



AKSA AKRİLİK KİMYA SANAYİİ A.Ş. PORT FACILITY

DANGEROUS GOODS GUIDE



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PLANT MANAGER

BÜLENT BİNGÖL



ENGİN DENİZ

REVISION PAGE

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14					
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16					
17					
18					
19					
20					
21					
22					
23					
24					

CONTENTS

REVISION PAGE

CONTENTS

1.INTRODUCTION

2. APPLICATION AND DEFINITIONS

2.1 Application

2.2 Definitions

3 RESPONSIBILITIES

3.1 Role of berth operators

3.2 Role Of Cargo Interests

3.3 Role Of Ship Master's / Officer's

3.4 Function And Responsibilities Of Safety Advisers(TMGD)

3.5 Responsibilities Of 3rd Parties Are Operating In Shore Facilities

4. APPLICABLE / TO BE OBSERVED RULES BY THE SHORE FACILITIES

4.1 General rules

4.2 PRE-ARRIVAL NOTIFICATION

4.3 Procedures for offloading/

4.4 Guidelines for handling dangerous goods

4.5 Labelling routines

4.6 Separation and storage of dangerous goods in port

4.7 Transport documents - sea routines

4.8 Transport documents - road routines

4.9 Loading procedures

4.10 Collection Procedures

4.11 Arrival and departure of vessels, bunkering and watch keeping

4.12 Fire prevention measures

4.13 Emergency procedures

4.14 Accident reporting

4.15 Training procedures for handling dangerous cargo

4.16 Annual Report

5. CLASSES OF HAZARDOUS SUBSTANCES, HANDLING, LOADING / DISCHARGE, HANDLING, SEPARATION, STACKING AND STORING

5.2 CLASS 1 – Explosives

5.2CLASS 2 – Gases

5.3 CLASS 3 - Flammable liquids

5.4 CLASS 4 - Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water; emit flammable gases

5.5 CLASS 5 - Oxidizing substances and organic peroxides

5.6 CLASS 6 - Toxic and infectious substances

5.7 CLASS 7 - Radioactive material

5.8 CLASS 8 - Corrosive substances

5.9 CLASS 9 Miscellaneous dangerous substances and articles and environmentally hazardous substances

6. USE OF PACKAGINGS

7. MARKING AND LABELLING OF PACKAGES INCLUDING IBC's

8. SEGREGATION ADVICE FOR THE TEMPORARY KEEPING OF DANGEROUS CARGOES IN PORT AREAS

9. DOCUMENTATION FOR DANGEROUS GOODS

10. DANGEROUS CARGO HANDLING AND OPERATIONAL ISSUES AT PORT FACILITY

11. DOCUMENTATION CONTROL AND RECORD

12. IN CASE OF EMERGENCY, EMERGENCY PREPAREDNESS AND TO RESPONSE

13. GENERAL RULES REGARDING THE OCCUPATIONAL HEALTH AND SAFETY

FIGURES AND TABLES

Table 1 – Segregation Table For Dangerous Cargoes In Port Areas

Table 2 – Segregation Table For Ammoniac In Vessel

Table 3 – Segregation Table For Acrilo Nitril, Methanol, Vinil Asetat In Vessel

Table 4 – Segregation Table For Asetic Acid In Vessel

PLANS

1-General Condition Plan

2- Emergency Muster Plan

3- Emergency And Fire Plan

CHECK LISTS

~~Appendix 1 Checklist for container labeling~~

Appendix 2 Checklist for vehicle labeling

Appendix 3 Checklist for the labelling of individual packages

Appendix 4 Checklist Separation according to IMDG

Appendix 5 Checklist Separation according to ADR

Appendix 6 Checklist Dangerous Cargo Declaration

Appendix 7: Checklist For Goods Declarations

Appendix 8: Checklist dangerous goods transport document

Appendix 9 Checklist Loading of Vehicles' and Containers

Appendix 10 Checklist Loading of Single Items and Gen. Cargo Vehicles and/or containers

Appendix 11 Checklist for equipment

Appendix 12 Checklist Procedure to follow in an emergency

Appendix 13 Emergency Contact List

Appendix 14 Yalova Harbour Master's Administrative Field Limits

Appendix 15 Hot Work and Process Instrutions

Appendix 16 Hot Work Request Form

Appendix 17 Hot Work Permit Checklist

Appendix 18 Medical First Aid Guide Using Procedure

Appendix 19 Ems Emergency Responce Guide Using Procedure

Appendix 20 DG's Accident Notification and Reporting Form

1.INTRODUCTION

Port facility AKSA Acrylic Chemical Industry Co. members of the sister organizations outside the Akkök Group AKKİM Chemical Industry and Trade Co. eat-Aksa and Dow Advanced Composite Materials Ind. Ltd. Sti. also it serves.

Port facility 300,000 tons / year to 500,000 tons of liquid chemical raw material unloading terminal connected to the power plant by plant / year dry cargo (coal) is a specialized port facilities for unloading.

Assembly name as raw material vinyl acetate and acrylonitrile, Dow- Option Name acrylonitrile, in the name Akkum acetic acid, methanol, chemical liquids such as ammonia are handled.

The entry and presence of *dangerous cargoes* in *port areas* and any consequential *handling* should be controlled to ensure the general safety and security of the area, the containment of the cargoes, the safety of all persons in or near the *port area*, and the protection of the environment.

The safety of life at sea and the safety and security of a *ship*, its cargo and its crew in a *port area* are directly related to the care which is taken with *dangerous cargoes* prior to loading or unloading, and during their *handling*.

These Guide are confined to *dangerous cargoes* which are in a *port area* as part of the transport chain. These Recommendations do not apply to dangerous substances which are used in a *port area* or are for general storage in the *port area*, but Governments may wish to control such use and storage by national legal requirements. Should a substance covered by either of these exclusions subsequently be shipped, this Guide should then be applied, even though the substance is already in the *port area*.

An essential pre-requisite for the safe *transport* and *handling* of *dangerous cargoes* is their proper identification, containment, packaging, packing, securing, marking, labeling, placarding and documentation. This applies whether the operation takes place in a *port area* or at premises away from a *port area*.

Whilst the total transport chain includes inland, port and marine elements, it is essential that every care is taken by those responsible for the matters in 1.4 and that all relevant information is passed to those involved in the transport chain and to the final consignee. Attention should be paid to the possible differing requirements for different modes of *transport*.

The safe transport and handling of *dangerous cargoes* is based on correct and accurate application of regulations for transport and handling of such cargoes and depends on appreciation by all persons concerned of the risks involved and on the full and detailed understanding of the regulations. This can only be achieved by properly planned and carried out training and retraining of persons concerned.

These Guide are intended to set out a standard framework within which legal requirements can be prepared for the first time, to ensure the safe *transport* and *handling* of *dangerous cargoes* in *port areas*.

PORT 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 Mah. Yalova-Kocaeli Yolu Cad. No:34 P.K.114 77602 Taşköprü Çiftlikköy – Yalova Tel: 0226 3532545 Faks: 0 226 814 18 55 aksa@aksa.com www.aksa.com		
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 aksa@aksa.com www.aksa.com		
6	Geographical region	Marmara Bölgesi		
7	Connected Harbour Masters Office and contact info	Yalova Liman Başkanlığı Tel:+90-226-813 5410 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	Coastal Plant Operating / Provisional Operating Permit Certificate validity date	10.02.2021		
11	Coastal 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)	Bülent Bingöl Tel:0 226 353 25 45- 43300 bulent.bingol@aksa.com 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 nihat.ozer@aksa.com Faks: 0 226 814 18 55		
14	Dangerous Goods Adviser of the Facility, name and contact info (telephone, faks, e-mail)	ST GÖZETİM VE TEHLİKELİ MADDE GÜVENLİK DANIŞMANLIK HİZMETLERİ SAN.TİC.A.Ş. Merdivenköy Mah. Fahrettin Kerim Gökay Cad. No:189/5 Kadıköy/İstanbul Serah ÖZTÜRK Tel: 0505 4798347 seraho@sttmgd.com		
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)	UN1005 Amonyak, susuz UN1093 Akrilonitril UN1230 Metanol UN1301 Vinil asetat UN2789 Asetik Asit		
17	Type of vessel can be berth the facility	Kimyasal Tanker – Kuru Yük – LPG&LNG (For ammonia only)		

18	Distance to main road (kilometre)			0,3 km		
19	Distance to railway (kilometre) or railway connection (Yes/No)			(yok)		
20	Nearest Airport name and distance (kilometre)			Sabiha Gökçen Airport 150km		
21	Cargo handling Capacity (Ton/Year; TEU/Year; Araç/Year)			300.000ton/year Liquid bulk cargoes 500.000ton/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?			Kuru Yük: Elektrikli Endüstriyel Ekskavatör Sıvı Yük : pipe line		
26	Cargo Storage Tank capacity (m ³)			25000 m ³ (Depolama tankları “liman sahası” dışında yer almaktadır)		
27	Open storage area (m ²)			9300m ²		
28	Semi open storage area (m ²)			---		
29	Covered storage area (m ²)			40.000m ² (Depolama alanı “liman sahası” dışında yer almaktadır)		
30	The designated area for fumigation and / or removal from fumigation m ²)			---		
31	Pilotage and towage services provider’s name and contact info			YALPAŞ – 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 ³), Slop (....m ³), Slaç (21m ³), Sintine Suyu (21m ³), Zehirli Sıvı Madde (84m ³), Pis Su (21m ³), Çöp (6m ³)		
34	Characteristics of the Dock / Pier etc					
	Dock / Pier No	Length (metre)	Width (metre)	Maksimum water level (metre)	Minimum water level (metre)	Allowable vessels tonage and lenth (DWT or GRT - metre)
	Liquid Cargo Pier	365m	10	19	8,2	Chemical Tanker – LPG&LNG Max. 30.000 DWT
	Dry Cargo Pier	373m	15	19	9	Max.30.000 DWT General&Dry Cargo Vessels
	Pipe Line name (If exist)			Count (piece)	Length (metre)	Diameter (inç)
				-	-	
				Max water level	Min. water level	
1	1 no.lu dolfen (1)	40° 41’ 55.9” N 029° 24’ 36” E		19	9	
2	2 no.lu dolfen (1)	40° 41’ 59” N 029° 24’ 36.7” E		19	9	
3	3 no.lu dolfen (1)(Constr.2016)	40° 41’ 55.35” N 029° 24’ 35.5” E		19	9	

2. APPLICATION AND DEFINITIONS

2.1 Application

These guide apply to the entry and presence of *dangerous cargoes* in *port areas* both on ship and on shore. It is intended that they should be made applicable to any *ship* visiting a port irrespective of its flag. They shouldn't apply to *ships' stores*, equipment, troop and warships.

2.2 Definitions

For the purpose of these Guide, the following definitions apply:

Berth means any dock, pier, jetty, quay, wharf, marine terminal or similar structure (whether floating or not) at which a ship may tie up. It includes any plant or premises, other than a ship, used for purposes ancillary or incidental to the loading or unloading of dangerous cargoes.

Berth operator means any person or body of persons who has for the time being the day-to-day control of the operation of a berth.

Bulk means cargoes which are intended to be carried without any intermediate form of containment in a cargo space which is a structural part of a ship or in a tank permanently fixed in or on a ship.

Cargo interests means a consignor (shipper), carrier, forwarder, consolidator, packing center or any person, company or institution involved in any of the following activities: identification, containment, packaging, packing, securing, marking, labeling, placarding or documentation, as appropriate, of dangerous cargoes for receipt by a port and transport by sea and having control over the cargo at any time.

Certificate of Fitness means a certificate issued by or on behalf of an Administration in accordance with the relevant codes for the construction and equipment of a type of ship certifying that the construction and equipment of the ship are such that certain specified dangerous cargoes may be carried in that ship.

Dangerous cargoes means any of the following cargoes, whether packaged, carried in bulk packaging's or in bulk properties that alone or following contact with other substances, including air or water, can cause harm to humans, animals, property or the environment within the scope of the following instruments:

- oils covered by Annex I of MARPOL 73/78;
- gases covered by the Codes for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk;
- noxious liquid substances/chemicals, including wastes, covered by the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and Annex II of MARPOL 73/78;
- solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk (MHBs), including wastes, covered by group B schedules in the Code of Safe Practice for Solid Bulk Cargoes (BC Code);
- harmful substances in packaged form (covered by MARPOL A.III); dangerous goods, whether substances, materials or articles (covered by the IMDG Code).

Empty contaminated packaging Empty packaging that has not been cleaned out is still classified as dangerous goods and must be treated the same way as filled containers with hazardous materials.

The IMDG Code is the International Maritime Dangerous Goods Code, issued by UN's international maritime safety division, the International Maritime Organization (IMO)

Class means the classification (division into groups) assigned to the dangerous goods when categorizing/distinguishing between different types of hazardous goods.

UN number means the number the respective dangerous goods products have been assigned. A list of UN numbers can be found for example in the IMDG Code, among other sources.

Proper Shipping Name is the official name designated for the Labelling of the dangerous goods for transportation. This name is also coupled to the UN number.

Packing Group indicates the degree of hazard the goods have been assigned for the purposes of protective packaging for transport. There are three levels:

Packing Group I Extremely hazardous substance

Packing Group II Dangerous substance

Packing Group III Least hazardous group of regulated substances

EmS (Emergency Schedules) The Emergency Response Procedures for Port Handling/Ships Carrying Dangerous Goods are instructions derived from the IMDG Code detailing how to handle certain hazardous substances if an accident occurs.

MFAG The Medical First Aid Guide for Use in Accidents Involving Dangerous Goods provides instructions in how to administer First Aid to persons injured by hazardous materials.

Document of Compliance means a document issued by or on behalf of an Administration to a ship carrying dangerous goods in packaged form or in solid form in bulk under SOLAS regulation II-2/19.4 as evidence of compliance of construction and equipment with the requirements of that regulation.

Flexible pipe means a flexible hose and its end fittings, which may include means of sealing the ends, used for the purpose of transferring dangerous cargoes.

Handling means the operation of loading or unloading of a ship, railway wagon, vehicle, freight container or other means of transport, transfer to, from or within a warehouse or terminal area or within a ship or transshipment between ships or other modes of transport and includes intermediate keeping, i.e. the temporary storage of dangerous cargoes in the port area during their transport from the point of origin to their destination for the purpose of changing the modes or means of transport and movement within the port which is part of the transport supply chain for those cargoes.

Hot work means the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding or any other repair work involving heat or creating sparks which may lead to a hazard because of the presence or proximity of dangerous cargoes.

Loading arm means an articulated hard pipe system and its associated equipment, which may include quick release couplings, emergency release systems or hydraulic power pack, used for the purpose of transferring dangerous cargoes.

Master means the person having command of a ship.

Packing means the packing, loading or filling of dangerous cargoes into receptacles, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, ship borne barges or other cargo transport units.

Pipeline means all pipes, connections, valves and other ancillary plant, apparatus and appliances in a port provided or used for, or in connection with, the handling of dangerous cargoes, but does not include a flexible pipe, loading arm or any part of a ship's pipes, apparatus or equipment other than the termination of those parts of the ship's pipes, apparatus or equipment to which a flexible pipe is connected.

Port area means the land and sea area established by legislation.

Port authority means any person or body of persons empowered to exercise effective control in a port area.

Regulatory authority means the national, regional or local authority empowered to make legal requirements in respect of a port area and having powers to enforce the legal requirements.

Responsible person means a person appointed by a shore side employer or by the master of a ship who is empowered to take all decisions relating to a specific task, having the necessary current knowledge and experience for that purpose and, where required, is suitably certificated or otherwise recognized by the regulatory authority.

Ship means any seagoing or non-seagoing water craft, including those used on inland waters, used for the transport of dangerous cargoes.

Skilled person means any person having the current knowledge, experience and competence to perform a certain duty.

Stowage means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, ship borne barges, other cargo transport units and bulk cargoes on board ships, in warehouses, sheds or other areas.

Transport means the movement by one or more modes of transport in port areas.

Unstable substance means a substance which, by nature of its chemical make-up, tends to polymerize or otherwise react in a dangerous manner under certain conditions of temperature or in contact with a catalyst. Mitigation of this tendency can be carried out by special transport conditions or by introducing adequate amounts of chemical inhibitors or stabilizers into the product.

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4. APPLICABLE / TO BE OBSERVED RULES BY THE SHORE FACILITIES

4.1 General rules

A number of general rules that apply to the handling of dangerous goods at Ports of AKSA are provided below. In this context the term Ports Authority refers to the CEO employed by Ports of AKSA, the manager of the Port and Traffic Department, the managers of the individual ports, the harbour master and the deputy harbour masters.

4.1.1 Pre-notification Hazardous goods/dangerous cargo may only be brought into a Ports of Stockholm port area following approval authorization obtained by submitting a pre-notification form. Pursuant to this the Ports Authority will issue specific instructions for the transport, handling and/or storage of each individual type of dangerous material or combinations of these.

4.1.2 Precautionary measures When transporting, handling and/or storing hazardous goods/dangerous cargo via Ports of AKSA regard must be paid to specific local conditions, such as the proximity of buildings, the distance to places where people not directly involved in the transport, handling and storage of goods may be present, the environmental sensitivity of the area or additional site or facility/installation that may be affected by the leakage/emission of the hazardous material or by an accident involving the hazardous cargo.

4.1.3 Dangerous Cargo Notice The Ports Authority in consultation with the emergency services designate special areas where the transport, handling and storage of dangerous cargo is permitted.

4.1.4 Refusal of entry of dangerous goods/dangerous cargo The Ports Authority has the right to refuse entry to the ports of extremely dangerous material or large quantities of dangerous goods if the safety of the port is threatened by the transport, handling or storage of such goods. The restrictions that apply for Ports of AKSA are set out in specific provisions clearly state that hazardous goods of classifications 1.1, 1.2, 2.1, loaded in tank containers, as well as substances classified as 2.3 are not accepted for handling or storage. Appendix 9: Dangerous cargo limitations

4.1.5 Elimination of risks The AKSA Ports Authority has the right to take appropriate and reasonable steps to eliminate risks associated with hazardous goods/dangerous cargo. The owner of the goods or the representative of the owner may be liable for the costs incurred.

4.1.6 Inspection of dangerous goods The AKSA Ports Authority has the right to inspect dangerous goods, which includes the inspection of transport documents and certificates, packages, cargo carriers and vessels to ensure that the transport, handling, packaging, stevedoring and storage of dangerous goods is carried out safely.

4.1.7 Anchorage of vessels carrying dangerous goods The Ports Authority decides where and when vessels carrying dangerous cargo may anchor, berth or shift in the port. If an emergency situation should arise the vessel must be able to move if necessary to another location at the port or leave the port.

4.1.8 State of readiness to move under the vessels own power Vessels loading, unloading or carrying explosive goods, flammable gases or liquids, oxygen emitting substances or having organic products aboard in such quantities that there is a risk of harm to people or property outside the ship if an accident should occur involving the dangerous cargo shall at all times be prepared to

move at short notice under the vessel's own power. Exceptions in special cases can be made by the Ports Authority.

4.1.9 Hot Work The Ports Authority must always be informed about any hot work that will be carried out, both aboard a vessel or at the quay where dangerous goods are transported, handled or stored. Hot work will only be authorized if it is considered that this can be carried out safely with regard to the risks posed by the cargo.

The performance of hot work requires permission issued by Ports of AKSA. Such permission may not be granted for periods longer than 24 hours. The permit must include safety instructions for the performance of the work.

4.1.10 Responsible person The Ports Authority, the stevedore service and the Master of the vessel must each, for their respective area of responsibilities, designate a responsible person for the daily work involved in the transportation, handling, and storage of dangerous cargo and in addition ensure that a certified advisor is available, in accordance with the legislation governing the transportation of dangerous goods.

4.1.11 Maintenance The Ports Authority must be notified of all major maintenance work intended to be carried out, both aboard the vessel and within port areas where dangerous cargo is transported, handled or stored.

4.1.12 Hazardous dust All efforts and steps must be taken to prevent and minimize the occurrence and dispersion of hazardous dust and to protect personnel against such dust.

4.1.13 Hazardous vapours or gas All efforts and steps must be taken to prevent and minimize the occurrence and dispersion of hazardous vapours or gas and to protect personnel against such smoke or gas. When solid hazardous cargo in bulk is being handled that can give rise to hazardous vapours or gases there must be instruments on hand to measure the concentrations of vapours and gases present. Unprotected personnel are not permitted to enter spaces or areas where poisonous or flammable vapours or gases may be present.

4.1.14 Oxygen depletion Unprotected personnel may not enter areas where oxygen depletion may occur.

4.1.15 Liquid and condensed hazardous substances in bulk For specific safety regulations for the transport and handling of liquid and condensed hazardous cargo in bulk please refer to the following sections in these regulations; ,

4.1.16 Access Unauthorized persons may not enter areas where dangerous goods are transported, handled or stored. When necessary, routes of transportation, handling areas or storage areas may be cordoned-off to prevent unauthorized entry. Before allowing access to an enclosed area where gases posing a risk to health may occur or there is a risk of oxygen being depleted the work supervisor ashore and the Master of the vessel must ensure that work may be performed within their respective areas of responsibility without risk. Before allowing access for entry to areas aboard or ashore which have been disinfected or flushed with a hazardous substance a special certificate confirming that access can occur without risk must be issued by an authorized person.

4.2 PRE-ARRIVAL NOTIFICATION

All dangerous goods arriving at Ports of AKSA must be pre-notified, thereafter forward this information to the respective unit that needs to know of the arrival of a dangerous cargo. In addition to the fact that pre-notification provides information to Ports of AKSA about the dangerous cargo, the pre-notification also forms the basis for the Harbour Master.

4.2.1 Arrival of dangerous goods by sea/overland All dangerous goods arriving at the port must be pre-notified. This is done by the shipping company mailing, faxing or electronically transferring data containing the necessary information. Pre-arrival notification is normally made no later than 24 hours prior to arrival of the goods at the port, but if this is not possible, for example because of prevailing traffic conditions, notification may be made after this time, although pre-notification must be made no later than the departure time from the previous port of call and/or in accordance with a prior agreement with the port. When the cargo comprises a larger quantity of dangerous goods in packaged form, or comprises goods that pose a particular danger, the Ports Authority must be contacted as early as possible prior to the arrival of the goods to the port area.

The pre-notification shall include all of the goods to be offloaded at the port as well as the goods in transit that will remain aboard the vessel. The following information must be included in the pre-notification submission:

- Name of the ship and time of arrival
- The proper shipping name of the goods
- Class in accordance with the IMGD Code
- UN number
- Packing group (where applicable)
- Flashpoint Temperature (if applicable)
- Subsidiary risks (if applicable)
- Marine Pollutant (if the cargo is classified as such)
- EmS instruction
- Becquerel level (if radioactive)
- Quantity and type of packing
- ID number of container or other identification terms
- Quantity of the dangerous cargo
- Net weight of explosive material (for Class 1 Transport)
- Location of where the dangerous cargo is stowed aboard

- The cargo that will be offloaded and the cargo that is goods in transit
- If the goods have been disinfected, what substance was used and on what date
- The sender and receiver of the goods
- Circumstances that can affect the safe maneuverability of the ship in a negative way

4.2.2 Dangerous bulk goods arriving/departing by sea The information that must be included in the pre-notification submission is the following:

- Name of the ship and arrival/departure time, and for the departure of dangerous goods the vessel's agent and berth at the port
- Name of the company or depot that will receive the dangerous cargo and that will unload the dangerous goods
- The proper shipping name of the goods
- Class in accordance with the IMDG Code
- UN number
- Packing group (where applicable)
- Flashpoint Temperature (if applicable)
- Quantity of the dangerous cargo
- Valid certification that the cargo is suitable for transport (where applicable)
- Location of where the dangerous cargo is stowed aboard
- The cargo that will be offloaded and the cargo that is goods in transit
- Any deficiencies in the vessels storage- and/or cargo handling system (if applicable)
- Circumstances that can affect the safe maneuverability of the ship in a negative way

4.3 Procedures for offloading/loading When unloading dangerous goods from ships arriving at the port, the staff performing the unloading must always receive advance information about the goods to be unloaded. This is to allow preparations for unloading to be made in the best possible way and thereby minimize the risk of accidents. The personnel must also be provided with information about dangerous goods that are goods in transit.

Pre-notification also applies to goods arriving at the port overland by road transportation. Pre-notification must be submitted so that the staff who will be dealing with the goods can prepare and plan for the placing of the goods at the port in good time prior to the arrival of the dangerous goods.

Company personnel familiar with the risks that exist and the precautions to be taken must always be present when dangerous goods are unloaded.

Drivers arriving at the port must also always follow the directions provided at each worksite and provide assistance in unloading the vehicle.

The work leader ashore and the Master of the vessel shall, within their respective areas of responsibility, ensure that personnel handling or otherwise coming into contact with dangerous goods are appropriately equipped with suitable protective equipment.

The work leader ashore and the Master of the vessel shall, within their respective areas of responsibility, ensure that no person under the influence of alcohol or drugs participates in the handling of dangerous goods or is present in an area where dangerous goods are handled.

The unloading of dangerous goods shall be initiated as soon as possible following the arrival of the vessel. Dangerous goods shall be transported from the port as soon as possible unless special permission has been obtained for the storage of the goods at the port.

When dangerous goods are being unloaded, access routes both ashore and aboard may not be hindered by other activities or objects. Such areas must be maintained free from dirt and materials which may heighten the risks posed by the dangerous goods.

Vehicles and transport units must be arranged so that free passage is maintained for emergency vehicles both to the ship and the cargo hatches being used and to gangways.

Dangerous goods shall be stowed, secured and managed in such a way that they cannot fall, roll over, slide or be subjected to impacts or other stresses that may damage the contents or packaging during transshipment.

Work supervisors ashore and the Master of the vessel must ensure that areas where dangerous goods are handled are appropriately lit.

Work supervisors ashore and the Master of the vessel must ensure that the smoking bans imposed that apply in the ship's hold, on open deck and in the port's cargo handling areas are strictly observed.

The Master of the vessel should ensure that warning notices regarding the dangerous goods aboard are placed in the vicinity of gangways or other suitable locations aboard ships carrying dangerous goods or aboard which such goods are handled.

When unloading dangerous goods, or handling other goods when dangerous goods are present aboard the vessel, good and effective communication must be maintained between the ship and the work supervisors ashore. If dangerous goods leak or containers are damaged, immediate measures must be taken to limit or prevent spillage; please refer to the emergency action plan for dangerous goods.

The documentation relating to the dangerous goods, or copies of the same information, must be readily available during unloading in case an accident should occur. If the corresponding information is available in the form of computerized information in a vehicle this is adequate and paper copies are not necessary.

4.3.1 Checklist for unloading dangerous goods from a vessel

- a. Discharging of cargo is not permitted if the vessel itself or load carriers on the vessel have deficiencies that may negatively affect safety during unloading e.g. leakage or insufficient Labeling. In such cases these problems must be solved prior to unloading.
- b. Information about the dangerous cargo must have been communicated by BTC or via a computerized system in the form of a pre-notification/advance registration.
- c. Information about the dangerous goods must have been provided to those carrying out the unloading, by the latest at the time of review of the ship's manifest.
- d. Check what has to be done with the dangerous cargo in case of an accident. Information about the cargo must be readily available.
- e. Check that protective equipment is available in case any uncertainty arises.
- f. Check that vehicles and containers are correctly labeled. If there are any inaccuracies or errors these must be corrected before load carriers are lined up at the port for collection.
- g. Vehicles and containers, respectively, will thereafter be transferred to the locations designated for these at the port.

4.3.2 Checklist for receiving dangerous goods booked for sea transport

- a. Vehicles or containers that have deficiencies that may negatively affect the safe handling of the goods at the port must be stopped at the gate and corrective action taken before these vehicles or containers can be received by the port.
- b. Information about the arrival of vehicles or containers containing dangerous goods must have been received from AKSA in the form of a pre-notification submission.
- c. When the cargo carrier arrives at the port the gate must check that the correct documentation exists for the dangerous goods and confirm that the cargo vehicle has arrived at the port.
- d. Check what action to take with the dangerous goods in case of accident. Information about the goods must be readily available.
- e. At the gate an inspection must be carried out to check that the vehicle and/or containers are correctly labelled. If labelling is not accurate the vehicle and containers must be labelled in compliance with current regulations before being allowed to enter the port.
- f. Vehicles and containers, respectively, will thereafter be transferred to the locations designated for these at the port.

4.4 Guidelines for handling dangerous goods

We shall at all times endeavor to ensure that the handling of dangerous goods within our operations and in our surrounding environment is carried out in a safe, appropriate and satisfactory manner.

This means that in all our operational actions in the handling of dangerous goods we take into account the nature of the cargo in order to avoid harm to humans, animals, the environment and property.

The personnel involved must have the knowledge and training required to follow the company's procedures and directives, as well as be able to handle the dangerous cargo in a safe way that is compliant with current regulations.

We shall always use the proper equipment intended for the handling of dangerous cargo.

When purchasing vehicles, trucks and other equipment we always take into account the fact that the handling of dangerous goods comprises a part of our operations.

The employer and employees shall cooperate so that all experience and opinions concerning the handling of dangerous goods are heeded in day to day operations and that possible risks and threats to good handling procedures are immediately reported.

The employee should always have the knowledge that the Company has made every effort to ensure the safe handling of dangerous cargo.

4.5 Labelling routines

Load carriers parked within port areas must be correct labelled in accordance with current regulations. We must therefore check that every transport unit received by the port is correctly labelled.

To be able to carry out these checks we must be aware of the regulations that apply to the individual transport unit. Cargo carriers may come under the jurisdiction of the IMDG Code or ADR, and these sets of regulations impose different demands for the labelling of transport units and goods.

We must also be aware of which rules apply to transport units to be collected from the port that will continue onwards as road transport in accordance with ADR, as we are not permitted to release wrongly labelled cargo units.

Finally we must also be aware of how individual packages should be labelled in case there should be necessity to handle such consignments at the port. In this aspect there are different demands in the IMDG Code compared to the ADR regulations.

To be able to perform these checks in practice checklists for labelling and marking must be used if any uncertainty arises.

~~Appendix 1 Checklist for container labeling~~

Appendix 2 Checklist for vehicle labeling

Appendix 3 Checklist for the labelling of individual packages

4.6 Separation and storage of dangerous goods in port

When dangerous goods arrive in port we have an obligation to separate goods in such a way as to minimize the risk of accidents.

At our port the goods are separated either in accordance with the rules of the IMDG Code or in accordance with the ADR. When separating dangerous goods in accordance with the above regulations it is the class to which the goods belong that determines how the cargo will be separated.

Areas where dangerous goods are stored must be enclosed. The area may not be a public area and private individuals have no rights of access to the areas where dangerous goods are stored. No information about dangerous goods may be provided to third parties. Information may however be provided to authorities in accordance with legal requirements and to facilitate rescue efforts.

Locations where dangerous goods are stored shall be marked with appropriately placed signs. Signs must conform to Transport Authority regulations on the identification and Labeling of dangerous goods. When required, signs should be supplemented with warning texts, such as no smoking signs. Locations where cargo inspections are carried out must be clearly marked.

Consideration must be taken to the risk of accidental collisions when deciding where dangerous goods are to be placed. The positioning of dangerous goods must also take into account the locations of drains within the area. Drain covers must be available adjacent to the drain and maps of where drains are located must be readily available on site.

Routes and traffic lanes to locations where dangerous goods are kept must not be blocked. Locations where dangerous goods are stored shall be kept well cleaned and free from materials that could increase the risk posed by the dangerous goods.

When guarding of dangerous goods is necessary this must be carried out by specially assigned individuals. The cost of such security provision shall be borne by the owner of the goods or the owner's representative.

In addition to the separation requirements that apply within the port area, we should also be aware of the separation requirements that apply inside cargo carrier for road transportation.

To be able to separate goods efficiently there are reference checklists available for consultation, see the following appendices:

Appendix 4 Checklist Separation according to IMDG

Appendix 5 Checklist Separation according to ADR

...

...

7. MARKING AND LABELLING OF PACKAGES INCLUDING IBC's

7.1 Unless provided otherwise in this Code, the Proper Shipping Name for the dangerous goods as determined in accordance with 3.1.2 and the corresponding UN Number, preceded by the letters "UN", shall be displayed on each package. In the case of unpackaged articles, the marking shall be displayed on the article, on its cradle or on its handling, storage or launching device. For goods of

division 1.4, compatibility group S, the division and compatibility group letter shall also be marked unless the label for 1.4S is displayed. A typical package marking is:

CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S. (caprylyl chloride) UN 3265.

7.2 All package markings required by IMDG Kod5.2.1.1: .

.1 shall be readily visible and legible;

.2 shall be such that this information will still be identifiable on packages surviving at least three months' immersion in the sea. In considering suitable marking methods, account shall be taken of the durability of the packaging materials used and the surface of the package;

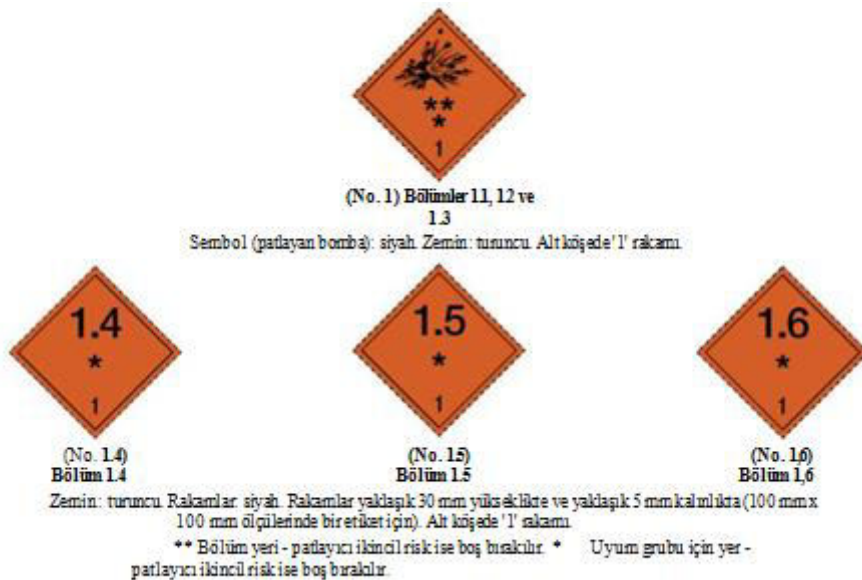
.3 shall be displayed on a background of contrasting colour on the external surface of the package;

.4 not be located with other package markings that could substantially reduce their effectiveness.

7.3 **The marine pollutant mark** shall be as shown below. For packagings, the dimensions shall be at least 100 mm x 100 mm, except in the case of packages of such dimensions that they can only bear smaller marks.



Sınıf 1 - Explosives



Sınıf 2 - Gasses



(No. 2.1)

Sınıf 2.1

Yanabilir gazlar

Sembol (alev): siyah veya beyaz (S.222.1.6.4'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.

Sınıf 3 - Flammable Liquids



(No. 3)

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

Sınıf 4 Yanabilir Katılar



(No. 4.1)
Sınıf 4.1
Yanabilir katılar Sembol
(alev): siyah Zemin: beyaz
ve yedi dikey kırmızı çizgi.
Alt köşede '4' rakamı.



(No. 4.2)
Sınıf 4.2
Ani yanmaya eğilimli maddeler
Sembol (alev): siyah Zemin: üst
yarısı beyaz, alt yarısı kırmızı. Alt
köşede '4' rakamı.



(No. 4.3)
Sınıf 4.3
Su ile temas ettiğinde yanabilir gaz çıkartan
maddeler Sembol (alev): siyah veya beyaz.
Zemin: mavi. Alt köşede '4' rakamı.



Sınıf 5 Oksitleyiciler



(No. 5.1)
Sınıf 5.1
Oksitlemeye neden olan maddeler
Sembol (daire üzerinde alev): siyah;
Zemin: sarı. Alt köşede '5.1' sayısı.



(No. 5.2)
Sınıf 5.2
Organik peroksitler Sembol (alev): siyah veya
beyaz; Zemin: üst yarısı kırmızı, alt yarısı sarı; Alt
köşede '5.2' sayısı.



Sınıf 6 Zehirli Maddeler



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



(No. 6.2)
Sınıf 6.2
Bulaıcı maddeler
Etiketin alt yarısında BULAĞICI MADDE ve Hasar veya sızıntı halinde derhal Kamu
Sağlık Kurumunu bilgilendiren yazılan bulunabilir Sembol (bir daire üzerine bindirilmiş
üç yarım ay) ve yazılar, siyah, arka plan, beyaz; Alt köşede "6" rakamı.

Sınıf 7 Radyoaktif maddeler



(No. 7A)
Kategori I - Beyaz

Sembol (üçlü yonca): siyah. Zemin: beyaz. Metin (zorunlu): etiketin alt yarısında siyah: **RADYOAKTİF İÇERİK... AKTİVİTE...** RADYOAKTİF kelimesinden sonra kırmızı bir çubuk gelecektir. Alt köşede '7' rakamı.



(No. 7B)
Kategori II - Sarı

Sembol (üçlü yonca): siyah. Zemin: üst yarısı beyaz kenarlı sarı, alt yarısı beyaz. Metin (zorunlu): etiketin alt yarısında siyah: **RADYOAKTİF İÇERİK... AKTİVİTE...**

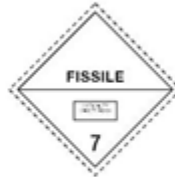
Dış kenarları siyah bir kutu içerisinde **TAŞIMA İNDEKSİ** ... RADYOAKTİF kelimesinden sonra üç kırmızı çubuk gelecektir.

RADYOAKTİF kelimesinden sonra üç kırmızı çubuk gelecektir.

Alt köşede '7' rakamı.



(No. 7C)
Kategori III - Sarı



(No. 7E) Sınıf 7 atomik parçalamaya uygun materyal

Zemin: beyaz. Metin (zorunlu): etiketin üst yarısında siyah: **ATOMİK PARÇALAMAYA UYGUN.** Etiket alt yarısında dış kenarları siyah bir kutu içerisinde **KRİTİKSEL LİK EMNİYET İNDEKSİ**

Sınıf 8 Aşındırıcılar



(No. 8)

○ Sembol (iki cam tüpten dökülen ve bir ele ve metale zarar veren sıvılar): siyah. Zemin: üst yarısı beyaz; alt yarısı beyaz kenarlı siyah. Alt köşede '8' rakamı.*

Sınıf 9 Diğer Çeşitli maddeler



(No. 9)

Sembol (üst yarısında yedi dikey çizgi): siyah. Zemin: beyaz. Alt köşede altı çizili '9' rakamı.

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12. IN CASE OF EMERGENCY, EMERGENCY PREPAREDNESS AND TO RESPONSE

AKSA Facility; chemicals brought to the port facility the ship pumps are transferred to the storage tank 15 through the pipe line 6 means. Option 7 for one of the storage tanks are used for Akkim 8 of them. Tanks are encoded in the form according to the coding system include

AKSA A.Ş. Tesisine Ait Tanklara İlişkin Bilgiler								
Tank No	Depolanana n Madde Cinsi	Tank Çapı (m)	Tank Yüksekli ği (m)	Tank Hacmi (m ³)	Drenaj Şekli	Drenaj Kapasitesi (m ³)	Dolum Borusu Çapı (mm)	Tank Tipi
202-A	Akrilonitril	24,7	12	5042	Beton	5050	250	Yüzer Tavan
202-B	Akrilonitril	24,7	10,5	5042	Beton	5050	250	Yüzer Tavan
202-C	Akrilonitril	24,7	10,5	5042	Beton	5050	250	Yüzer Tavan
2001-201	Akrilonitril	24,7	10,5	5042	Beton	5050	250	Yüzer Tavan
202-G	Akrilonitril	42	10,5	16000	Beton	16000	250	Yüzer Tavan
202-D	Vinilasetat	24,7	10,5	5044	Beton	5050	200	Yüzer Tavan
202-E	Vinilasetat	24,7	10,5	5044	Beton	5050	200	Yüzer Tavan

Aksa limanındaki boru hatlarının 2 tanesi AKSA için 4 tanesi de AKKİM için kullanılmaktadır.

Information on pipelines of AKSA

AKSA Boru Hatlarına İlişkin Bilgiler							
Boru Hattı No	Taşınan Kimyasalın Adı	Azami Taşıma Debisi (m ³ /dk)	Boru Hattı Toplam Uzunluğu(m)	Boru Çapı (mm)		Otomatik kesme Valfi	
				Dış	İç	var	yok
1	AKRİLONTİRİL	5	750	273	263		Yok
2	VİNİLASETAT	4	750	219	210		Yok

AKKİM's Formula information storage tank located below.

AKKİM A.Ş. Tesisine Ait Tanklara İlişkin Bilgiler								
Tank No	Depolanan Madde Cinsi	Tank Çapı (m)	Tank Yüksekliği (m)	Tank Hacmi (m ³)	Drenaj Şekli	Drenaj Kapasitesi (m ³)	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

In the coastal resort of chemicals for Akka, the transfer to the ship's shore storage tanks and ships from the coast there are 4 storage tanks pipeline. Information on these pipelines and equipment located above stated below.

Boru Hattı No	Taşınan Kimyasalın Adı	Azami Taşıma Debisi (m ³ /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

12.1 Any accident and chemical spill Spill Emergency Response Plan section formed with neighboring facility at YALOVA Gulf residents when it comes will be acting in accordance with 5.3.2.

12.2 Acid spread in large quantity (Tank Farm at or during the transfer of the ship) when the puncture or leak in the tank; rash controlled down to other tanks on the way to collecting pool. Acid in the tank leak te combined POIs which are printed with pump-style container and other tanks.

In leakage that may occur during the transfer of the ship, immediately established contact with the vessel stopped transfers. It will move to the specified instructions.

- There are height and eye shower for use in contact with chemicals on the pier.
- There are gas detectors

12.3 Liquid methanol leakage If there is no fire in the place of a situation that could cause leakage of liquid methanol AKSA Chemical Industry. Generated by the Corporation in accordance with the Emergency Action Plan:

- Mission staff is not removed from the area. Leakage of people who will take the necessary protective mask, wear gloves and other materials,
- The water hose to keep plenty of water on the leak before the water is taken and given,
- If the leak is stopped and absorbed with antistatic chemical absorbents and disposed of in controlled manner.
- The valve must be closed if there is leakage in the area, carefully closed,
- If there is no possibility of leakage is stopped, it will continue to be given plenty of water until methanol is finished. In this case, scuba breathing apparatus is used to enter the leak.
- Leakage drain lines to reach blocked. If you get; pool chemical leak valve is closed to prevent the sea to go. IBC filling the tank through the controlled chemical submersible pumps are disposed in such a way.

12.4 Fire Tehlikeli yük elleçlemesi yapılan tesiste herhangi bir yangına engel olmak için tüm taraflar bu rehberin 3.bölümünde açıklanan sorumluluklarını yerine getireceklerdir. Bununla birlikte oluşabilecek bir yangın durumunda AKSA Kimya San. A.Ş tarafından oluşturulan Acil Durum Harekat Planı A-Kısımındaki talimatlara uygun müdahale yapılacaktır.

Metanol Yangını: metanol tank sahasında yangın algılama ve söndürme sistemi mevcuttur. Herhangi bir tank yangını durumunda sistem alarm verir. Bu durumda tüm

tanklara ait sprinkler soğutma sistemi çalışır. Yanan tanka müdahale manueeldir. İlgili tanka ait su ve köpük hatlarının vanalarının açılması gerekir.

12.5 Emergency Departure of the Vessel's Removal of hazardous cargo float the ship during the operation, to drift to the side where the tank will act in coordination with YALPAŞ – Yalova Pilotaj Anonim Şirketi and Towage station and will take action with the instructions of the Harbour Master.



12.56 Prohibition of Vehicles The port area into driveways is prohibited.

12.7 Security Plan Hazardous materials are handled and stored pitch to the ISPS Security Plan finished in limited areas and officials are prohibited except for entry and exit.

13. GENERAL RULES REGARDING THE OCCUPATIONAL HEALTH AND SAFETY

This instruction in the writing, whether in this directive or not found hung on workplace bulletin boards or place of business in various parts and Occupational Health that will be real and Safety Rules will be read and comply with these rules.

13.1 İşç Health and Safety from time to time by the Board to comply with the rules will be reported to you in writing and verbally, and will be participating in term or periodic internal and external training planned by employers.

13.2 to various locations for various purposes workplace;

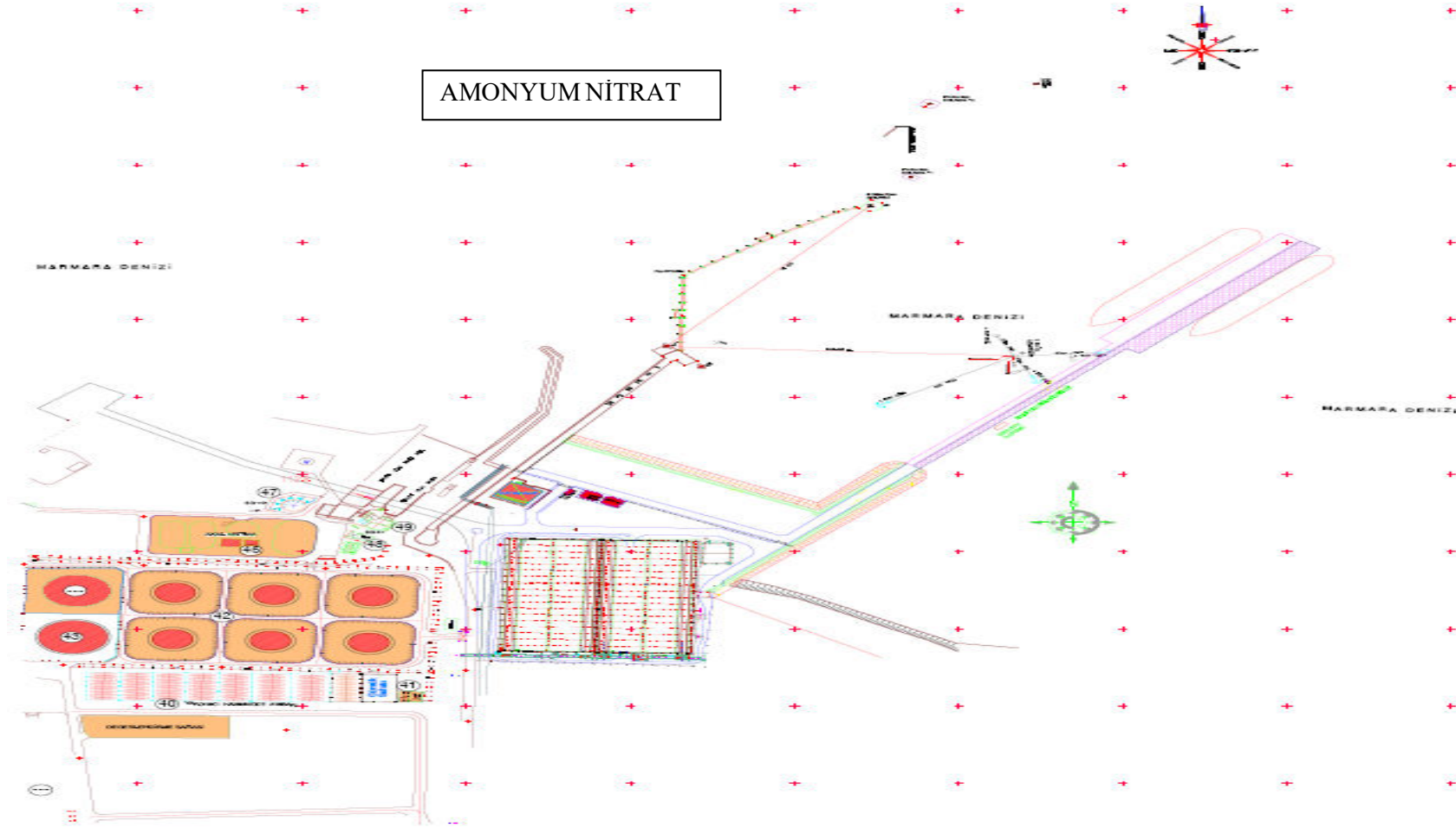
o Security

- o Health
- o Prohibition
- o Disclosure
- o Mandatory
- o Stimulating
- o First Aid
- o Mark
- o illuminated
- o Voice
- o symbol and so on.

Located suspended for safety and health signs must individually be read and comply with the warnings in the plates.

- place of safety and health signs will be changed without the knowledge and consent of the concerned responsible.
- Your Holiness personal protective equipment such as the need to work; helmets (helmet), safety (safety) belts, gloves, boots, overalls, rubber boots, goggles so. 't use regularly. This material is outdated, if you break or lose by informing your supervisor and the permission will be new to the barn. Things to business need and are very necessary for their own safety at work will be done without the guards.
- Explosion, fire hazards and glare control, where necessary, to enter without ventilation and leak detection. This places tool to create explosive and flammable environments, tools and equipment shall not be used for.
- Identification of the substance will be used in accordance with the relevant regulations and the manufacturer's instructions for use. These substances corrosive, irritant, toxic, allergic, will be deprived of carcinogenicity and other effects.

GENEL VAZİYET PLANI



The site plan illustrates the layout of the Marmara Refinery. Key features include:

- Production Units:** Labeled as ÜRETİM (Production) and specific units like ATIK SU ARITMA TESİSİ (Wastewater Treatment Plant), ENERJİ SANTRALI (Energy Central), and DOW ACSA FABRİKASI (Dow Acsa Factory).
- Storage Tanks:** KÖMÜR DEPOLAMA (Coal Storage) and HAMMADDE DEPOLAMA (Hammadde Depolama).
- Infrastructure:** YALOVA KAPISI (Yalova Gate), KARAMÜRSKEL KAPISI (Karamürskel Gate), and MARMARA DENİZİ (Marmara Sea).
- Legend:**
 - Trafiğe Açık Yollar (Traffic Open Roads)
 - Park Alanları (Park Areas)
 - Toplanma Alanları (Gathering Areas)

ACI DURUM YANGIN PLANI

