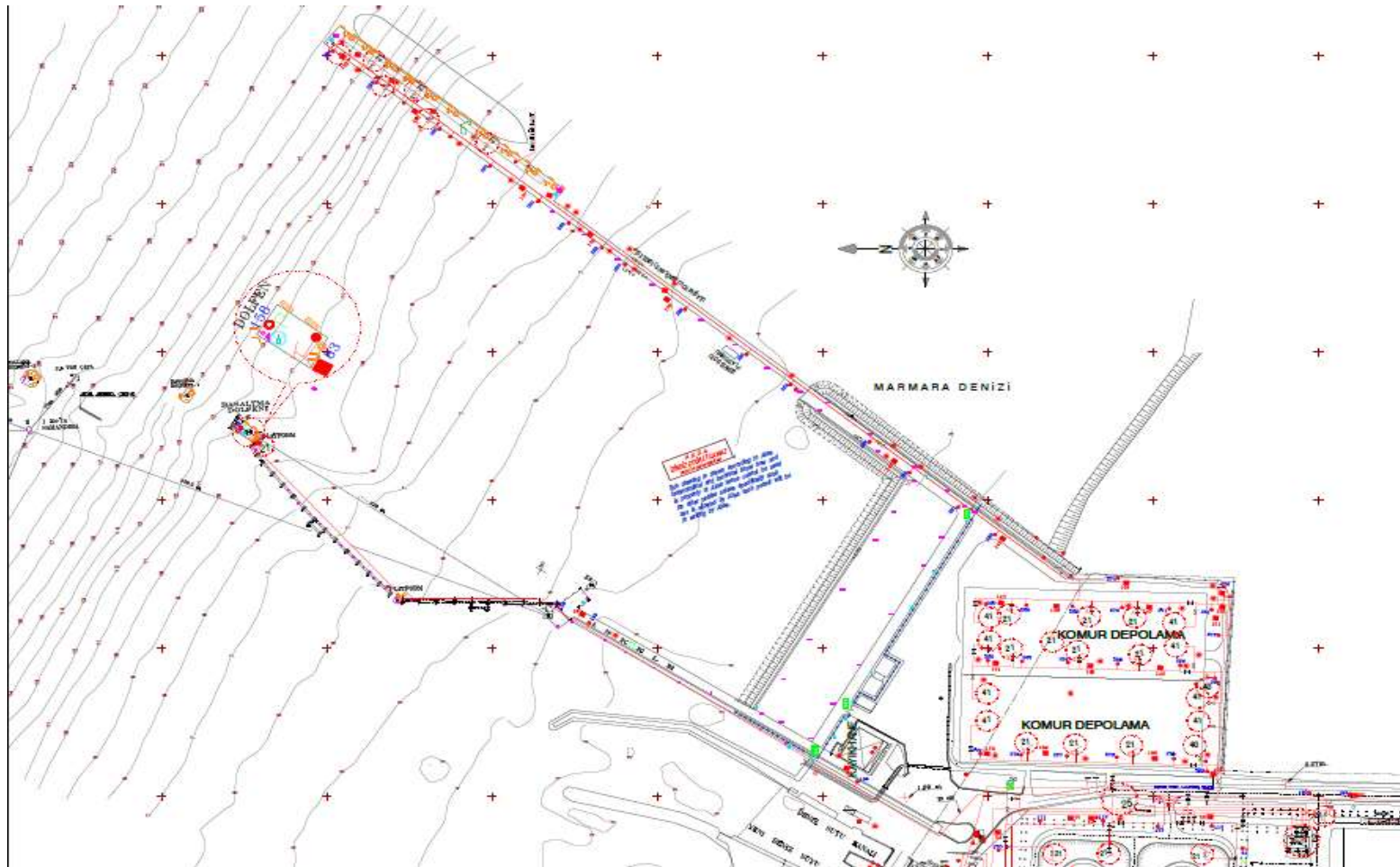
## ANNEX-4 GENERAL ARRANGEMENT OF STORAGE AREAS OF DANGEROUS GOODS



## ANNEX-5 FIRE PLAN OF STORAGE AREAS OF DANGEROUS GOODS



## EK-6 GENERAL FIRE PLAN FOR THE PORT FACILITY



**ANNEX-7 EMERGENCY PLAN**

As stated in the Emergency Plan.

## ANNEX-8 EMERGENCY EVACUATION ROUTES





**ANNEX-9 EMERGENCY CONTACT LIST AND NUMBERS**

Tel: +90 (226) 353 25 45 – 43319 Port Extension

Fax: +90 (226) 814 18 55

VHF 72 Ship – Port Operation Channel

[www.aksa.com](http://www.aksa.com)

NAME	OCCUPATION IN THE PORT FACILITY	İrtibat Telefonu
Ali Demirel	Hammadde Depolama ve Liman Müdürü	05306992034
Nihat Özer	Hammadde Depolama ve Liman Yöneticisi	0531 306 93 32
Mert Sezer	Hammadde Depolama ve Liman Uzmanı	0534 524 69 94
Ömer Atasaral	Çevre Birimi Müdürü	05322941399
İsmail Kaya	İşyeri Hekimi	05333172644
Cevat Eryiğit	A Sınıfı Uzman Teknik Emniyet Yöneticisi	05393861219
Akif Çergel	Seç Müdürü	0226 353 25 45
Emrah Pelit	İdari İşler Yöneticisi	05322922958
Hande İpek	Kurumsal İletişim Müdürü	05322671612
Muhammed Küçükosman	Liman Operatörü	05373910034
Murat Gece	Liman Operatörü	05447417370
Adem Balçık	Liman Operatörü	05373185618
Selçuk Akbulut	Liman Operatörü	05075483919
Arkın Pekel	Sahil Depolama Operatörü	05548189746
Taner Yaman	Sahil Depolama Operatörü	05336122678
Alper Karataban	Sahil Depolama Operatörü	05072801444
Berkan Uysal	Sahil Depolama Operatörü	05302153477

Aksa Tesis İçi Acil Durum Numaraları	110- Yangın 111- Güvenlik 112- İlk Yardım 113- Çevre
Yalova Bölge Liman Başkanlığı	+90 226 813 54 10
Yalova Pilotaj A.Ş.	+90 226 461 20 77
Yalova Valiliği	+90 226 811 50 69
Ana Arama Kurtarma Koordinasyon Merkezi	+ 90 312 231 91 05



ANNEX-10

DANGEROUS GOOD HANDBOOK

# TEHLİKELİ MADDE EL KİTABI



**AKSA AKRİLİK KİMYA SANAYİİ A.Ş LİMAN  
TESİSİ**

**2022**

**Büyük Revizyon Tarihi:02/2022**

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

It is not available because it is not necessary.

**ANNEX-12 INVENTORY OF PORT SERVICE SHIPS**

Not available.

**ANNEX- 13 YALOVA REGIONAL PORT MANAGEMENT ADMINISTRATIVE AREA LIMITS**

Port administrative area boundary The port administrative area of Yalova Port Authority is the sea and coastal area within the line formed by the following coordinates.

- |                                   |                                   |
|-----------------------------------|-----------------------------------|
| a) 40° 41' 12" K – 029° 33' 36" D | b) 40° 44' 48" K – 029° 32' 30" D |
| c) 40° 44' 57" K – 029° 30' 57" D | d) 40° 43' 00" K – 029° 23' 24" D |
| e) 40° 43' 00" K – 029° 21' 18" D | f) 40° 43' 30" K – 029° 21' 18" D |
| g) 40° 43' 30" K – 028° 43' 24" D | h) 40° 33' 00" K – 028° 43' 24" D |
| i) 40° 33' 00" K – 028° 47' 30" D |                                   |

**B) ANCHORAGE AREAS**

a) Anchorage area no. 1: The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.

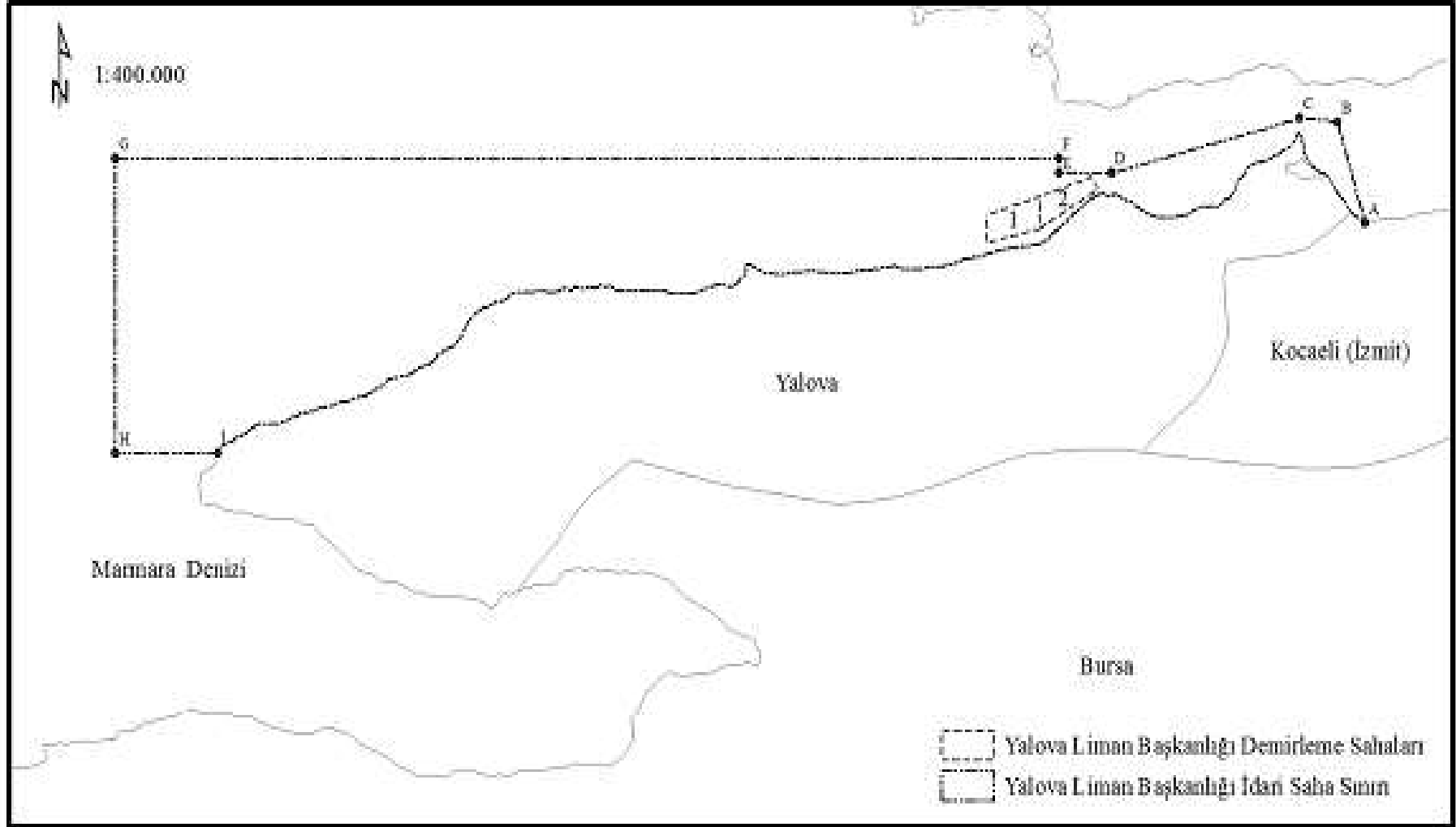
- 1) 40° 41' 30" K – 029° 18' 24" D 2) 40° 40' 30" K – 029° 18' 24" D 3) 40° 41' 00" K – 029° 20' 30" D 4) 40° 42' 12" K – 029° 20' 30" D

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







- 1) 40° 41' 00" K – 029° 20' 30" D 2) 40° 42' 12" K – 029° 20' 30" D 3) 40° 42' 24" K – 029° 22' 51" D 4) 40° 42' 54" K – 029° 22' 36" D

### C) PILOT STATION

40° 43' 24" K – 029° 21' 24" D (PILOT ON) 40° 44' 24" K – 029° 21' 24" D (PILOT OFF)



## ANNEX- 14 MARINE POLLUTION EMERGENCY RESPONSE EQUIPMENT

<p>Dolgu/Çit Tipi Bariyer Çapa Seti ve Çekme Başlığı</p>  <p>Tambur ve Güç Ünitesi</p> 	<p>2009/6 Genelge B Bendi 3. Madde C Fıkrasına göre bariyer seçimi yapılmıştır.</p> <p>Dolgu/çit tip bariyer, Min. 35 cm fribord olan en az 85 cm yüksekliğinde, Seçilen bariyerin ayrılmaz parçası olarak yeterli miktarda tambur, güç ünitesi veya depolama konteyneri ile.</p>	<p>Fırça Tip Yağ Sıyırıcı</p>  <p>Vakum Tip Yağ Sıyırıcı</p> 	<p>Fırça tipi veya vakum tipi en az 12 m<sup>3</sup>/h kapasitede, dizel güç ünitesi, hortumları ve yedek parçaları ile birlikte.</p>
<p>Emici Bariyer</p> 	<p>13 cm veya 20cm (çap) x 3m ebadında</p>		
<p>Emici Pad</p> 	<p>Min. 200 gr/m<sup>2</sup>, 40 x 50 cm ebadında ve her bir pakette 100 adet</p>		

## ANNEX- 15 PERSONAL PROTECTION EQUIPMENT MATRIX

[illegible]



**ANNEX- 16 DANGEROUS LOAD INCIDENTS NOTIFICATION FORM**

WHERE THE ACCIDENT OCCURRED

SHIP PORT FACILITY

Section 1-Ship / Port Information

Ship Name Pier number

IMO Number Location

Flag State Shift Supervisor

Binding Port Operations Responsible Company

Captain's Name

Shipowner Name - Address

Phone / Fax e-mail

Operator Organization Name - Address, Tel / Fax e-mail

Section 2- Dangerous Goods information

UN Number Hazard Class and Sub-Class

Packing group, if appropriate Transport Name

Amount Marine pollutant property

Marking and label details Packing number, if applicable

Manufacturer of Hazardous Substance

Sender of Dangerous Goods

Carrier of Dangerous Goods

Recipient of Dangerous Goods

Section 3-Event Information

EVENT DATE(day, month, year) ACCIDENT TIME

0 1.Conflict

0 2. Fire or explosion/ 0 3. Dock Contact

0 4.Overflow

0 5.Pipe burst/break 0 8.Other(please define)

DAMAGE TO THE BOAT DAMAGE TO OTHER OBJECTS

0 Complete loss of ship

0 Structural total Loss

0 Partial loss

Briefly describe the damage

THE FINAL STATUS OF PEOPLE

Number of Loss of Life and cause

Number and cause of Serious Injuries

Section 4- Weather and Sea Conditions at the Time of the Incident (Applicable to All Incidents)

Direction and strength of the wind:

The Force and Current of the Sea

Atmosphere condition Visibility Temperature

Chapter 5-Environmental Consequences

5.1.Bulk-liquid chemicals 5.2.Packaged dangerous goods

(Appendix I to Annex II of MARPOL 73/78) Class Name UN number Spilled

Name Spilled amount

5.3. Fuel oils

5.4 Fats with loads

Type of oil Amount spilled 5.3.2.1 Type of oil Amount spilled

Heavy Fuel Diesel

Lubricating oil Other

6. Accident Details (Valid in all Incidents.)

Event Details with What Happened Before and After the Event:



## 7. Emergency Intervention Practices

Filling the Form; Name surname

Title

Signature

### **ANNEX- 17 Control Results Report for CTUs**

Liman sahasından CTU elleçlemesi yapılmamaktadır.

### **ANNEX-18 OTHER ANNEXES REQUIRED**