İSKENDERUN ENERGY AND PRODUCTION TRADE INC.
DANGEROUS GOODS HANDLING GUIDE

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(See the revisions in Revision Page)

Facility Manager
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Dangerous Goods Safety Consultant
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REVİSİON PAGE

Row No	Revision No	Revision content	Revision Date	Revised By	
				Name Surname	Duty
1	01	Sections 7.6 and 9.3 have been added and 1.2.1 has been revised according to the DGHG instruction dated 20.04.2022 and numbered 281879.	30.05.2022	Hasan AKDEMİR	DGSC
2	02	Institution names have been updated, Dangerous goods operation responsibilities have been revised	13.01.2023	Hasan AKDEMİR	DGSC
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CONTENTS

1. INTRODUCTION

When handling or storing dangerous goods at the entrance to the port and at port sites, general safety and security should be ensured, the cargo is surrounded,all persons in or near the port area are taken safety precautions and environmental protection should be checked.

1.1 General Information About The Facility

FACILITY INFORMATION FORM

1	Name/title of facility operator	İskenderun Energy and Production Trade. Inc.
2	Contact Information of facility operator (address, phone, fax,e-mail and web page)	Budak Street No:4 G.O.P./ANKARA
3	Name of facility	Sugözü Power Plant Pier
4	Province of the facility	Adana (Yumurtalık)
5	Contact Information of facility (address, phone, fax,e-mail and web page)	**Facility Address:** Sugözü Köyü 01680 Yumurtalık/ ADANA **Phone:** 0322 355 24 55 **Fax**: 0322 355 24 56 **Web**: www.isken.com.tr **E-Mail:** isken_power_plant@isken.com.tr
6	Geographical area of facility	East Mediterranean/ İskenderun Körfezi
7	Affiliated Harbour Master and contact details	Ceyhan Regional Harbour Master Phone: 0322 639 21 39 / 639 21 40
8	Affiliated Municipality and contact details	Yumurtalık Municipality / 0322 671 20 17
9	Free Zone or Organized Industrial Zone of facility	--
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	22.06.2023

11	Facility operating status (X)	Own load and add.third party (X)	Own load (….)	Third part (…)
12	Name and surname of facility responsible person, contact information (phone, fax,e-mail)	Ekrem ŞAHİN Phone: 0322 355 24 55 E-Mail: ekrem.sahin@isken.com.tr		
13	Name and surname of responsible person for dangerous goods operation of facility, contact information information(phone, fax,e-mail)	Özgür TUNCEL Phone: 0322 355 24 55 E-Mail: özgür.tuncel@isken.com.tr		
14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information (phone, fax,e-mail)	Hasan AKDEMİR Phone: 0534 368 73 75 E-Mail: hasan@atasarmuhendislik.com.tr		
15	Marine coordinates of facility	Coal Discharging Pier: 36º 50’ 01” K / 35º 53’ 26” D Mendirek Pier: 36º 49’ 35” K / 35º 53’ 15” D		
16	Type of dangerous goods handled in facility (goods under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	Hazardous Solid Bulk Cargo (Coal)		
17	Dangerous goods handled at the facility (loads in 16th article will be written separately. Additional cargo request will be sent to the Harbour Master with the ANNEX-1 function. It will be added to TYER when appropriate.)	Coal		
18	Classes for handled cargo subject to IMDG CODE	There is no dangerous cargo handled within the scope of IMDG code		
19	Groups in characteristic table for handled cargo subject to IMSBC Code	COAL GROUP B (and A)		
20	Types of ship berthing to facility	Coal Discharging Pier: Ships that bring coal to our facility anchor at the Area determined according to the Ports Regulation and transfer (limbo) to the barges by means of a floating crane. Barges; Coal is approached to the unloading pier by tugboats and the bulk coal load is discharged with a completely closed automatic conveyor system, where all environmental precautions have been taken.		

		Jetty Jetty: Marine vessels and floating cranes and coal barges used in coal limbo and loading/unloading services; In bad weather conditions, when they do not carry out their limbo operations, they take shelter at the jetty pier.
21	Facility's distance to main road (kilometer)	8 km
22	Facility's distance to railway (km) or railway connection (Yes/No)	No railway connection. It is 32 km from Ceyhan Train Station.
23	Facility's distance to closest airport (km) and its name	Adana Şakirpaşa - 90 km
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	4.999.000 Ton Bulk Coal/ Year
25	Scrap handling made/not made in facility	No
26	Is there border crossing (Yes/No)	No
27	Is there a bonded areas?(Yes/No)	No
28	Goods Handling equipment and capacity	2,500 tons/hour floating crane, 2,500 tons/hour self-unloading barges, 2,500 tons/hour closed coal conveyor system on the pier.
29	Storage tank capacity (m^3)	--
30	Open storage area (m^2)	--
31	Semi-closed storage area (m^2)	--
32	Closed storage area (m^2)	--
33	Determined fumigation and/or decontamination from fumigation area (m^2)	Indoor areas throughout the facility, open areas around work areas when necessary.
34	Name/title of pilotage and towage service provider, contact information	Pilotage Service : ANKAS 0326 645 71 70 Tug Service : UZMAR 0326 645 43 43 : ARPAS 0326 645 38 10
35	Has the Security Plan been made? (Y/N)	Yes (Within the scope of ISPS)

36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	**Type Of Waste**	**Capacity (m^3)**
		Sludge	30
		Bilge	50
		Hause hold	60
		Waste Oil	20

37	Characteristics of berth/jetty etc. Areas				
Berth/Jetty No	Length (meter)	Beam (meter)	Max. water depth (meter)	Min. water Depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT- meter)
Coal Unloading Jetty	167	16	7,5	6,5	It is used for the berthing of barges and coal discharge.
Breakwater Jetty	179	12	7,5	6,5	It is for the accommodation of marine vessels used in coal limbo and loading/discharge services, and floating cranes and coal barges in bad weather conditions and when they are not performing limbo operations.

Pipeline Name (If Available)	Number (Piece)	Length (Meters)	Diameter (Inches)
Not available			

1.2 Handling and storage procedures for dangerous goods handled and temporarily stored at the coastal facility

1.2.1 Dangerous Goods Planned to be Handled and Temporarily Stored at Our Coastal Facility :

Class 4.1 Flammable Solids, Class 4.2 Substances Prone to Spontaneously Combustion, Class 4.3 Substances Emitting Flammable Gases in Contact with Water, Class 5.2 Organic Peroxides, Class 6.1 Toxic Substances, Class 6.2 Infectious Substances, Class 7 Radioactive Substances, Class 8 Corrosive Substances and Class 9 Miscellaneous Dangerous Substances and Objects will not be unloaded or loaded. In our port facility , coal with class MHB, GROUP B (and A) subject to IMSBC Code is handled and stored only in open field.

If dangerous goods other than coal are placed in the storage area, the separation rules will be followed and they will be stored in accordance with the rules in international conventions.Dangerous loads stored in our facility are as follows.

FAME	NAME AND DESCRIPTION	CLASS	GROUP
-	COAL	MHB	B(and A)

The cargo notification that is not specified in the Dangerous Goods Guide and is planned to be handled at the facility is made to the relevant Harbour Master by filling out the form below . According to the code to which the load in question is subject and the attached safety data sheet, the equipment that should be in the facility is located in the facility, first aid, fire, safety, etc. to be taken. It is stated that all necessary measures have been implemented.

Proper shipping name	
If any, groups in the UN Number and Class ID/Characteristic table	

The type of payload and the code to which it is natural	Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives-MARPOL Annex-1)	
	Dangerous Liquid Bulk Cargoes (Chemical and Similar-IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)
Dangerous Goods Safety Consultant Coastal Facility Officer

1.2.2 General Unloading/Discharging Procedure for Handled and Temporarily Stored Dangerous Goods:

Coal subject to the IMSBC Code as Dangerous Goods is handled in our facility and its temporary storage is done in the open storage area. The coal handling procedure is as in ANNEX - 20.5 , the rules to be followed in the facility are as follows.

- If the material to be evacuated has come from abroad, the evacuation cannot be started before the customs procedures are completed and the evacuation permit is obtained.
- started without informing them to use them according to the Personal Protective Equipment Usage instructions .
- Hazardous materials are transported from the pier to the open storage area by the conveyor system at the facility. The system is checked before the operation, and if there is a problem, the operation does not start until it is fixed.
- is 20 Km/h .
- In night works, the staff who stay during the day and sleepless are not allowed to work.
- The status of the barge conveyors is learned, if there is a problem, the authorized person is informed, dangerous goods handling is prevented with defective equipment.
- At night, the lighting is controlled. If it is insufficient, it should be illuminated with an additional projector is provided.
- Occupational Health and Safety rules in all works is applied.
- Addition according to the nature of the Dangerous Substance It is ensured that the protective material is properly worn.

1.2.3 Handling Procedures for Handled and Temporarily Stored Dangerous Goods :

The following are the precautions to be taken regarding the dangerous goods within the scope of IMSBC CODE handled at our Port Facility .

Regarding the dangerous goods within the scope of IMSBC CODE that will arrive at the port;

- Handling time of the dangerous cargo at the coastal facility ,
- Requirement of protective clothing during handling and the characteristics of the clothing
- In the event of an emergency (Fire and Spill), the possibilities of intervention and the risk that may occur,
- Issues such as whether a special precaution should be taken regarding the load or not are decided, and emergency response procedures are taken into account during the handling , using the specified equipment and clothing, within the terminal possibilities.

The features of COAL in the IMSBC Code are as follows.

COAL
(See also the Appendix to this section)

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

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/m ^{3})	STACKING FACTOR (m ^{3}/t)
It is invalid	654 - 1266	0.79 - 1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
can up to 50mm	MHB	B (and A)

HAZARDS

Coal can create flammable atmospheres, self-heating, depletion of oxygen, and corrosion of metal structures. Liquefaction may occur in coal loads if particles smaller than 5 mm are present in 75% or more.

STACKING AND SEPARATION CONDITIONS
See the Appendix to this section.

WAREHOUSE CLEANING
Holds should be kept clean and dry, taking into account the hazards specific to the load.

PRECAUTIONS AGAINST WEATHER CONDITIONS
Cargo during the voyage, as a result of the moisture content being higher than the TML value , and if the Carriage is to be carried out on a ship other than a specially built or specially equipped ship complying with the requirements specified in Paragraph 7.3.2 of this Code, the following conditions are met. will:

1. The moisture content of the cargo during the voyage is lower than the TML value will be held;
2. Unless otherwise expressly stated in this section, cargo will not be handled in rainy weather conditions ;
3. Unless otherwise expressly stated in this section, all unused service / hatch covers of the cargo volumes where the cargo is loaded or will be loaded will be kept closed during the handling of the cargo;
4. handled in rainy weather conditions, provided that the measured moisture percentage of the cargo is so low that the TML value cannot be exceeded even with the expected increase under any precipitation ; and

5. Provided that all of the cargo in a certain cargo volume will be unloaded at the same port, the cargo in the mentioned cargo volume can be discharged in rainy weather conditions.

LOADING
The load level leveling will be made according to the conditions specified in sections 4 and 5 of the Code.

If the load level is not leveled properly, vertical cracks descending into the coal load can allow oxygen circulation and introduce the possibility of self-heating.

MEASURES
Bilge wells will be kept clean and dry and properly covered in order to prevent load escaping. See the Appendix to this section.

VENTILATION
See special precautions in the Appendix to this Section.

TRANSPORT
See the Appendix to this section.

EVACUATION
There are no special conditions.

CLEANING
There are no special conditions.

EMERGENCY PROCEDURES

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE
no

EMERGENCY PROCEDURES
no

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE
Leave the fire without air. Airing may be sufficient to contain the fire. **Do not use water.**
Get expert opinion, consider the option of heading to the nearest and most convenient port.

MEDICAL FIRST AID
See the current Medical First Aid Guide (MFAG) as amended.

Remarks : The use of CO_2 or inert gas should not be resorted to until the fire is visibly visible.

For detailed information, see the IMSBC code Annexes.

2. RESPONSIBILITIES

2.1 General responsibilities

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

a) They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage when an accident occurs.

EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods .

c) They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes.

2.2 Responsibilities of the cargo person

a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.

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 coastal facility operator

a) Do not berth the ships carrying dangerous goods without the permission of the harbour master.

Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.

c) It does not handle dangerous goods for which it has not received a handling permit from the Administration , and it does not make the ships that will dock by making a plan within this scope.

d) Requests the 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 change 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 for the ship to be safely moored at the pier and for handling .

Controls the transport documents containing information that the dangerous goods arriving at the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

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.

g) Dangerous goods handling in its facility It ensures that the equipment is in working condition and that the relevant personnel are trained and documented on the use of these equipments.

h) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.

ı) Carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.

i) 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.

j) Keeps an up-to-date list of all dangerous goods on board the vessels berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

k) Notifies the harbour master of the instant risk posed by the dangerous goods that it handles or temporarily stores in its facility and the measures it takes for it .

Notifies the harbour master of the accidents related to dangerous goods , including the accidents at the entrance to closed areas .

m) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the harbour master.

1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage , out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

o) Temporarily 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.

ö) Gets permission from the harbour master before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

p) Prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the harbour master and informs the relevant people about the plan approved by the harbour master.

r) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

2.4 Responsibilities of the ship owner

a) It ensures that the cargo to be carried by the vessel is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are in a suitable condition for cargo transportation.

b) 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.

Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

d) Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures , safety and emergency measures, response methods and similar issues.

e) Keeps the current lists of all dangerous cargoes on board and declares them to the relevant parties upon request.

f) Ensures that the loading program, if any, is approved and documented and kept in working condition.

g) Notifies the harbour master and the coastal facility about the instant risk posed by the dangerous cargoes on the ship approaching the coastal facility and the measures taken for it.

ğ) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to be transported.

h) Notifies the harbour master of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.

ı) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the harbour master.

i) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.

j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling .

k) It provides the requirements regarding the loading safety of the loads loaded on the ships.

2.5 Dangerous Goods Safety Advisor Responsibilities:

- DGSC authorized under the IMDG Code prepare quarterly reports regarding their responsibilities specified in the regulation and directive and notify this report to the Administration.
- for the IMDG code, DGSCs have information about the dangerous goods activities in general, about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications, depending on their interest, within the scope of dangerous goods handled at the coastal facility.
- DGSC’s are present at the shore facility during TYUB inspections and actively participate in the inspections.

- DGSC's will arrive at the facility within 2 hours at the latest, when requested by the harbour master of the coastal facilities they serve, or in case of emergency, when the dangerous goods stored or handled by the facility and cargo persons are called during the operation.
- DGSC,serving at the coastal facility, prepares the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. There is a signature on the guide.
- The quality management system (QMS) established at the coastal facility is followed by an internal audit at least once every 6 months . QMS procedures, nonconformities, risk assessments, near misses miss), planned maintenance-attitude works, special permits, all work and operations including emergencies.
- procedure and checklist in accordance with all national and international rules regarding entry into closed areas and has it approved by the coastal facility operator.

2.6 Carrier's responsibilities

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

2.7 Dangerous Goods Handling Officers

Personnel and responsible persons responsible for all operations related to dangerous goods in our facility are listed below.

Name/ Surname	Mission	Contact information
Özgürr Tuncel	Operations Manager	0322 355 24 55
Mehmet Aras	OperationsManager V.	0322 355 24 55
Mehmet Tontu	Shift supervisor	0322 355 24 55
Enis Bayar	Shift supervisor	0322 355 24 55
Ahmet Salver	Shift supervisor	0322 355 24 55
M. Eren Erdogan	Shift supervisor	0322 355 24 55
Varol Durhasan	Operations Eng.	0322 355 24 55
Omer Barak	Operations Eng.	0322 355 24 55
Muhsin Emre Baltali	Operations Eng.	0322 355 24 55

Ufuk Akbayrak	Operations Eng.	0322 355 24 55
Lütfi Talay	Transshipper Operations Manager	0533 749 67 80
İsa Levent	Transshipper Operations Manager	0533 749 67 80
Yavuz Yildirimkaya	Transhipper Technical Manager	0533 749 67 82
Cenk Coleoglu	Transhipper Technical Manager	0533 749 67 84
Hakan Uncu	Transshipper 2nd Captain	0533 749 67 86
Hasan Akdemir	Dangerous Goods Safety Consultant	0534 368 73 75

3. RULES TO BE APPLIED / FOLLOWED AND MEASURES TO BE TAKEN BY THE COASTAL FACILITY

3.1 Rules to be followed by Coastal Facility Operators:

Coastal facility operators with Dangerous Goods Compliance Certificate shall comply with the following rules.

- If it is not possible to store dangerous goods in the area where they are unloaded at the pier or pier, the coastal facility operators ensure that these materials are transported out of the coastal facility as soon as possible without waiting in the port area.
- protective clothing and equipment in accordance with the MSDSs by providing the MSDSs of the materials coming to our facility . It also ensures that the additional protective equipment of dangerous goods is supplied and distributed to the employees in accordance with the IMSBC Code.
- Coastal facility personnel, seafarers and other authorized persons in charge of the dangerous goods handling wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.
- Hazardous material handling area, firefighter equipment is available for those who will fight fire, and fire extinguishers, first aid units and equipment are always ready for use.
- Coastal facility operators are responsible for taking fire, safety and security measures.
- The control of the provisions of this article is carried out by the harbour master and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.
- The trainings required by the personnel working in accordance with the procedures and principles determined by the administration are determined. Training is given to the personnel involved in the dangerous cargo handling operation.

3.2 Measures to be Taken by Coastal Facility Operators:

Our facility regarding the rules specified in accordance with the "Regulation on Maritime Transport of Dangerous Goods by Sea and Loading Safety" and "Ports Regulation" specified by the Administration are as follows .

3.2.1 **Docks, piers, warehouses and warehouses reserved for explosive, flammable, combustible and other dangerous materials:**

- Been set up to keep the dangerous goods handled areas under constant surveillance by the facility personnel or security guards. These areas are monitored 24 hours a day without any blind spots and their records are kept.
- There are emergency notification (alarm) buttons at the quay, pier and temporary storage areas. The locations of the buttons are indicated by warning signs.
- In case of emergencies that may occur in areas where dangerous goods are handled and stored, necessary entry-exit opportunities are provided and access roads are kept open.

Piers and piers reserved for loading and unloading of ships carrying dangerous goods:

There is 1 berthing dock on the pier in our coastal facility. The length of the pier is 167 meters in total. Ship acceptance is made at our facility day and night.

Dock / Pier No	Height (meter)	Width (meter)	Maximum water depth (Metre)	Minimum Water Depth (Metre)	The Largest Ship Tonnage and Length to Dock (Dwt or Grt - Meter)
Dock	167	16	7.50	6.5	10000 DWT
The coal handling of the ships arriving at the coastal facility is carried out with the Transshipper platform in the open sea and transported to the pier with ARKAD 4 and 5 barges. The tonnage of the barges is 10000DWT, the tonnage of the largest berthing is 200.000DWT.					

Warehouses and Warehouses Separated for Dangerous Goods:

The storage capacity in our facility is given below. Coal storage within the scope of dangerous cargo is carried out in the open area outside the shore facility boundaries.The necessary permits were obtained in the inspections carried out by the Ministry of Environment, Urbanization and Climate Change regarding sealing in the storage area.

WAREHOUSE/WAREHOUSE	Capacity
OPEN WAREHOUSE	-
CLOSED WAREHOUSE	-
CLOSED WAREHOUSE	-
OPEN WAREHOUSE	114576m ^{2}

3.2.2 Hazardous Material Handling Equipment and Installations:

All kinds of tools and equipment used in the handling and storage processes in our coastal facility are kept in accordance with the maintenance and handling procedures determined after the first production. The records are kept and submitted to the administration upon request .

Dangerous goods coming to our shore facility are loaded/discharged in the open sea with the Transshipper system and transferred to the coastal conveyor system with 10,000-ton barges.

Equipment/Plumbing	Number	Its capacity
Liebherr CRANE	3	50 tons
barge/ barge	2	10,000 tons
Shore Conveyor System	1 set (backup system)	2,500 tons/hour

Unloaded on the transshipper with 3 Liebherr brand cranes with a capacity of 50 tons and 2 barges with a capacity of 10,000 tons, is brought to the pier by means of tugboats , the coal transferred to the conveyor system here is transferred to the storage area. Detailed information about this system APPENDIX: 20.5 given in .

3.2.3 Actions to be taken if it is not possible to store dangerous goods in the area where they are unloaded at the pier or quay.

Handled in our coastal facility are sent to the open storage area with the conveyor system, without storage at the pier or quay .

Information on packages and packaging of dangerous goods and risk and safety measures:

Packaging/packaging is not done in our coastal facility.

3.2.4 Protective clothing used by the shore facility personnel, seafarers and other authorized persons in charge of dangerous goods handling during loading, unloading and storage:

- Work gloves
- Raincoat
- Helmet
- Work shoes
- Occupational safety glasses
- Leather jacket or Coat

3.2.5 Hazardous material handling area, the equipment of these teams , fire extinguishing systems and first aid units:

Iskenderun Energy and Production Trade. Inc. In the coastal facility, equipment and equipment were selected by taking into account the fire equipment, the type of facility, the characteristics and number of ships and marine vehicles to be berthed, the type and amount of cargo, and the characteristics of the facility. The fire plan prepared accordingly is approved by a mechanical engineer registered to the Union of Chambers of Turkish Engineers and Architects (TMMOB).

Fire equipment is documented by TÜRKAK accredited "Inspection Institution" for fire fighting or by the classification societies authorized by the ministry.

It will fight fire in our coastal facility The list of people and their duties, fire extinguishing systems and first aid teams and the duties of these teams are as in the "Emergency Action Plan".

The fire fighting team in our facility is equipped with fire fighting equipment and fire extinguishers, first aid units and equipment are always ready for use. Information on the fire protection systems in our coastal facility is as in the Dangerous Goods Guide Article 8.10, 8.11,8.12.

3.2.6 Preparing an emergency evacuation plan for the evacuation of ships and marine vehicles from the coastal facilities in case of emergency by the coastal facility operators:

Procedure for the removal of ships and marine vehicles from the coastal facility in case of emergency is as in Annex -23.

3.2.7 Issues regarding fire, safety and security measures to be taken by coastal facility operators:

The measures taken regarding the fire in our facility are the same as in the "Emergency Action Plan".

Measures taken regarding security in our facility. It is the same as in the "Port Facility Security Plan" prepared within the scope of ISPS CODE.

Matters regarding the safety measures taken in our facility are given in the section Occupational health and safety in section 9.

4. CLASSES OF HAZARDOUS GOODS, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING and STORAGE

4.1 Classes of Dangerous Goods :

Necessary information about dangerous goods handled in our port is as follows.

FAME	NAME AND DESCRIPTION	CLASS	GROUP
-	COAL	MHB	B(and A)

including mixtures and solutions) and articles subject to the provisions of the IMDG CODE and IMSBC CODE fall into one of the classes 1 to 9 according to the danger they present or the most predominant danger. Some of these classes are subdivided. These classes or divisions are as listed below:

Class 1 : Explosives;

Class 1.1 : Substances and articles with a mass explosion hazard
Class 1.2 : Substances and articles which do not have a mass explosion hazard but have a scattering hazard
Class 1.3 : Substances and articles presenting a fire hazard, a minor explosion hazard or minor scattering hazard, or both, but not a mass explosion hazard.
Class 1.4 : Substances and articles not presenting an obvious hazard
Class 1.5 : Substances with a mass explosion hazard but with very low sensitivity
Class 1.6 : Extremely insensitive objects without mass explosion hazard

Class 2 : Gases;

Class 2.1 : Combustible gases
Class 2.2 : Non-flammable, non-toxic gases
Class 2.3 : Toxic gases

Class 3 : Flammable Liquids;
Class 4 : Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases;
Class 4.1 : flammable solids, self-reactive substances and solid desensitized explosives
Class 4.2 : Substances liable to spontaneous combustion
Class 4.3 : Substances which, in contact with water, emit flammable gases

Class 5 : Oxidizing substances and organic peroxides;
Class 5.1 : Substances causing oxidation
Class 5.2 : Organic peroxides

Class 6 : Toxic and infectious substances
Class 6.1 : Toxic substances
Class 6.2 : Infectious substances
Class 7 : Radioactive Material;
Class 8 : Corrosive Substances;
Class 9 : Various Hazardous Substances and Objects;

4.2 Packages and Packages of Dangerous Goods:

The signs, labels and/or plaques on the products are all communication channels for the user . These communication channels tell the user about the shipment or product features. IMDG Code; Provides clear procedures for prior notification, markings, labels and documentation (manuals, electronic data processing or electronic information exchange techniques and placarding),as well as authorization of consignments .

The IMDG Code clearly states that no one can transport dangerous goods unless the Dangerous goods are properly marked, labeled, plated and certified.

Carriers of dangerous goods must clearly indicate the UN Number and proper shipping name on the cargo. In case of presence of marine pollutant, the word "marine pollutant" must be included in the document accompanying the shipment. This requirement is particularly important in order to determine the necessary emergency procedures to respond appropriately in the event of an accident involving these goods. In the case of the presence of marine pollutants, the master of the ship must comply with the requirements of MARPOL 73/78.

İskenderun Energy and Production Trade. Inc. Packaged dangerous goods handling and packaging at the coastal facility is not done.

4.3 Placards , Plates, Brands and Labels for Dangerous Goods :

İskenderun Energy and Production Trade. Inc. Dangerous goods handling is not carried out at the coastal facility with a UN number and international code label and plate .

proposes a system based on labels and plaques designed in such a way that it is possible for everyone working with dangerous goods to be able to recognize, preferably at first glance, the nature of the risks posed by these substances, regardless of their packaging .

Labels:

The IMDG Code states that all packages, packages and bins carrying dangerous goods must be labeled. Labels are shaped like a rhombus in white, orange, blue, green, red, or a combination of these colors. Symbols indicating the Hazard Class are also required. Generally, each label is divided into two parts, a lower half and an upper half . The upper half is the symbol for the class of the goods(s) and the lower half is the symbol for the text, class or section number. The minimum dimensions of the labels are 10 cm x 10 cm . Labels should be firmly affixed to the package and placed in such a way that they can be easily seen. The quality of the labels must be such that they do not deteriorate outside and remain unchanged during the entire transport and at least three months at sea.

İs also necessary to use "secondary risk labels " because dangerous goods may pose more than one risk . These labels are the same as those carrying the primary risk in terms of colour, shape and symbols . Although the IMDG Code says something about this, in some countries the class number is indicated only on the primary risk label and the secondary risk label does not contain the class number. This is an effective way to distinguish between the two.

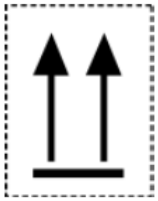
- **Placards**

The IMDG Code states that all cargo transport units containing dangerous goods must be placarded . In this context, cargo transport units are containers , containers for liquids , tank vehicles, land goods transport vehicles, railway wagons with water tanks, goods tanks for intermodal transport .

The banners have the same shape, color and symbols as labels, but their dimensions are 25 x 25 cm . Containers carrying dangerous goods over 4000 kg must have a kilogram and all Liquid and gas tanks must have the United Nations number “UN.” The UN number has four digits and is the number assigned by the United Nations for all goods defined and classified as dangerous .

Shapes and colors of Labels and Placards :

Other labels and Marine Pollutants:

	Yükselmiş sıcaklık belirtir (100°C' ye eşit ya da bunun üzerindeki bir sıcaklıkta sıvı halde ya da 240 °C'ye eşit ya da bunun üzerindeki bir sıcaklıkta katı halde)
	Tehlike-kimlik numaralı ve BM Numaralı turuncu-renkli levhalar
	Siyah ve kırmızı renkli yönlendirme okları

	IMDG Kodu tarafından "Deniz kirleticiler" olarak sınıflandırılan tehlikeli maddeleri içeren paketler ve yük taşıma üniteleri burada gösterilen işaretleri taşımalıdır ve dayanıklı olmalıdır. Bunlar malların risk etiketleri veya risk plakartlarına yakın yerleştirilmelidir. Deniz kirletici işaretlemelerinin boyutları paketlerin her bir tarafı için 10 cm ve yük taşıma birimlerinin her bir tarafı için 25 cm minimum olmalıdır.

4.4 Signs of Dangerous Goods and Packaging Groups:

Handled in our port is coal, which is Solid Bulk Cargo. There is no UN number determined for the coal handled within the scope of the IMSBC Code and it is in the B(and A) group in the MHB class.

FAME	NAME AND DESCRIPTION	CLASS	GROUP
-	COAL	MHB	B(and A)

4.5 Separation Tables of Dangerous Goods by Ship and Port:

İskenderun Energy and Production Trade. Inc. Dangerous goods are not purchased at the coastal facility, except coal. In case of purchasing a different dangerous cargo, the separation rules specified in the international codes will be followed. Below is information about these rules.

Parse Definition:

Segregation is the process of separating two or more items or items that are deemed to be mutually incompatible, whose packing or stacking may cause unnecessary hazards in the event of leakage, spillage or any other accident.

However, as the extent of hazards created may vary, the segregation arrangements required may likewise vary. Separation is achieved by keeping certain distances between incompatible dangerous goods or by placing one or more steel bulkheads or decks between them, or a combination of these. The distance left between such dangerous goods can be filled with other loads compatible with the dangerous goods or objects in question.

Parsing Terms:

The following segregation expressions used in this Code are described in other sections of this section, as they are also applicable for packaging of cargo transport units and segregation on different types of ships:

1. “Should be kept away”;
2. “must leave”;
3. “It should be kept separate by means of an entire compartment or partition”;
4. “The whole passing must be separated longitudinally by a compartment or partition”

Segregation statements such as "class ..." in the Dangerous Goods List, "class ..." label is considered to include the following:

1. All items in “class …” and
2. All substances required to carry a “class …” secondary risk label.

Segregation Provisions:

In order to decide on the segregation requirements between two or more dangerous goods, the separation table and the dangerous goods list separation provisions should be consulted, and the appendix to this section should also be consulted. In case of conflicting provisions, the list of dangerous substances always takes precedence.

Each time a parse statement is included, the clauses:

- It is not allowed to be packed in the same outer packaging and
- With exceptions, they are not allowed to be transported in the same cargo transport unit.

Where provisions of this Code specify a single secondary hazard (a single secondary risk label), the separation provisions applicable to that hazard take precedence if the primary hazard is more serious than the segregation clauses. The segregation provisions corresponding to Class 1 secondary risk are those for Class 1 division 1.3 .

For substances, materials or objects that carry more than two hazards (two or more secondary risk labels), segregation provisions are given in the Dangerous Goods List.

Decomposition table for ships

The general separation provisions between various dangerous goods classes are shown in the "Separation Table" given below.

Since the properties of substances, materials or objects in each class may be quite different; For certain provisions on segregation, if there are conflicting provisions, since these provisions will take precedence over the general provisions, the list of dangerous substances will always be consulted.

Unbundling will also consider a single secondary risk label.

Parsing Table for Ships

CLASS	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1 , 1.2, 1.5	*	*	*	4	2nd	2nd	4	4	4	4	4	4	2nd	4	2nd	4	x
Explosives 1.3 , 1.6	*	*	*	4	2nd	2nd	4	3	3	4	4	4	2nd	4	2nd	2nd	x
Explosives 1.4	*	*	*	2nd	one	one	2nd	2nd	2nd	2nd	2nd	2nd	x	4	2nd	2nd	x
Combustible gases 2.1	4	4	2nd	x	x	x	2nd	one	2nd	x	2nd	2nd	x	4	2nd	one	x
Toxic and non-flammable gases 2.2	2nd	2nd	one	x	x	x	one	x	one	x	x	one	x	2nd	one	x	x
Toxic gases 2.3	2nd	2nd	one	x	x	x	2nd	x	2nd	x	x	2nd	x	2nd	one	x	x
flammable liquids 3	4	4	2nd	2nd	one	2nd	x	x	2nd	one	2nd	2nd	x	3	2nd	x	x
Flammable solids (including 4.1 self-reactive substances and solid desensitized explosives)	4	3	2nd	one	x	x	x	x	one	x	one	2nd	x	3	2nd	one	x
4.2 to burst suddenly prone substances	4	3	2nd	2nd	one	2nd	2nd	one	x	one	2nd	2nd	one	3	2nd	one	x
flammable in contact with water 4.3 gaseous substances	4	4	2nd	x	x	x	one	x	one	x	2nd	2nd	x	2nd	2nd	one	x
Oxidizing substances (active substances) 5.1	4	4	2nd	2nd	x	x	2nd	one	2nd	2nd	x	2nd	one	3	one	2nd	x
Organic peroxides 5.2	4	4	2nd	2nd	one	2nd	2nd	2nd	2nd	2nd	2nd	x	one	3	2nd	2nd	x
Toxic substances 6.1	2nd	2nd	x	x	x	x	x	x	one	x	one	one	x	one	x	x	x
Infectious substances 6.2	4	4	4	4	2nd	2nd	3	3	3	2nd	3	3	one	x	3	3	x
radioactive material 7	2nd	2nd	2nd	2nd	one	one	2nd	2nd	2nd	2nd	one	2nd	x	3	x	2nd	x
Corrosive substances 8	4	2nd	2nd	one	x	x	x	one	one	one	2nd	2nd	x	3	2nd	x	x
Various dangerous goods 9 and other items	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

The numbers and symbols in the table have the following meanings:

1 – "Keep away";

2 - "Should be separated"

3 – "Should be kept separate by means of an entire compartment or partition"

4 "The whole passing must be separated longitudinally by a compartment or partition"

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

Parsing Table for Ports

An example of general principles for stowing and separating dangerous cargoes is shown below.

In a remote area, less stringent regulations may be acceptable. If a port is located near residential areas, chemical plants or tank farms, it may be necessary to enforce stricter stacking and separation requirements.

SEPARATION TABLE OF DANGEROUS CARGOS IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Combustible gases 2.1	0	0	0	s	a	s	0	s	s	0	a	0
toxic , non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
flammable liquids 3	s			0	0	s	a	s	s	0	0	0
Flammable solids, self-reactive substances and desensitized explosives 4.1	a	0	0	0	0	s	0	a	s	0	a	0
self-igniting substances 4.2	s	a	s	s	a	0	a	s	s	0	0	0
It emits flammable gases when in contact with water. clauses 4.3	0	0	0	a	0	a	0	s	s	0	a	0
Oxidizing agents 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	s	0	a	s	0
Toxic substances (liquids and solids) 6.1	0	0	0	0	0	a	0	a	a	0	0	0
Abrasives (liquids and solids)8		0	0	0	a	a	a	s	s	0	0	0
Miscellaneous dangerous substances 9	0	0	0	0	0	0	0	0	0	0	0	0

NOTES TO THE TABLE

- Class 1 (except division 1.4S), 6.2 and 7 cargoes are only allowed to stop in the port area for direct shipping or delivery. These classes are not included in the table. However, if due to unforeseen circumstances these cargoes have to be held temporarily, they must be in certain areas. Separation requirements of the individual class should be taken into account by the harbour master when specific requirements are established as set out in the IMDG Law .

- As the loading facilities available at each facility or quay vary considerably , the porting and holding of Class 1 (excluding those in section 1.4S) Class 6.2 and Class 7 dangerous cargoes should be subject to specific rules for each port.

- All cargo delivered in the port area must be documented, packaged, labeled, marked or labeled in accordance with the IMDG Code (International Code for Dangerous Cargo Transported by Sea).

- Separation of dangerous cargoes should be as follows in accordance with Chapter 7.2 of IMDG Code.

  - **Packaging/IBC/trailers/flat racks or platform-based containers :**

0 = not required to be parsed unless deemed necessary in individual charts .
a = kept away - must be separated at least 3 m apart.
s = must be separated - at least 6 m in open areas and at least 12 m in port holds or warehouses unless separated by an approved fire firewall.

- **For closed containers / mobile tanks / closed road vehicles:**

0 = does not need to be parsed.
a = should be kept away - does not need to be decomposed.
s = must be separated - at least 3 m longitudinally and laterally in open areas, at least 6 m longitudinally and laterally in port holds or warehouses unless separated by an approved fire safety wall . must be separated .

- **Open road vehicles / rail freight wagons / open top containers for :**

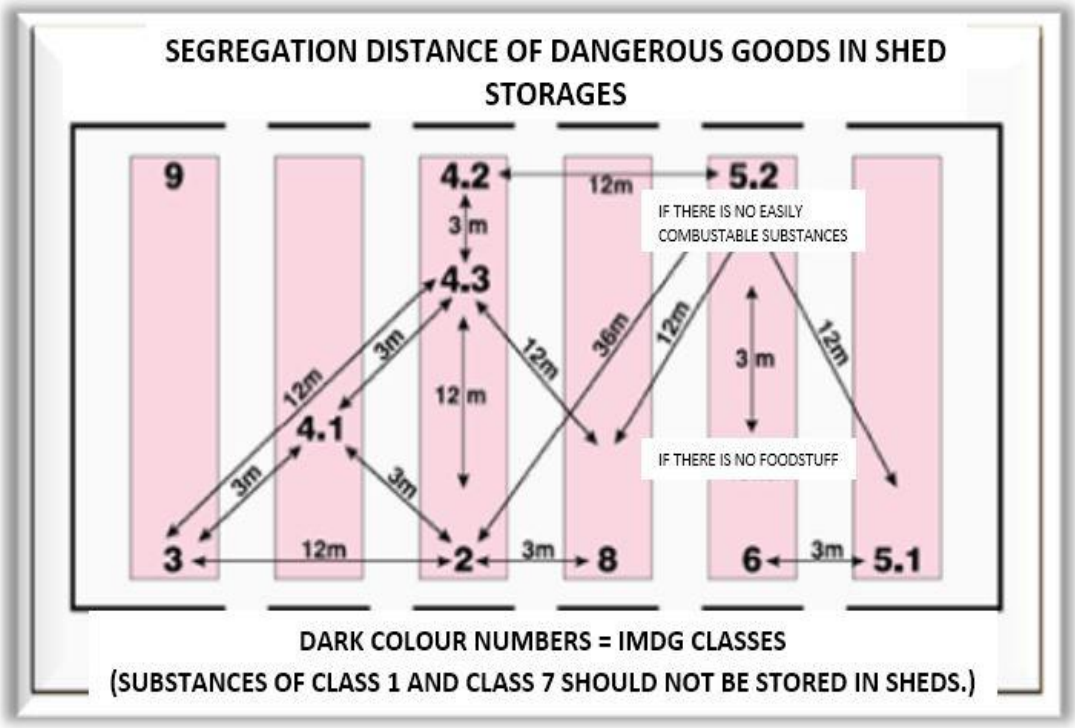
0 = does not need to be parsed.
a = should be kept away - at least 3 m . must be separated at a distance .
s = must be separated - at least 6 m longitudinally and laterally in open areas, at least 12 m longitudinally and laterally in port holds or warehouses unless separated by an approved fire safety wall . must be separated

- freight containers , mobile tanks, trucks, flat racks or platform-based containers or railway wagons; consecutive railway cars, if longitudinal buffer space is required, a distance of 3 meters corresponds to the width of a standard 20' container or monorail, a trailer lane .

- In the segregation table shown, “0” is used to indicate those that do not need to be discriminated in general, together with consulting the separately specified requirements in the IMDG Coded Dangerous Goods list. However, according to the IMDG Code (7.2.1.16) these recommendations in the general distinction table use "X" instead of "0". This difference is intentionally made to highlight the difference in the use of parsing tables.

4.6 Separation Distances and Separation Terms of Dangerous Goods in Warehouse Storages :

Handled in the classes specified in the warehouse warehouses at the coastal facility . If dangerous goods are handled in these classes , The segregation table to be considered in the warehouse storage of the handled dangerous goods is as follows.



4.7 Dangerous Cargo Documents :

This is Section 7. It is examined in the Documentation section of the Chapter.

5. EMS GUIDE FOR HAZARDOUS LOADS HANDLED ON THE COASTAL FACILITY

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,
- tags,
- 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 storage,
- parsing terms,
- dangerous solid cargo operations,
- dangerous goods, including emergency response action issues,

EmS guide, which includes Emergency Response Methods and Emergency Schedule for ships carrying dangerous goods in emergency situations such as fire, leakage , spillage that occurs during the transportation of dangerous goods , is as in APPENDIX-10.

6. OPERATIONAL MATTERS

6.1 Procedures for the Safe Docking, Mooring, Loading/Discharging, Shelter or Anchorage of Ships Carrying Dangerous Goods Day and Night:

Iskenderun Energy and Production Trade. Inc.The information given below is about the berthing and evacuation of the barges to the pier.

- Barges carrying Dangerous Goods can approach our facility by taking the necessary precautions, regardless of day or night.
- Considering the position of the barge with dangerous cargo, it will be planned to separate the barge in risky situations (adverse weather conditions or emergencies).
- Barges will be berthed and tied to the pier by taking safety precautions for the port, additional ropes may be requested from the ship's master if deemed necessary.
- In cases where conditions such as unfavorable weather conditions, currents and winds are considered to make loading/unloading unsafe, measures such as stopping the activity or even lifting the barges to anchor or pier will be implemented.

6.2 Procedures Regarding the Additional Precautions to be Taken According to Seasonal Conditions for the Harvest, Discharge and Limbo Transactions of Dangerous Goods.

- Seasonal conditions should be taken into account in the loading / unloading of dangerous goods. When the weather conditions are not suitable and the visibility conditions are unfavorable, the handling of flammable, combustible and explosive loads should be postponed or stopped for a while in lightning and electrically charged weather.

- To continue loading / evacuation in unfavorable conditions or to keep fire, fire brigade, fire extinguisher tugboats and emergency response teams in conditions that can intervene in a short time in a possible undesirable situation.

- In case of continuity of similar conditions, the selection of the personnel working from the experienced personnel, the frequent planning of the rest periods in extremely intense works , the increase of the lighting etc. measures should be taken.

6.3 Procedures on Keeping Flammable, Flammable and Explosive Substances Away from Operations That Create/Create Sparks and Not Operating Vehicles, Equipment or Tools that Create/May Create Sparks in Dangerous Goods Handling, Stacking and Storage Areas :

Equipment and equipment that can create flames or sparks are not used in areas where dangerous loads are handled . This is indicated by warning signs at the appropriate places of the coastal facility.

Document " within the scope of the Regulation on the Protection of Employees from the Dangers of Explosive Environments, published in the Official Gazette dated 30/04/2013 and numbered 28633, belonging to the coastal facility of İskenderun Energy and Production Trade. Inc. According to the explosion protection document , there is no zone determined as Zone 0 and Zone 1 in the areas where dangerous goods are handled .

The coastal facility has been certified by the inspection body accredited by TÜRKAK regarding the suitability of adequate lighting installation, electrical equipment, grounding installation, lightning protection equipment.

Hot work :

Hot work will be done in areas where dangerous goods are handled and temporarily stored; Measurements are made to ensure that the areas where the work will be carried out are not flammable and/or explosive atmospheres and are not insufficient in terms of ventilation and oxygen, and the area where the work will be carried out and adjacent areas are frequently inspected.

Inspections within this scope are carried out by the coastal facility in the form of procedures and checklists. These matters include, as a minimum, the following:

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

The Hot Processing Procedure of our facility is in Annex-19. like this.

6.4 Procedures for Fumigation , Gas Measurement and Degassing Works and Operations :

Fumigation and degassing works and processes are not carried out in our port facility .

7. DOCUMENTATION, CONTROL AND REGISTRATION :

7.1 What are All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procedures for their Supply and Control by Relevant Persons:

The Following Documents Related to Dangerous Goods are kept up-to-date by the Coastal Facility .

- IMSBC CODE, International Code for Solid Bulk Cargoes Transported at Sea
- Cargoes for Terminal Representatives (IMO-MSC/ Circ .1160; IMO-MSC/ Circ .1230; IMO- MSC.1/ Circ .1356)

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

i. Dangerous Cargo Notification Document
ii. Documents Required on Board
iii. Other Required Documents and Information
iv. Multi Model Dangerous Goods Form

7.1.1 Dangerous Cargo Notification Document:

The shipping documents prepared by the shipper will include a “Signed Certificate or Dangerous Goods Notification Document” stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.

At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area; Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the harbour master in writing, right after their departure from the coastal facility.

The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by road and rail.

In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and he may lose the order of approaching, departing, or passing, if any.

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information

Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.

Can be in any form, provided that it contains all the information specified in IMDG Code Section 5.4 .

7.1.2 Documents Required To Be On Board

Carrying dangerous goods and marine pollutants shall have a specific list, manifest or loading plan with the names and locations of dangerous goods and marine pollutants. This particular list and manifest will be based on the documents and certificates required in the IMSBC Code.

A detailed cargo plan, determined by class and showing the locations of all dangerous goods and marine pollutants, can be used instead of this special list or manifest.

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

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

7.1.3 Other Necessary İnformation And Documents

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

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

7.1.4 Multimodal Hazardous Substances Form

The Multi -Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode .

An example of the Multimodal Hazardous Substances Form is as in Annex-18.

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

Is obliged to provide information about the class, quantity, emergency response methods and locations of all dangerous cargoes available at the port facility when requested .

Records of dangerous goods handled at our port will be kept by the operations department, including the following information.

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

This information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested.

Keeps up-to-date the class and quantity information of the dangerous goods it handles throughout the year .

7.3 Reporting that the Dangerous Goods Incoming to the Facility are Properly Defined, the Correct Shipping Names of the Dangerous Goods are Used, Certified, Packed/Packed, Labeled and Declared, Loaded and Transported Safely to the Approved and Legal Package, Container or Cargo Transport Unit, Control and Control Results Procedures :

Checking the accuracy of the following information on the dangerous goods documents prepared by the sender of the dangerous goods to be accepted to the port in coordination with the planning and operation. they do;

- FAME Code,
- PSN name (Appropriate Post name),
- Class (Class 3, 4.1 , 4.2, 4.3, 5.1, 6.1, 8, 9, with sub-hazards together),

- Packing Group(I, II, III),
- Is a Marine Pollutant is not,
- Additional Information (Ignition degree, viscosity etc. information)

Control of the incoming dangerous cargo is ensured.

In case the information from the operation and the cargo carry different information, the Operation is immediately informed and the Shipper is instructed to verify the information about the dangerous cargo / vehicle / container , to correct the missing incorrect label brands. is given.

Attitude Of The Tools, Equipment And Equipment Used İn The Handling And Stacking Of Dangerous Goods İn Our Facility :

Equipment used in the handling and stacking of dangerous goods , the maintenance and attitude procedures are carried out and the operations are recorded.

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

As of January 1, 2014, it is obligatory to have a Dangerous Goods Safety Data Sheet (MSDS) containing the following information, together with the dangerous goods to be transported in all modes of transport (Road, Railroad, Airway and Seaway) by the laws of our country.

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

Checked that the safety data sheet (MSDS) is included with the dangerous goods for all dangerous goods to be accepted into the port .

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods:

Handled at our Port Facility will be reported to the Harbour Master by DGSC in quarterly periods.

Statistical evaluations from the records of the dangerous goods handled annually in our port are made by the technical office.

The monthly count and control reports of dangerous goods stored in our port area are prepared by the technical office and presented to the management. Records and reports are archived by the departments in 5-year periods .

7.6 Information on Quality Management System

İskenderun Energy and Production Trade. Inc. as ISO 9001:2015 Quality management system, ISO 50001 Energy Management System, ISO 45001 Occupational Health and Safety management system and ISO 14001-2015 Environmental Management System standards and conditions are established and implemented in our facility.

With the "Quality Management System Form Concerning Dangerous Goods Handling", which specifies the requirements within the scope of "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" and "Directive on the Coastal Facility Dangerous Goods Conformity Certificate" related to the dangerous goods conformity certificate at the coastal facility. Internal audits are integrated into the quality management system and are carried out under the supervision of Dangerous Goods Safety Advisor and facility manager.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE :

8.1 Procedures for Hazardous Substances and Hazardous Situations Mixed with Hazardous Substances that Create/Can Create Risk to Life, Property and/or Environment :

Handled , stored, loaded and evacuated to the coastal facility create unique hazards such as explosion, fire, corrosion, poisoning, infectious disease, and radiation. For this reason, the types of emergencies that the coastal facility will encounter are many. In order to deal with these hazards, it is extremely important to develop, publish and implement an Emergency Action Plan in cooperation with local emergency teams.

For this purpose, the Accident Prevention Policy (PPP) prepared by our port facility in order to prevent accidents that may be caused by dangerous goods is stated in ANNEX-21.

The following points will be taken into account in the formation of the emergency strategy at the coastal facility.

- Prevention of Accidents
- Preparation of Emergency Action Plan
- Implementation and Practice of Emergency Procedures
- Regular Checking of Emergency Equipment
- Implementation of the Plan When an Emergency Occurs
- Analyzing and reporting the incident thoroughly to prevent recurrence

Intervention to Hazardous Situations that pose/may pose a risk to life, property and/or the environment in our facility will be carried out according to the Emergency Action Plan prepared by our facility.

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

Capacity to Interfere with Fire :

- 2 Storage Tanks (800 m^3 and 1000 m^3)
- Seawater suction connection.
- 1 Piece Diesel Pump
- 3 Electric Pumps
- 3 Boiler Fire Pumps
- Fire Circuit Pressure 9 to 14 Bar
- 1256 m DN200 Fire pipeline
- 3978m DN150 Fire pipeline
- 136 m DN80 Fire pipeline
- 95 external hydrants and fire cabinets
- 138 interior hydrants and fire cabinets

- 492 Pieces 6 Kg. Dry Chemical Powder
- 173 Pieces . CO_2 Cylinder
- 6 Pieces 50 Kg Foam, with trolley
- 1 Fire Truck

VEHICLE INFORMATION		EXTINGUISHING EQUIPMENT INFORMATION	
Brand	MERCEDES-BENZ	**Manufacturer**	VOLKAN FIRE
Year of production	2013	**Pump**	3200 lt / min at 10 bar
Chassis Number	NMB37530312132095	**Water tank**	5000 liters
Engine No.	902915C1027187	**Foam Tank**	500 liters
Number plate	06 FE 0756	**KKT Tank**	250 kg
Loading	Maximum vehicle mass: 11750 kg Max Check. mass : 18000 kg	**Monitor**	• It can move down 20°, up 70°, horizontal 360°. • 2000 lt / min at 10 bar , 65 m water discharge, 40 m foam throw height.

Leakage and Spill Opportunity , Capability and Capacity.

Hazardous material handling in our facility are experienced personnel who have received all necessary training. It is acted according to the safety data sheet and international contract codes against leakage and spillage. Marine pollution due to leakage or spillage Communication is provided with the company with which an agreement has been made against marine pollution.

8.3 Arrangements Regarding First Responding to Accidents Involving Dangerous Goods

Accidents that can be caused by dangerous substances in our port facility are in the form of Fire and Spill / Leakage / Spill. Their first response procedures are described in headings 8.3.1 - 8.3.2 and 8.4 .

8.3.1 Against fire caused by Hazardous Substances :

- Handled at the port facilities , the Emergency Plan (EMS) attached to the IMDG CODE will be taken into account.
- The measures to be applied in the emergency plan for fire are generally as follows.

- FA (General Fire Plan)
- FB(Explosives and objects)
- FC(Non-Flammable Gases)
- FD(Flammable Gases)
- FE (Flammable Gases that do not react with water)
- FF(Temperature Controlled Self-Reactants and Organic Peroxides)
- FG(Substances Reacting With Water)
- FH(Oxidizing Substances with Explosive Potential)
- FI (Radioactive Substances)
- FJ(Self-Reactants and Organic Peroxides With Uncontrollable Temperature)

- Of the cargo handled in our port facility and in case of fire, the IMDG Code and IMSBC Code additional tables to be taken into account are as follows

FAME	NAME AND DESCRIPTION	EMS (FIRE)
-	COAL	Respond to fire according to IMSBC Code Annex-1

8.3.2 Precautions to be taken against spillage/leakage/spill that may be caused by Dangerous Goods:

Accidental spillage/leakage/spill involving dangerous goods handled at the port facilities In case of emergency, the Emergency Plan (EMS) attached to the IMDG CODE will be taken into account.

- The measures to be applied in the emergency plan for spillage/leakage/spill are generally as follows.

➢ SA (Toxic substances)
➢ SB(Corrosive Substances)
➢ SC (Flammable, Corrosive Liquids)
➢ SD(Flammable Liquids)
➢ SE(Flammable Liquids, Floatable)
➢ SF(Water-soluble Marine Pollutants)
➢ SG(Flammable Solids and Self-Reacting Substances)
➢ SH(Flammable Solids "Flammable Substances")
➢ SI ((Flammable Solids “Repackaging Possible”)
➢ SJ(Wet Explosives, Some Self-Heating Substances)
➢ SK(Temperature Controlled Self-Reacting Substances)
➢ SL(Substances that Burn Quickly and React with Water)
➢ SM(Sudden Burn Damage)
➢ SN(Substances Actively Reacting with Water)
➢ SO(Substances Hazardous When Wet “Materials that cannot be collected”)
➢ SP(Substances Hazardous When Wet “Collected Substances”)
➢ SQ(Oxidizing Substances)
➢ SR(Organic Peroxides)
➢ SS (Radioactive Substances)
➢ ST (Biological Hazardous Hazardous Substances)
➢ WATER (Flammable, Toxic and Corrosive Gases)
➢ SV(Flammable and Non- Toxic Gases)
➢ SW(Oxidizing Gases)
➢ SY(Explosive Chemicals)
➢ SZ(Toxic Explosives)

Handled at our port facility is involved in an accident and spills/leaks/spills, the following should be considered from the IMDG CODE Annex tables: like this.

FAME	NAME AND DESCRIPTION	EMS LEAK / SPILL
-	COAL	IMBSBC ANNEX-1

8.3.3 Medical First Aid Guide (MFAG) Will Be Used İn Accidents İnvolving Dangerous Substances.

The Points to Be Considered While Using the Guide are as follows.

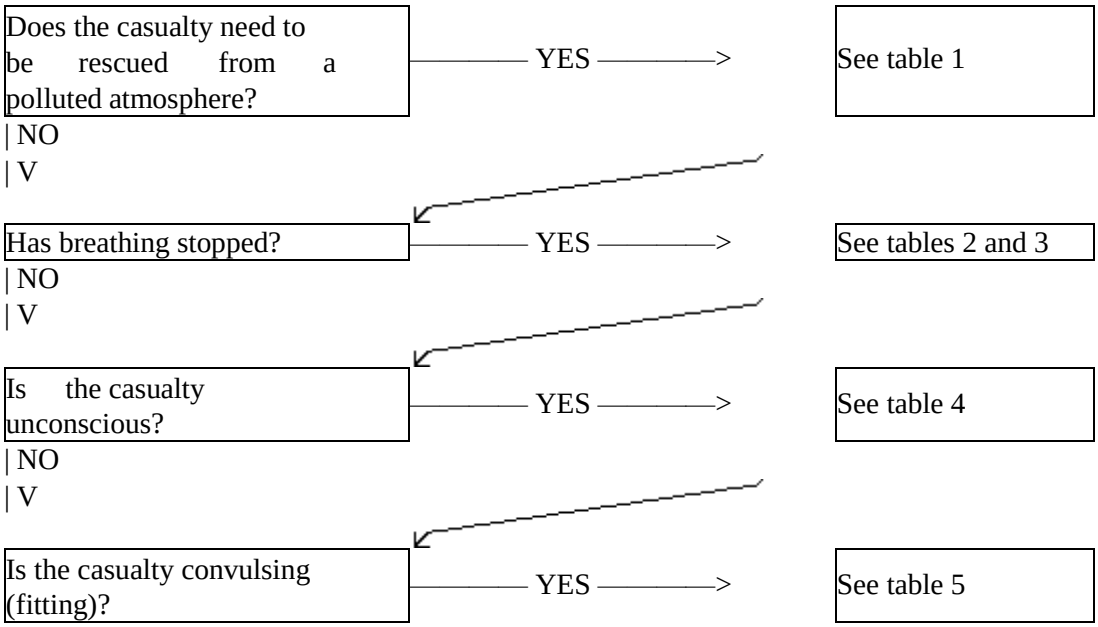
The workplace health unit (infirmary) in our facility carries out the necessary first aid activities in emergencies. The necessary materials/ equipment for first aid are available in the workplace health unit and on the sea vehicles. The list of medical supplies and drugs is given in Annex-25.

It is necessary to use the first aid guide in emergency situations involving dangerous substances. The points to be considered while using the guide are as follows.

- When exposed to dangerous substances, the first thing to do is to respond immediately.
- Medical first aid guide in 3 steps will be applied.

1. Step : Emergency response and Diagnosis Here Start
2. Step : Tables consideration get. Tables special short for occasions instructions It contains.
3. Step : Attachments consider Supplements drugs and to be exposed Contains detailed information about chemicals .

8.3.4 Emergency Response chart:



| NO
| V

Are the eyes contaminated? ——— YES ———> See table 7

| NO
| V

Is the skin contaminated? ——— YES ———> See table 8

| NO
| V

Has the chemical been inhaled? ——— YES ———> See table 9

| NO
| V

Has the chemical been ingested? ——— YES ———> See table 10

| NO
| V

Is there severe pain? ——— YES ———> See table 13

| NO
| V

8.3.5 Diagnostic chart:

Is the chemical known? (e.g. by UN No., product label, shipping documents) ——— YES ———> Only a few substances need specific treatment (see also appendix 15): Calcium oxide, calcium hydroxide (table 7) Phosphorus, white or yellow (table 8) Coumarin derivated pesticides (table 14) Hydrofluoric acid, hydrogen fluoride, fluorides (table16) Organophosphorus and carbamate insecticides (table17) Cyanides(table18) Methanol and ethylene glycol (table 19) Radioactive material (table 20)

| NO
V

What is the casualty's present state?	
Breathing is rapid, shallow, irregular or deep:	—> Table 3 and Appendix 3
The casualty has a cough, wheezing, hoarseness or severe breathlessness:	—> Table 9 and Appendix 9
The pulse is slow, weak or rapid:	—> Table 11 and Appendix 11
Blisters, burns or frostbite are present:	—> Table 8 and Appendix 8
The casualty is in a coma:	—> Table 4 and Appendix 4
The casualty has convulsions (seizures, fits):	—> Table 5 and Appendix 5
The casualty is vomiting:	—> Table 10 and Appendix 10
The casualty is restless, excited, confused or hallucinating:	—> Table 6 and Appendix 6
The casualty is jaundiced (yellow discoloration of skin or eyes):	—> Table 15
Urine output is decreased or absent:	—> Table 12 and Appendix 12
Blood is in the urine, vomit, or stool; the gums are bleeding; there are small haemorrhages (petechia) in the skin:	—> Table 14

|
V

What is the history of the present illness?
How did the illness start?
What are the symptoms?
Which symptoms are most troublesome?

V

What illnesses has the casualty suffered previously?

8.3.6 **MFAG Tables contain additional information for special cases, and information about the tables :**

Table 1: Recovery
Table 2: Cardiopulmonary Resuscitation (CPR)
Table 3: Oxygen Administration and Controlled Ventilation
Table 4: Chemical-Induced Disorder of Consciousness
Table 5: Chemical -Induced Remittance
Table 6: Toxic Mind Blur
Table 7: Eye Exposure to Chemicals
Table 8: Skin Exposure to Chemicals
Table 9: Inhalation of Chemicals
Table 10: Oral Ingestion of Chemicals
Table 11: Shock
Table 12: Acute Renal Failure
Table 13: Pain Relief
Table 14: Chemical-Induced Bleeding
Table 15: Chemical-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluorite
Table 17: Organophosphate and Carbamate Pesticide
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Substances

The appendices provide detailed information about drugs and chemicals that may be exposed.

Annex 1: Recovery
Annex 2: Cardiopulmonary Resuscitation (CPR)
Annex 3: Oxygen Administration and Controlled ventilation
Annex 4: Chemical-Induced Disorder of Consciousness
Annex 5: Chemical -Induced Remittance
Annex 6: Toxic Blurring
Annex 7: Eye Exposure to Chemicals
Annex 8: Skin Exposure to Chemicals
Annex 9: Inhalation of Chemicals
Annex 10: Oral Ingestion of Chemicals
Annex 11: Shock
Annex 12: Acute Renal Failure
Annex 13: Pain Relief
Annex 14: Medication List and Equipment
Annex 15: List of Substances

8.3.7 Locations of First Aid Supplies in the Facility and Contents

The health center (infirmary) in our facility carries out first aid activities in emergencies. The necessary content for first aid is available in the health center and on the sea vehicles. The list of medical supplies and drugs is given in Annex-25.

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

It is as in Annex-3.

8.4.1 Flow Chart of Notifications to be Made in Emergency Situations and Points to be Done :

It is the same as in the Emergency Action Plan.

8.5 Accident Reporting Procedures.

Accidents/incidents related to dangerous goods in our facility will be reported to the Harbour Master within 3 hours at the latest by using the VHF radio system or other communication tools. Following this notification, a written report containing the opinions regarding the accident/incident will be sent to the harbour master within 24 hours at the latest. Hazardous Substance Incidents Notification Form is given in Annex-16.

8.6 Coordination, Support and Cooperation Method with Official Authorities.

The method of coordination, support and cooperation with official authorities is the same as in the Emergency Action Plan.

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

For removing ships and marine vehicles from the coastal facility in an emergency is the same as in Annex-22 in the guide and in the emergency plan.

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

According to the "Material Safety Data Sheet (MSDS)" for each dangerous cargo to be handled in our facility , the instructions given in these forms will be followed for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes .

8.9 Emergency Drills and Their Records.

8.9.1 Trainings and Drills Required by Persons Carrying out Activities Related to Dangerous Goods:

- **Practice Practices;** In order to be prepared for emergencies within the facility, the personnel in the emergency organization should be prepared for their duties with various drills. The drills should be carried out with the support of specialist organizations when necessary. Performing and implementing the drills to test the adequacy of the emergency plans and to be prepared for real situations, according to the worst scenarios that may occur in the facility will be planned.

- **Training Scenarios; In the exercise planning** , the worst scenario is foreseen as a single event or a combination of events that the port may encounter. Implementation of exercises in the fastest and most effective way in line with the prepared scenarios is provided.

Emergency within the Port Facility Practices;

- The port is included in the annual training plans. should be specified.
- In the form of local or general intervention can be planned,
- Safety, spill etc. exercise scenarios in
- Drills with or without notice can be done.
- The drills apply to various emergency scenarios. relies on.
- The drills can be done practically, as well as at the desk, seminar
- Different time, day, season and event for each drill scenarios

8.9.2 Content of the Trainings:

Dangerous goods handling operation at the port facility receive the necessary training specified by the administration.

The dangerous goods trainings given by the dangerous goods safety consultant (DGSC) are listed below.

General Awareness / Recognition Training

Handling operation should receive training on the safe transportation or handling of dangerous goods in proportion to their duties. Training should be designed to provide familiarity with the general hazards and legal requirements of the dangerous cargoes involved. This training includes identification of types and classes of dangerous cargoes, labeling, marking, packaging, separation and compliance with requirements; definition of purpose and content of shipping documents; and descriptions of existing emergency response documents.

Mission-Oriented Training

Handling operation should receive detailed training on certain requirements on safe transportation or handling of dangerous goods in accordance with the function they perform.

Safety Training

Handling operation should receive training on the risks involved in dropping dangerous cargoes and the functions they perform:

- Packaging – accident prevention methods and procedures regarding proper stowing and separation methods of handling equipment and dangerous goods;
- Required emergency response information and how they are used;
- How to avoid exposure to hazards , including the general hazards of the various types and classes of dangerous goods and, where appropriate, the use of personal protective clothing and equipment ;
- To be followed in the unintentional release of dangerous cargo , including any emergency procedures for which the person is responsible and personal protection procedures to be followed.

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

A machine registered in the Union of Chambers of Turkish Engineers and Architects (TMMOB) is selected by choosing the equipment in the prescribed standards, taking into account the fire equipment, facility type, the characteristics and

number of the ship and marine vehicle to be berthed, the type and amount of dangerous cargo to be handled and stored, the capacity and characteristics of the facility. The fire plan approved by the engineer is prepared and approved.

Fire equipment is tested every year in accordance with the standards and is certified by the institutions accredited by TÜRKAK as the "Inspection Agency" for fire fighting .

Information on Fire Protection Systems

Within the scope of fire protection systems in our facility, there are fire pumps, storage tanks, hydrants, fire trucks, portable fire extinguishers. Information on fire protection systems is as in section 8.2 .

PUMPS

The pumps connected to the fire water system are as follows;

- 00SGA01 AP001 Electric Jockey Fire Pump
- 00SGA02 AP001 Electric Fire Pump
- 00SGA03 AP001 Diesel Fire Pump
- 00SGA04 AP001 Electric Jockey Fire Pump
- 10/20SGA51 AP001/002/003 Boiler Fire Pumps

Pump Name	KKS	Working Capacity	Working Pressure Range
Electric Jockey Fire Pump	00SGA01 AP001	8.2 m3 / h	9.5-10
Electric Fire Pump	00SGA02 AP001	454 m3 / h	8.2-10
Diesel Fire Pump	00SGA03 AP001	454 m3 / h	7-10
Electric Jockey Fire Pump	00SGA04 AP001	52 m3 / h	9-10
Boiler Fire Pump	10SGA51 AP001	150 m3 / h	11-14
Boiler Fire Pump	10SGA51 AP002	150 m3 / h	11-14
Boiler Jockey Fire Pump	10SGA51 AP003	1.8 m3 / h	10.5-14
Boiler Fire Pump	20SGA51 AP001	150 m3 / h	11-14
Boiler Fire Pump	20SGA51 AP002	150 m3 / h	11-14
Boiler Jockey Fire Pump	20SGA51 AP003	1.8 m3 / h	10.5-14

INSTALLATION

The lengths and diameters of the lines forming the 00SGA fire water network, which includes the power plant production area, the breakwater area, the warehouse area, the coal stock area and the power plant entrance control area, are briefly as follows;
1,256 meters long DN200,
DN150 with a length of 3,978 meters,
136 meters long DN80.

Fire water is supplied to 00SGA10 main outer hydrant ring.

external hydrants ;

- Quantity: 95
- Inlet: DN100
- Output: DN65, 2 pcs
- Hose connection union: Type B (2.5 ”)
- Flow required for each hydrant : 946 l/ min
- Hydrant outlet pressure: minimum 4.5 bar
- Fire cabinet contents: 2 * 25 meters hose, 2 hose wrenches, 1 intervention lance with valve , 1 hydrant key, I and warning sign
- Internal hydrants ;
- Quantity: 138
- Output: DN50
- Flow required for each hydrant : 200 l/ min
- Hydrant outlet pressure 4.5 bar

Fire cabinet contents: 20 meters of 1” plastic hose, drum, and warning sign

Precautions to be Taken in Cases of Fire Protection Systems Not Working

In case the fire protection systems do not work in our port facility, firstly, the possibilities of using the facilities of the neighboring facility are investigated, and then the local fire department in our region is informed. Support is requested from the contracted tugboat companies . The incident is intervened by using all the possibilities of the region.

8.11 Other Risk Control Equipment

Other risk control equipment is specified in the emergency plan.

9. Occupational health and Safety

9.1 Occupational Health and Safety Measures

We can list the objectives of occupational health and safety studies in our facility as follows;

- **Protecting Employees**

The main purpose of occupational health and safety studies is to protect employees. In this context, it is aimed to ensure mental and physical integrity by protecting employees against work accidents and occupational diseases.

- **Ensuring Production Safety**

Ensuring production safety in a workplace is especially important from an economic point of view, as it will result in increased work efficiency.

- **Ensuring Business Security**

With the measures to be taken in the workplace, operational safety will be ensured, as situations that may endanger the business such as machine malfunctions and shutdowns, explosion, fire, which may arise due to work accidents or an unsafe and unhealthy working environment.

Document" prepared within the scope of Occupational Health and Safety at our facility will be taken into account.

9.1.1 Job Health Security Education

- All newly recruited employees are informed about the area where they will work (port facility, etc.) and the job, with initial training.
- All employees receive 16 hours of Basic Occupational Health and Safety Training every year. Topics include;

1. General topics

a) Information on labor legislation,

b) Legal rights and responsibilities of employees,

c) Workplace cleanliness and order,

ç) Legal consequences arising from work accident and occupational disease,

2. Health issues

a) Causes of occupational diseases,

b) Application of disease prevention principles and prevention techniques,

c) Biological and psychosocial risk factors,

d) First Aid,

d) Harms and passive exposure of tobacco products ,

3. Technical issues

a) Chemical, physical and ergonomic risk factors,

b) Manual lifting and handling,

c) Protection from flash, explosion, fire and fire,

ç) Safe use of work equipment ,

d) Working with display tools,

e) Electricity, its hazards, risks and precautions,

f) The causes of work accidents and the application of protection principles and techniques,

g) Safety and health signs,

ğ) Use of personal protective equipment,

h) Occupational health and safety general rules and safety culture,

i) Evacuation and rescue,

4. Other issues (working at height specific to the employee's job, working in a closed environment, working in environments where there is a risk of radiation, working with welding, working with equipment bearing special risks , possible health risks caused by carcinogenic substances, etc.)

Applied and theoretical trainings for emergency workers (fire response, search and rescue, chemical response training, first aid training, etc.),

- And operation instructions for employees involved in the chemical transfer operation in the field ,
- Internal and external trainings (working indoors, working at heights, working safely with electrical equipment , etc.) being carried out.

- By department managers and employees of the occupational health and safety department, and employees are provided with additional training.
- Training records are in the Human Resources Department is stored.

9.1.2 Health considerations

All employees are subjected to a recruitment examination, a periodical examination is carried out at least once a year, and continuous health surveillance activities are carried out.

9.1.3 Field security

Occupational safety experts from both the main employer and subcontractor companies are assigned in the field for all situations that may endanger field safety. Occupational safety experts create field audit reports about the deficiencies/nonconformities they detect in the field, notify them to the relevant departments and follow up. In addition, site inconsistencies/deficiencies are reported and conveyed to the relevant departments through periodic field inspections organized every week according to the annual field inspection plan, which is planned by dividing the operation field into regions and covers the entire field.

9.1.4 Risk analysis

Occupational health and safety department records all risks and existing measures that may endanger employees and operational safety within the scope of the "Occupational Health and Safety Risk Assessment Form", and determines additional actions in cases where the current measures are insufficient and minimizes the risks.

Risk assessment studies are announced to all employees and is published.

9.1.5 Periodic controls

Lifting equipment (ceiling crane, sling, etc.), high access equipment, grounding equipment, fire extinguishers, fire hydrants etc. in the field are checked/have them checked within the legal frameworks and their records are kept.

The deficiencies/non-conformities detected during the periodic controls are coordinated with the relevant departments as soon as possible.

9.1.6 Dangerous Business Permissions

For each work to be carried out in the facility, the owner maintenance worker applies to the Occupational Health and Safety Department for the Risk Control Form, which is the annex of the work permit to be obtained according to the Work Permits Procedure.
Depending on the scope of the work to be done, additional permits (hot work, indoor work, excavation work, etc.) may be required in addition to this form. All works to be carried out in the field are subject to this procedure and work does not start before the approvals are completed.

9.1.7 Legal Conditions

Legal regulations on occupational health and safety are followed and implemented by the Occupational Health and Safety Department.

9.1.8 Near to Accident their status

Necessary actions are taken for near miss situations that are noticed by the employees at the facility and reported to the Occupational Health and Safety Department. The employee who made the notification is informed at every stage.

9.1.9 Subcontractor management

Occupational health and safety requirements are controlled by the Occupational Health and Safety Department within the scope of subcontracted activities carried out within its structure. In this context;

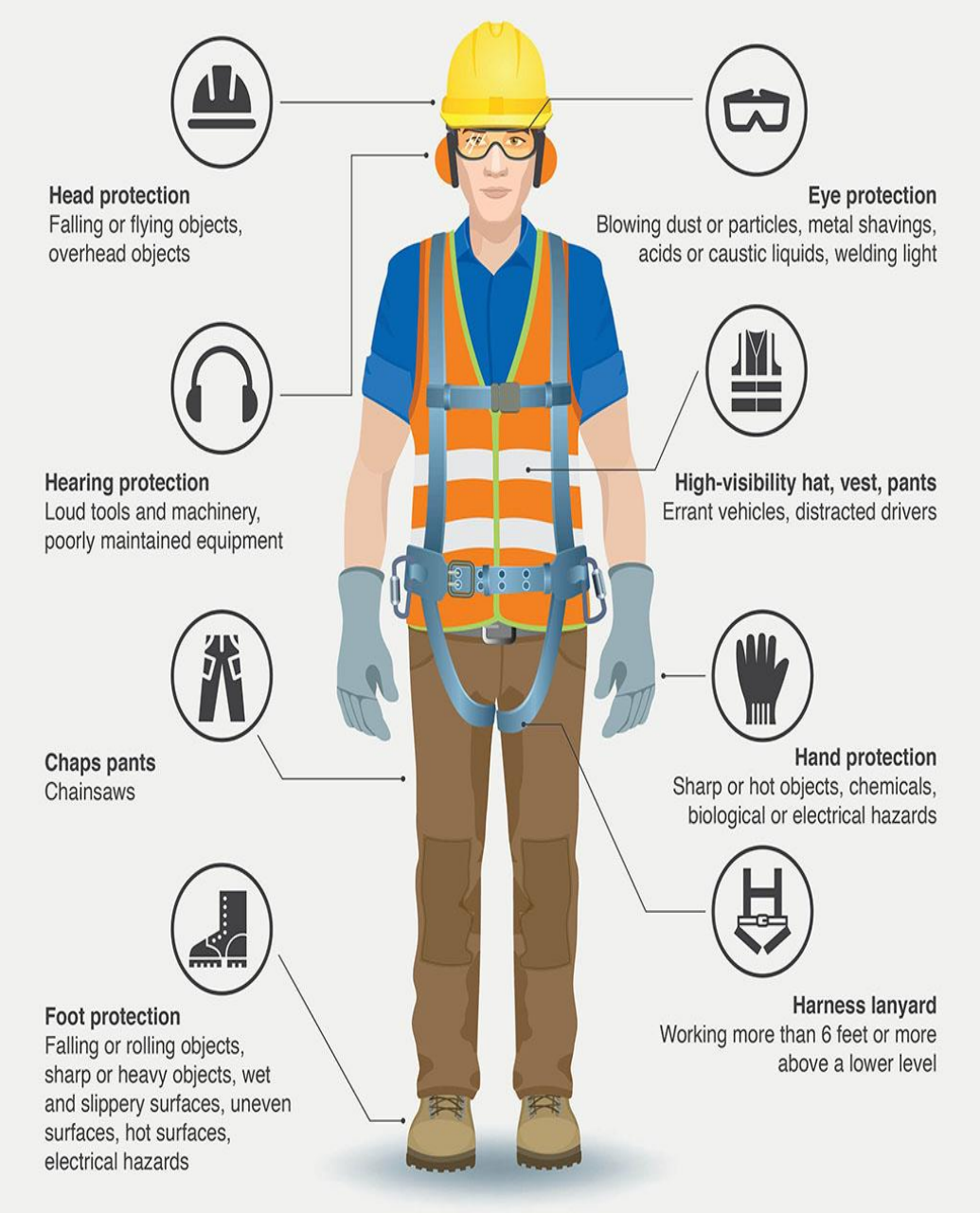
- ISG experts of the relevant companies works in coordination by keeping in constant communication,
- The relevant records of the companies (risk analyzes, emergency plans, etc.) are kept in the facility and their constant control is ensured,
- to correct the necessary deficiencies (training, PPE, etc.),
- Establishing OHS boards is provided.

9.1.10 First Aid Cabinet Location and Contents

The workplace health unit (infirmary) in our facility carries out the necessary first aid activities in emergencies. The necessary materials/ equipment for first aid are available in the workplace health unit and on the sea vehicles. The list of medical supplies and drugs is given in Annex-25.

9.2 Information on Personal Protective Clothing and Procedures for Their Use

Personal protective clothing is in the standards specified in the figure, and the table indicating which of these equipments will be worn by whom is as in ANNEX-15.



9.3 Closed Space Entry Permit Precautions and Procedures

In the areas where dangerous cargo (coal) is handled at the coastal facility of Isken, there is no enclosed space as defined in the Article 4, clause (ö) of the Directive on the Preparation of the Coastal Facility Dangerous Cargo Conformity Certificate. In addition, temporary storage of dangerous cargo (coal) is carried out in the open storage area, which is located outside the shore facility and does not have a closed area feature.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

Applied to the Ministry of Transport and Infrastructure General Directorate of Maritime for obtaining a Hazardous Substance Conformity Certificate .

10.2 Duties Defined for Dangerous Goods Safety Advisor

Requirements for the carriage of dangerous goods suitability tracks . In the transport of dangerous goods, the coastal facility operator Prepares reports to the coastal facility on activities (Annual reports are kept for 5 years and submitted to the Administration upon request). Suggestions to the coastal facility regarding the transportation of dangerous goods presents.

Check the practices and methods mentioned below it does:

- Monitors compliance with the requirements for the transport of dangerous goods .
- Dangerous It offers suggestions to the coastal facility on the transportation of goods.
- Procedures for controlling that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged, labeled and declared, loaded and transported safely to the approved and legal packaging, container or cargo transport unit, and reporting the control results .
- Procedure for handled and temporarily stored dangerous goods ,
- İncluding the changes made in the legislation, and whether these training records are kept,
- Determining the necessary measures against the reoccurrence of accidents, incidents or serious violations and evaluating the implementation,
- To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,
- Operational operations of employees in the transport, handling , storage and loading / evacuation of dangerous goods determining whether they have detailed knowledge of procedures and instructions.
- Handling , storage and loading/unloading of dangerous goods
- Procedures for all mandatory documents, information and documents related to dangerous goods.
- Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods to the shore facility day and night .
- Procedures regarding additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous goods .
- Procedures for fumigation , gas measurement and degassing operations . Procedures for keeping records and statistics of dangerous goods ,
- Accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies ,
- The suitability of the regulations for the first interventions to be made for the accidents involving dangerous substances,
- Procedures for the handling and disposal of damaged dangerous goods and waste contaminated by dangerous goods ,

10.3 Issues Regarding Carriers of Dangerous Goods Carrying Dangerous Goods Coming to/Leaving the Coastal Facility by Land (Documents Required to be Carried at the Entry/Exit of the Highway Vehicles Carrying Dangerous Goods to/from the Port or Coastal Facility Area, Equipment and Equipment Required by These Vehicles; Speed Limits in the Port Area, etc.). considerations)

10.3.1 Documents to be Carried:

- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5),
- Picture identification document (ID card, driver's license or passport) for each personnel on duty in the vehicle,
- Written instruction prepared by the carrier to be given to the driver,
- Multi -Mode Dangerous Goods Transportation Form for dangerous goods transported by more than one mode ,
- Valid ADR certificate of conformity for vehicles
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of dangerous goods,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous goods

10.3.2 Equipment and Equipment that Vehicles Must Have:

- Portable fire extinguishers,
- Least one chock suitable for the diameter and maximum mass of the wheel for each vehicle ,
- 2 Sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves
- Eye protection glasses
- Emergency mask
- Shovel
- Drainage seal
- Collection container

10.3.3 Limits in the Port Area :

The speed limits determined by our facility and on the traffic warning signs will be obeyed. The speed limit in our facility is 20 km and it is determined by warning signs.

10.4 Issues Regarding Carriers of Dangerous Goods Coming to/Leaving the Coastal Facility by Sea (Day/Night Signs to be Displayed by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc.)

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

The ship arriving at the coastal facility and carrying dangerous goods will have the international sign code "B" (Burak Sanjak) during the day and 2 Fixed Red Lights at night.

10.4.2 Procedures in Ships Carrying Dangerous Goods in the Coastal Facility :

Ships carrying dangerous goods in the coastal facility will obtain the necessary permission from the Harbour Master for the cold and hot works to be carried out and will inform the coastal facility authorities.

The hot working principles to be done on the ships in the coastal facility and carrying dangerous goods are given below and the procedure is also explained in Annex-19 .

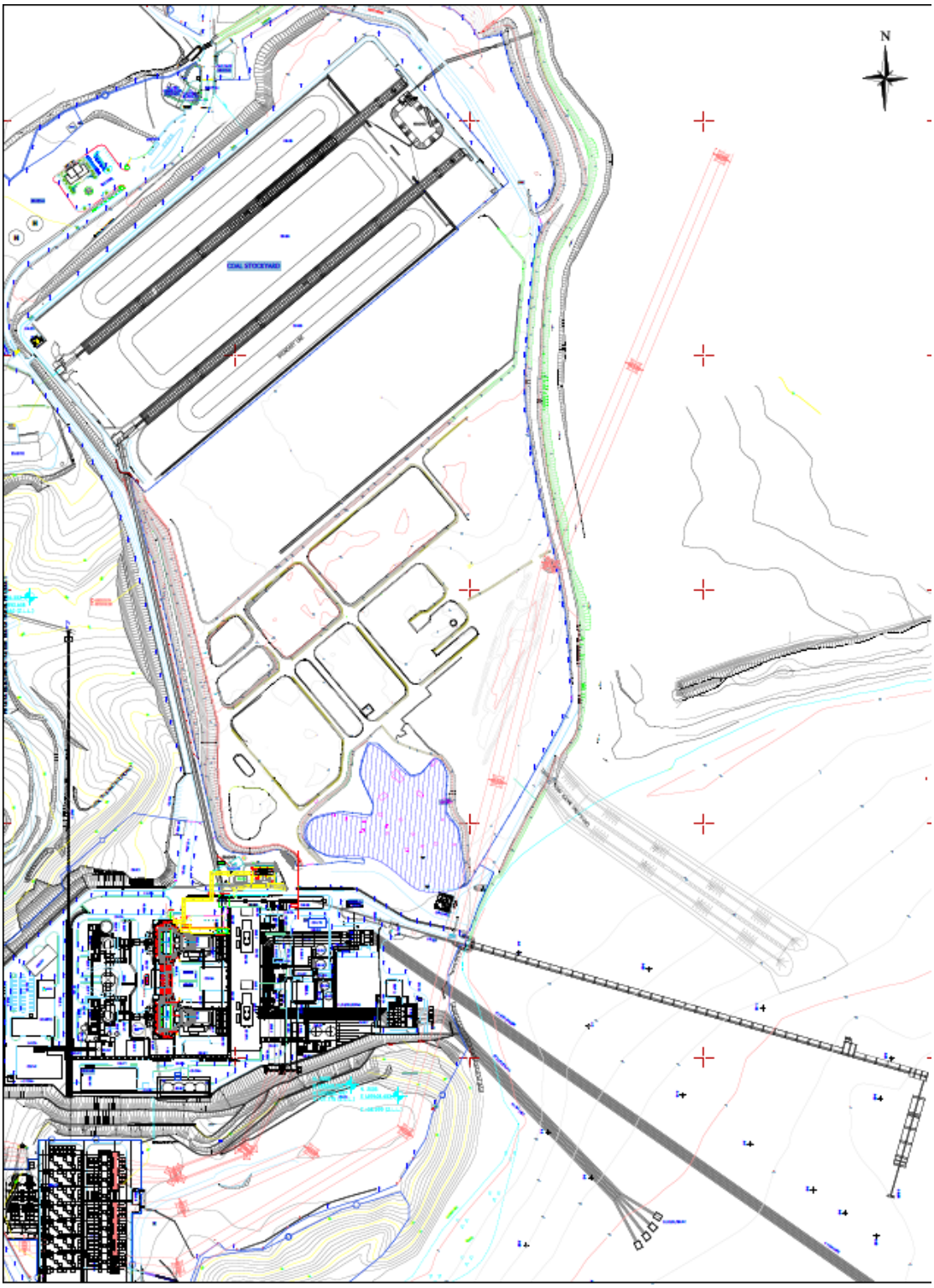
10.5 Additional Issues to be Added by the Coastal Facility .

The Dangerous Goods Handling Guide has been prepared within the framework of the “Dangerous Cargo Handling Guide Implementation Instruction No. 281879 dated April 20, 2022”.

The guide is published on the website of the coastal facility (www.isken.com.tr) to be accessible and accessible to the relevant facility personnel, public authorities and facility users.

11. ANNEXES

ANNEX-1 GENERAL LAYOUT OF SHORE FACILITY



ANNEX-2 PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY


ISKEN

ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

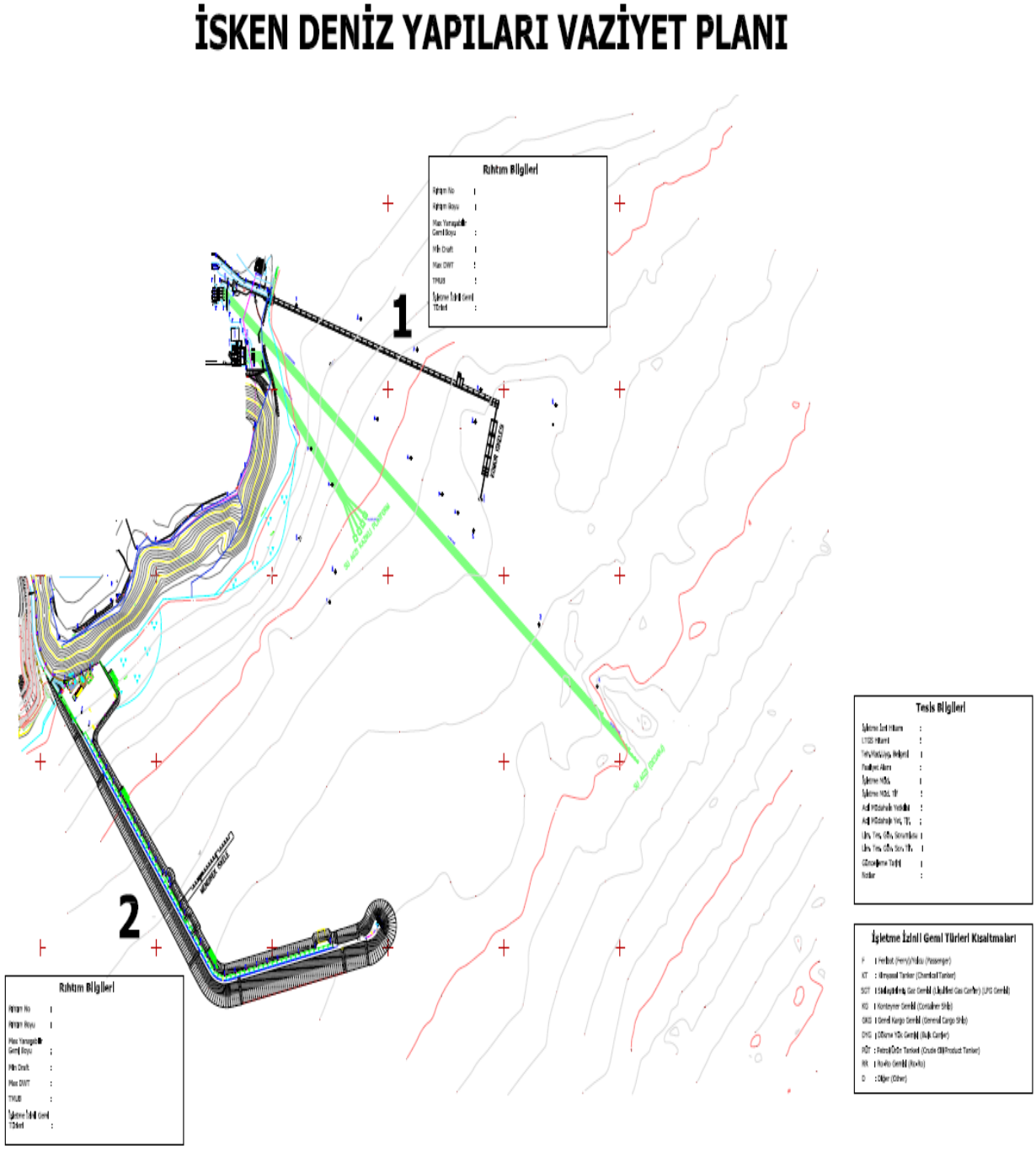
Name/Last Name	Mission	Contact information
Özgür Tuncel	Operations Manager	0322 355 24 55
Mehmet Aras	Operations Manager V.	0322 355 24 55
Mehmet Tontu	Shift Manager	0322 355 24 55
Enis Bayar	Shift Manager	0322 355 24 55
Ahmet Salıver	Shift Manager	0322 355 24 55
M.Eren Erdoğan	Shift Manager	0322 355 24 55
Varol Durhasan	Operatıons Manager	0322 355 24 55
Ömer Barak	Operatıons Manager	0322 355 24 55
Muhsin Emre Baltalı	Operatıons Manager	0322 355 24 55
Ufuk Akbayrak	Operatıons Manager	0322 355 24 55
İsa Levent	Transshıpper Operasyon Müdürü	0533 749 67 80
Lütfü Talay	Transshıpper Operatıons Manager	0533 749 67 80
Yavuz Yıldırımkaya	Transhıpper Technıcal Manager	0533 749 67 82
Cenk Çöloğlu	Transhıpper Technıcal Manager	0533 749 67 84
Hakan Uncu	Transshıpper 2.Captaın	0533 749 67 86

Appellation/ Unit	Radio Channel	İnternal	When You Receive Notification
Security Shift Supervisor	6	1651	Announces the emergency to All Security Points (to all security officers) by radio. It sends a messenger to convey the announcement to the personnel in the Marine Vessels Shelter, Warehouse and Contractor offices without radio access.
Security Nizamiye Registration Center Officer	6	2222	Announces the emergency to All Security Points (to all security officers) by radio.
Boiler Operator	2	-	Announces the Emergency to those in Kazan Region.
Turbine Operator	2	-	Announces the Emergency to those in the Turbine Zone.
FGD Operator	2	-	Announces the Emergency to those in the FGD Area.
Shift Electrical Technician	2	3841	Announces the Emergency to the field where it is located.
Vardiya I&C Technician	2	3831	Announces the Emergency to the field where it is located.
Health Offıcer	2	1500	She stands by her duty station and announces the emergency to the Infirmary Building.
Ash Coal Operator	1	-	Announces the Emergency to those in the CoalStock Field.

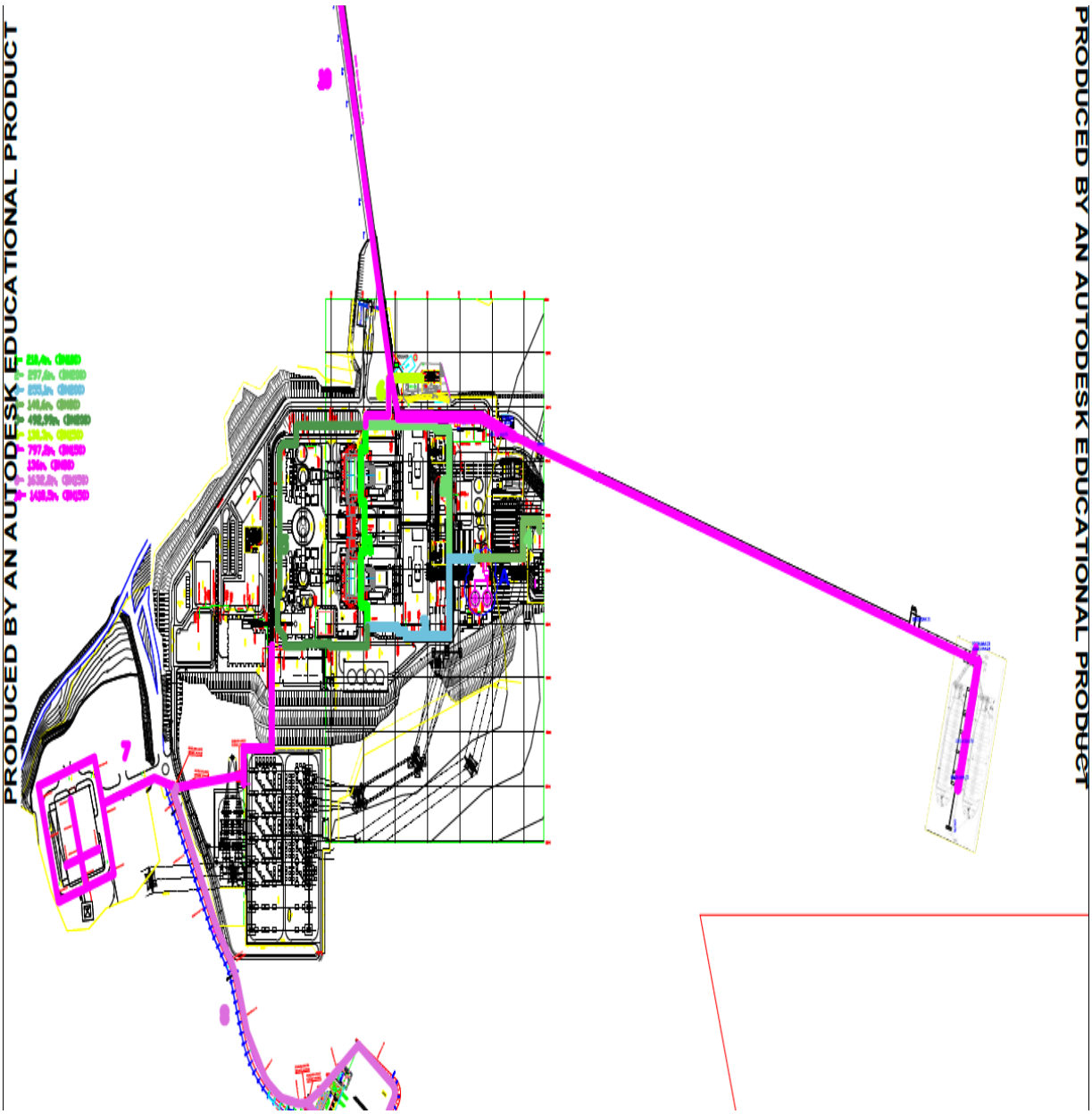
OFF FACILITY

ORGANISATION	PHONE
FİRE-FİGHTİNG	110
EMERGENCY	112
GENDARME	156
ADANA GENERAL REGIONAL COMMAND	0 322 323 32 73
COAST GUARD	158 / 6142311
İSKEN THERMAL POWER PLANT	0322 3552455
BOTAŞ	0322 6392465
CEYHAN REGIONAL HARBOUR MASTER	0322 639 2140
BOTAŞ FIRE OFFICE	0322 639 2465
YUMURALIK MUNİCİPALİTY	0322 6712017
CEYHAN MUNİCİPALİTY	0322 6134020
CEYHAN PUBLIC HOSPITAL	0322 6131362
CEYHAN DISTRICT POLICE MANAGER	0322 6138242
YUMURTALIK DISTRICT POLICE MANAGER	0322 6712717
BALCALI PUBLIC HOSPITAL	0322 3386295
CEYHAN DISTRICT GOVERNOR	0322 6139090-6139191
ADANA GOVERNORSHIP	0322 4592743
ADANA PROVINCIAL POLICE DIRECTORATE	0 322 435 8477
CIVIL DEFENSE TEAM CALL	0322 3943674
RECOVERY UNITY DIRECTORATE ADANA	
ADANA PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE	0322 227 28 54-55
ADANA METROPOLITAN MUNICIPALITY	0322 455 35 00

ANNEX-4 GENERAL LAYOUT PLAN OF FIELDS THADANGEROUS GOODS HANDLED

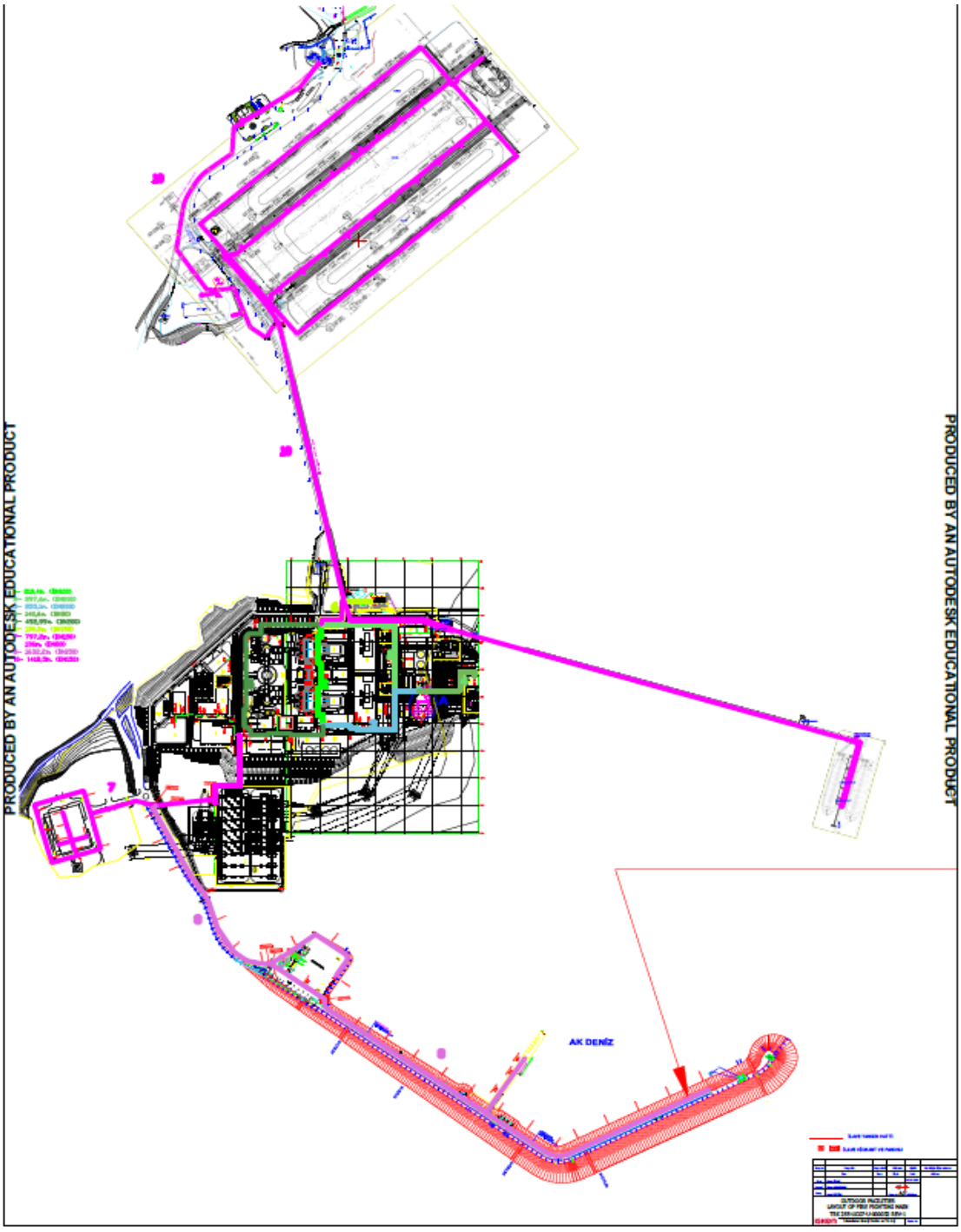


ANNEX-5 FIRE PLAN OF FIELD THAT DANGEROUS GOODS HANDLED



PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

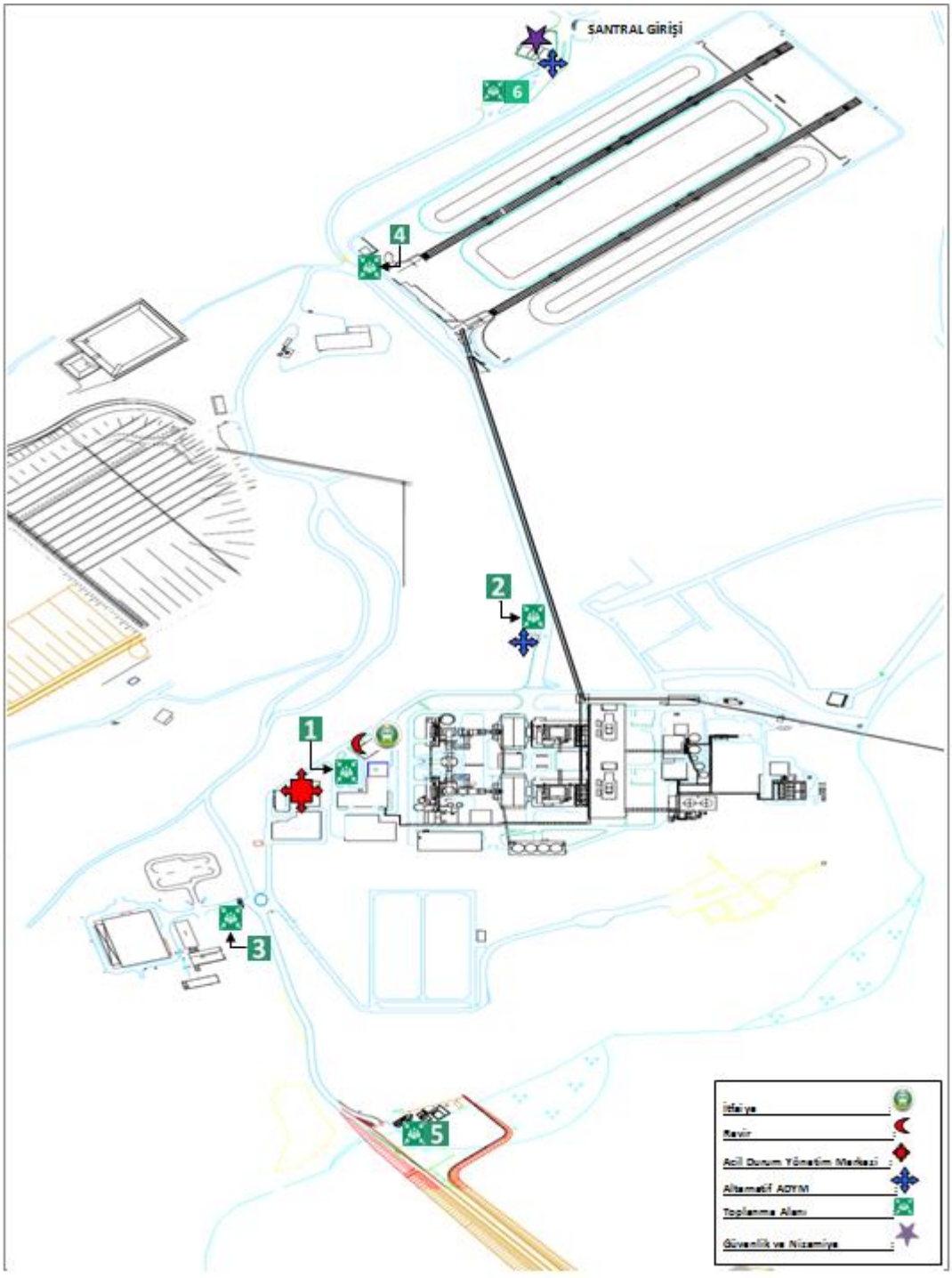
ANNEX-6 GENERAL FIRE PLAN OF FACILITY



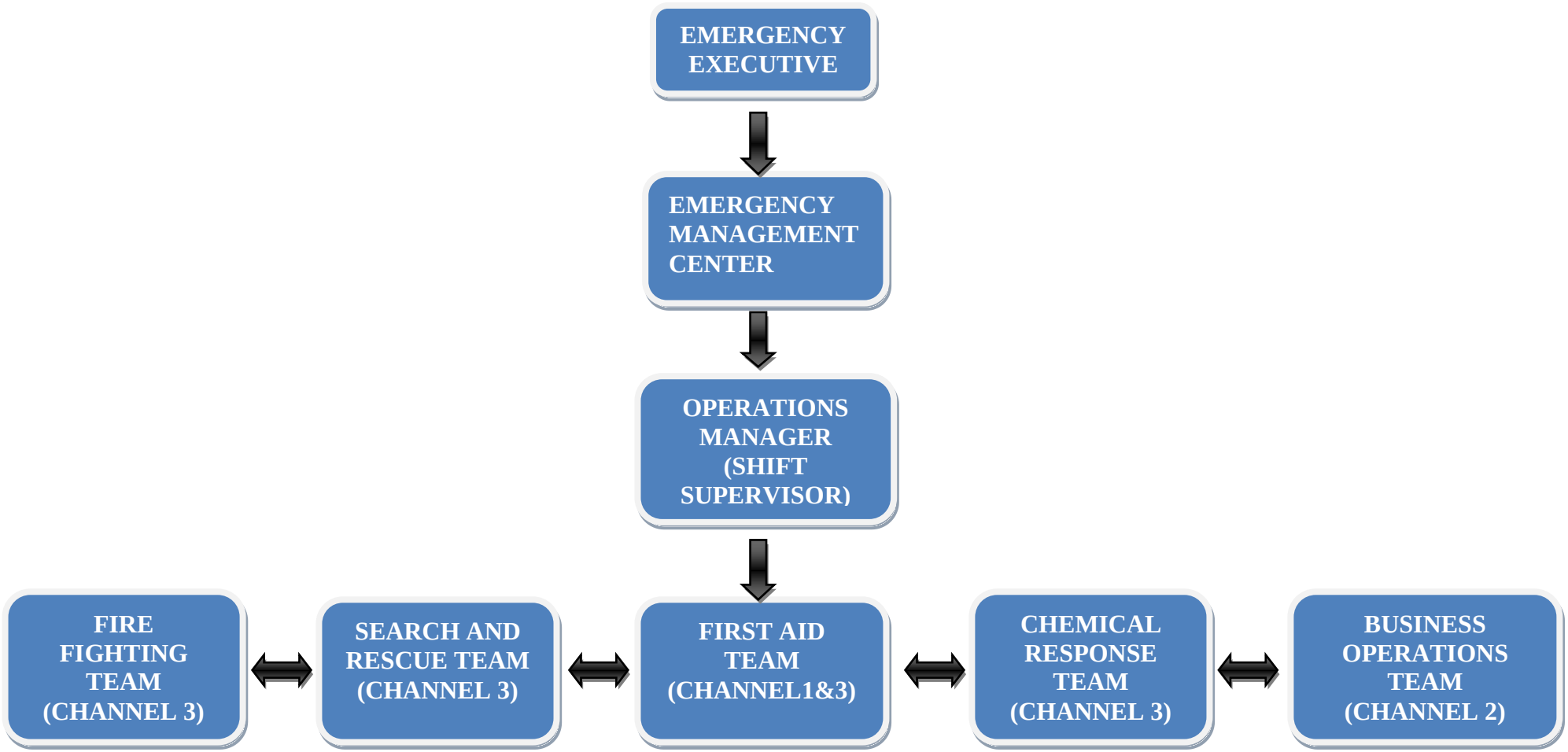
ANNEX-7 EMERGENCY ACTION PLAN

İSKENDERUN ENERGY AND PRODUCTION TRADE. IN AN EMERGENCY ACTION PLAN IS LIKE THAT

ANNEX-8 EMERGENCY MEETING POINT PLAN



ANNEX-9 EMERGENCY MANAGEMENT DIAGRAM



ANNEX-10 HAZARDOUS GOODS HANDBOOK

İSKENDERUN ENERGY AND PRODUCTION INC.

Contents

DANGEROUS GOODS CLASSES SUBJECT TO IMGD CODE

Hazardous Substance Classes According to IMDG CODE are as follows:

Class 1 Explosives And Objects

Class 2 Gases

Class 3 Flammable Liquids

Class 4.1 Flammable Solids, Self-Reacting Substances, Polymerizing Agents and Solid Attenuated Explosives

Class 4.2 Substances liable to spontaneous combustion

Class 4.3 Substances which, in Contact with Water, Emit Flammable Gases

Class 5.1 Oxidizing (Oxidizing) Substances

Class 5.2 Organic Peroxides

Class 6.1 Toxic Substances

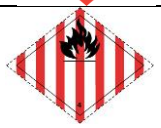
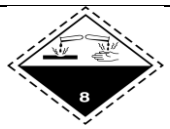
Class 6.2 Infectious Substances

Class 7 Radioactive Materials

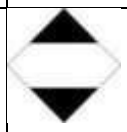
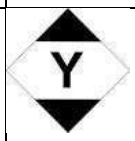
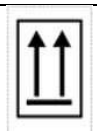
Class 8 Corrosive Substances

Class 9 Miscellaneous Hazardous Substances and Articles

DANGEROUS LOAD LABELS AND SIGNS

CLASS 1 **Explosive Materials**	 	 	 
CLASS 2 **Dangerous gases**			
CLASS 3 **Flammable liquids**			
CLASS 4 **Flammable solids**	 		
CLASS 5 **Oxidizer Materials**			
CLASS 6 **Toxic Materials**			
CLASS 7 **Radioactive Materials**			
CLASS 8 **Caustic Materials**			
CLASS 9 **Miscellaneous Dangerous Materials**			

DANGEROUS LOAD SIGNS

High school in temperature			To the environment Damaging	
LQ Immunity			Arrow aspects(Download while doing)	
Orange Number plate			TM. Loaded can't enter	
BM Packaging symbol	FAME	FAME	TM. Loaded To Water Resources can't come close	
Exceptional in quantities Packaged			Sample Tunnel sign	

Emergency Assembly Places and Fire Plan

The plan showing the meeting places in case of emergency is included in Annex-8 of the guide. Fire plans are listed in APPENDIX-5 for the areas where dangerous goods are handled, and in ANNEX-6, the general fire plan is in the relevant section.

Notifications to be Made Inside and Outside the Facility in Emergency Situations

In case of an emergency, the contact numbers with notifications to be made inside and outside the facility are included in ANNEX-3.

COAL HANDLING RULES

During Coal Handling;

For additional information on coal, the relevant section of the IMSBC Code should be consulted.

They are black, finely chopped residues of petroleum refining in the form of powder and small particles. The conditions specified in this section should not be sought for materials with a temperature below 55°C when loading.

- All personnel in charge of coal handling keep their protective clothing and equipment fully ready for use. These;

Eyes: In case of excessive dusting, goggles should be used.

Skin: Gloves should be used.

Inhalation: Avoid breathing dust / smoke / gas / mist / vapor. Have a dust mask ready in case of dusting.

- Additional protective equipment and equipment for coal for emergencies are kept ready in the handling area.
- It is ensured that the team in charge of responding to emergencies receives the necessary training in line with their duties. Personnel who are not informed about the emergency plan and medical first aid guide and who are not trained in how to use this guide will not be assigned to this operation.
- Personnel who do not have the necessary training and information about coal handling are not assigned to this operation.
- All port personnel should be warned against the risks of carbon monoxide gases that will occur in the warehouses and handling should be started after the warehouses are ventilated upon arrival of the ship.
- Employees in charge of the operation should not enter the void spaces between the warehouses for whatever reason.
- In the port and in the transporter, side cooling system (pressurized water extraction), breathing devices (excavators to work in the warehouse) and first aid materials should always be available.

➢ After the holds have been ventilated for a sufficient period of time, the necessary gas measurements must be made by the ship's personnel and access to the holds should be made within the knowledge of the ship's personnel. Protective clothing to be used for emergencies (fire resistant boots, gloves, overalls, hood equipment and gas masks should be available in the administrative building and on the transshipper).

➢ Communication with the machine operator or employees should never be interrupted while inside the warehouse. There is constant radio communication with both the construction equipment operators and the other personnel who will work in the warehouse.

➢ Eating, drinking and smoking are strictly prohibited during handling. Remove the deformed and excessively contaminated personal protective materials after the operation, wash them before reuse or inform the operation chief to provide a new one.

Important points to consider;

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

- Coals can produce methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to cause an explosion. Methane is lighter than air and therefore accumulates at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.

- Coals can oxidize, causing depletion of oxygen in the cargo volume and an increase in carbon dioxide or carbon monoxide concentrations. Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air between 12% and 75% by volume are flammable. Toxic by inhalation, 200 times more hemoglobin in blood than oxygen is connected.
- Some coals can self-heat in the load volume and self-heating can lead to self-combustion. Various flammable and toxic gases, including carbon monoxide, are produced. may come out.
- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air and mixes with air from 4% to 75% by volume. it is flammable.

- Port personnel should be reminded of the smoldering feature of coal, especially as a result of contact with water during transportation.
- Port personnel should be reminded of the coal's ability to produce METHANE gas and the risk of POISONING, DEATH and explosion as a result.
- Since the start of combustion in the warehouse will cause the formation of CARBON MONOXIDE, the port personnel should be reminded that the amount of carbon monoxide above 50 ppm indicates combustion in the warehouse and that there is not enough oxygen.

- Before the start of the ship evacuation operation, Cargo Information from the captain and the gas and temperature measurements (Gas Monitoring- CH4 - Temperature) that the ship personnel measure daily during the cruise should be given to us.
- Ship evacuation plan (discharging plan) is made by us together with the ship official.
- Before evacuation, hatch covers will be opened and ventilation will be performed.

SLIP ANGLE	BULK DENSITY(kg/m³)	STACKING FACTOR (m³/t
Valid Not	654-1256	0.79-1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
50mm. It can go up	MHB	B (and A)

Hazards:

Coal can create flammable atmospheres, self-heat, cause oxygen depletion, metal structures can cause corrosion. Liquefaction may occur in coal loads if particles smaller than 5 mm are present at a rate of 75% or more.

Stacking and Separation Conditions:

More than one dangerous solid bulk cargo is not stored in our port facility, which will create the conditions for stacking and segregation at the same time.

Against Ventilation Conditions Measures:

Dangerous Solid Bulk Cargoes that will require ventilation conditions are not handled and stored in our port facility. It is not allowed to store coal cargo in closed area. is not done.

If the coal load is carried on the ship or if the loading operation takes place, the ventilation conditions in the IMSBC code provisions will be complied with.

Measures:

In case of fire, the measures specified in TMR Chapter 8 and Hazardous Material Emergency Plan are applied.

- All port personnel should be warned against the risks of METHANE and CARBON MONOXIDE gases that will occur in the warehouses, and the warehouses should be ventilated and entered into the warehouses upon arrival of the ship. In case of burning, a safe and suitable area should be determined outside the stock area where the goods can be taken from the warehouse and laid to be cooled.

- Onboard cooling system (pressurized water squeezing), breathing apparatus (excavators to work in the warehouse) should always be available at the port.

- Gas measurements are not only in the warehouses, if there will be work; It should also be done in closed areas adjacent to the warehouse, in closed areas such as roller shutters, warehouses, portholes on the deck. Port personnel should be reminded not to enter a closed area where measurements have not been made, for any reason. Evacuation officers should not enter the void spaces between the holds, for whatever reason.

- Since methane gas is lighter than air, it will accumulate at the top of the closed section. Therefore, gas measurements should be continued in excavators working in the warehouses as the evacuation continues.

- A construction machine operator and the employees in the warehouse should never be in contact while inside the warehouse. There is constant radio communication with both the heavy equipment operators and the other personnel who will work in the warehouse.

- Evacuation workers should be warned not to enter void spaces between holds and closed areas on the deck without measuring.

- If the combustion is close to the surface, the coal in this region can be extinguished by taking it to the beach. If the coal is on fire on the beach, it is appropriate to spray intense water, spray foam or throw sand on it.

- Water should not be sprayed into the warehouse. However, it can be applied to squeezing cold water out of the warehouse for cooling purposes.

If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.

Safe Handling Procedure of Dangerous Solid Cargoes

The procedure for safe handling of dangerous solid bulk cargoes is included in Annex-20.

Emergency Response Organization Chart

Emergency organization chart is included in Appendix-9.

FIRE MANUAL

FIRE TYPES

1. Type A Fires (Solid Matter Fires)

Combustible simple solid materials fire. (For example; wood, coal, paper, grass, fabric, etc.) Their main feature is that they form embers. The basic extinguishing principle of such fires is cooling, the main extinguishing agent is water.
The core is the heat emitter in all Class A fires. These fires are easier to respond to. It may be sufficient to cover the burning surface with an extinguishing agent and to cut off its relationship with oxygen. Waste remaining in some of the fires may be internal combustion, as in cotton and coal. The most effective and most widely used extinguisher in extinguishing such fires is water. In addition to the cooling effect, according to the characteristics of the fire, extinguishers that act as cutting off the relationship with the oxidizing environment that will surround the surface, reducing the oxygen concentration and breaking the chain reactions are used.

2. Type B Fires (Liquid Fires)

It is a fire of flammable liquid materials. (eg gasoline, benzol, machine oils, lacquers, oil paints, solvent, tar etc.). Their main features are their charless, flaming burning. The basic extinguishing principle of such fires is suffocation, the basic extinguishing agent is foam and BC type Dry Chemical Powder.
Liquid combustible materials can be divided into three classes. These:
1- Liquid combustibles that do not mix with water: Petrol, gasoline, oils, paints, etc. Since their specific gravity is lighter than water, they always rise above the water and their combustion is above the water. In such fires, it is important to break the chain reactions and disconnect the surface from the oxidizing environment or dilute it.
2- Heavy oils such as tar, asphalt, grease. Effective extinguishers are used for cooling, suffocating and breaking chain reactions in their fires.
3- Liquid combustibles miscible with water: Alcohols. In fires caused by these, effective extinguishers are used to cool, suffocate, reduce their concentration, and break chain reactions. Foam is the most ideal extinguisher for liquid fires. However, CO2 and KKT can be used for initial and small fires.

3. Type C Fires (Gas Fires)

It is a fire of flammable gas materials. (For example, methane, propane, butane, LPG, acetylene, coal gas, natural gas and hydrogen etc.) Its basic features are explosion. The basic extinguishing principle is suffocation, the basic extinguishing agent is BC type Dry Chemical Powder.

4.D Type Fires (Light Metal Fires)

Combustible light metals fire. (For example, aluminum, magnesium, titanium, zirconium, lithium, zinc, sodium, potassium and calcium, etc.) Their main features are

their burning, flameless and high temperature burning. The basic extinguishing principle is suffocation. A, B, C type extinguishers are useless. Water should never be used. Special D type extinguishing powders are used. When D powder is not found, it is extinguished by covering it with dry sand.

D-type flammable materials are more dangerous in powder form. Suitable mixtures of combustible metal powders with air can cause powerful explosions when they reach the ignition temperature. The extremely high temperatures of some combustible metals counteract the effectiveness of water and other common extinguishers. Some flammable metals react with water to produce Hydrogen and Acetylene gases. This leads to further fire and explosions. There is no general extinguishing agent for Class D fires. There are special extinguishers that can control the fire associated with each of the combustible metals and bear their sign. These extinguishing agents serve to cover the burning metal and suffocate the fire.

Use of Extinguishing Agents According to Fire Types

Extinguishing Agent	**A**	**B**	**C**	**D**	**Electricity up to 1000V**
This	**x**				
Torn	**x**	**x**			
ABC Powder	**x**	**x**	**x**		
BC Powder		**x**	**x**		**x**
CO_2		**x**	**x**		**x**
Halon and Alternatives		**x**	**x**		
D Powder				**x**	

EMERGENCY FLOW DIAGRAM

ACTIONS TO BE TAKEN	Relating to chapters
EXCITATION: Urgent and unexpected your situation occur that you came / don't come the probability of that you rise notification	All Employee and Boat
CALL HELP: Relating to to institutions reach and necessary information transferring	All Employee
INTERVENTION : Urgent to the situation in plan determined TRUE equipment and trained employee with the shortest in time intervention to be made	Intervention teams
FIRST AID: Professional support teams until you reach much last first aid in time activities in its place bringing in	First aid Educated All Employee
RECOVERY: Port to your facility belonging Material , tool , information , document and other important your document rescuing	First Help staff
PROTECTION : recovered Material , tool , information , document and other important your document protection under receiving	Security staff
INFORMATION : To customers and work in the relationship found other person and Per necessary your statements sending	Management
MANDATORY NOTICES: Legislation in accordance with public to the authorities to be done required your notifications sending	Management

GENERAL THINGS TO CONSIDER DURING HANDLING

- Consider what to do in an emergency for possible risks in line with the training provided!
- Beware of any risk of accident be.
- Inform your supervisor in jobs and situations that you deem risky.
- In case of emergency, notify your supervisor first. give.
- In case of fire, abandon ship. fire response don't!
- Be sure to wear your personal protective equipment use it!
- It is forbidden to eat food, drink and smoke tobacco products during handling.
- Fire sources (such as matches, lighters) are on you do not keep.
- In a place other than your place of duty don't be found
- It is strictly forbidden to enter confined spaces on board. it is forbidden!
- No one is alone while work is being done on the ship. will not be released.
- Before starting work, make sure that the necessary warning signs are at the ship entrances . be.

ANNEX -11 LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES

İskenderun Energy and Production Trade. Inc. Since the CTU and packaged dangerous products are not handled in the coastal facility, there is no leakage area and equipment.

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

İskenderun Energy and Production Trade. There are 6 sea vehicles in the ship inventory of INC. The list and features of the marine vehicles are as follows.

TRANSSHIPPER (Floating PLATFORM)

Quantity:	1 Piece
Name:	ISKEN
Production Date:	01.September.2002
Shipyard:	Remontowa in Gdansk , Poland
IMO No:	Not Applicable
Structural design type:	Barge (Catamaran)
Class regulation regime:	Ships
Flag:	Turkey
Port of Registration:	Istanbul

tugboats	
Quantity:	2Pcs
Name:	ARKAD 1 &ARKAD 2
Former Name:	ARKAD I & ARKAD II
Production date:	2002 , Aug. 01 & 2002 , Aug. 09
Shipyard:	Türkter / Uzmar in Istanbul , Turkey
IMO no:	9277424 & 9277436
Structural design type:	Single hull Ship
Class regulation regime:	Ships
Flag:	Turkey
Port of Registration:	Istanbul

SERVICE BOAT	
Quantity:	1 Piece
Name:	ARKAD 3
Former Name:	ARKAD III
Production Date:	2002 , Aug. 09
Shipyard:	Türkter / Uzmar in Istanbul , Turkey
IMO no:	Not Applicable
Flag:	Turkey
Port of Registration:	Istanbul

BARGES (BARGES)	
Quantity:	2 Pieces (Twin Ships)
Name:	ARKAD 4 &ARKAD 5
Former Name:	ROLF, ARKAD IV& GUNTHER, ARKAD V
Production Date:	1999, Aug. 01 &1999,Sept. 01
Shipyard:	FSG in Flensburg , Germany
IMO no:	8956504 & 8956516
Structural Design Type:	Pontoon
Class regulation regime:	Ships
Flag:	Turkey
Registered Port:	Istanbul

ANNEX - 13 CEYHAN REGIONAL HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MARINE COORDINATES OF THE MANAGEMENT CAPTAIN LANDING/EMBORY POINTS

A) PORT ADMİNİSTRATİVE AREA BORDER

The port administrative area of Ceyhan Regional Harbour Master is the sea and coastal area within the line formed by the following coordinates.

a) 36˚ 34' 03" N – 035˚ 33' 24" D
b) 36˚ 25' 15" N – 035˚ 35' 57" E
c) 36˚ 44' 54" N – 036˚ 03' 12" E
d) 36 º 55 ⁱ 18 ᶦᶦ K – 036 ⁰ 02 ˈ 14 ᶦᶦ D

B) ANCHORAGE AREAS

a) Anchorage area no. 1 : 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) 36º 49' 06" N - 035º 57' 00" D
2) 36º 47' 00" N - 035º 58' 48" D
3) 36º 47' 00" N - 036º 01' 12" D
4) 36º 51' 12" N - 036º 01' 12" D
5) 36º 51' 48" N - 035º 59' 12" D

b) Anchorage area no. 2 : The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates .

1) 36º 49' 30" N - 035º 54' 42" D
2) 36º 49' 30" N - 035º 55' 17" E
3) 36º 48' 30" N - 035º 54' 24" D
4) 36º 48' 30" N - 035º 53' 50" D

c) Anchorage area no. 3 : The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates .

1) 36º 52' 18" N - 035º 59' 18" D
2) 36º 51' 42" N - 036º 01' 36" D
3) 36º 52' 48" N - 036º 02' 18" E
4) 36º 53' 30" N - 036º 00' 06" E

ç) Anchorage area no. 4 : The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates .

1) 36º 46' 00" N - 035º 52' 00" D
2) 36º 46' 00" N - 035º 53' 12" D
3) 36º 47' 36" N - 035º 54' 30" D
4) 36º 47' 36" N - 035º 53' 24" D”

C) PİLOT PİCK-UP AND DROP-OFF PLACES

1) 36º 52' 30" N – 035º 58' 48" D
2) 36º 51' 21" N – 035º 57' 18" E
3) 36º 50' 18" N – 035º 56' 24" D
4) 36º 47' 00" N – 035º 56' 00" D”

ANNEX -14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN THE PORT FACILITY

With a private company by way of purchasing services regarding marine pollution ; It has been agreed on the subjects of being ready to fight against marine pollution, Inspection, Pollution response and cleaning (Level 1, Level 2 and Level 3), Coastal cleaning, Rehabilitation of coastal and sea areas, Compensation for pollution damages, Waste transfer, Waste disposal .

ANNEX- 15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE EQUIPMENT

MATERIALS TO BE GIVEN TO ALL EMPLOYEES

- Work gloves
- Raincoat
- Helmet
- Work shoes
- Occupational safety glasses
- leather jacket or coat

MATERIALS TO BE GIVEN TO TECHNICAL EMPLOYEES

1. business suit
2. Coat
3. ski mask or beanie

MATERIALS TO BE GIVEN TO PROTECTION (PRIVATE SECURITY) PERSONNEL

1. Shirt
2. Trousers
3. Tie
4. Cap
5. hard hat
6. Parka
7. Sock
8. Cartridge belt
9. Waistcoat
10. Jumper
11. Gloves

Equipment related to dangerous cargoes is as follows.

- MSDSs of dangerous goods will be provided and examined.

- A coordination meeting will be held at least 1 day before the dangerous goods are accepted to the port facility, taking into account the information in the IMSBC Code book and MSDS forms. This meeting will be attended by the operation manager, DGSC and other relevant persons (Occupational safety specialist, Occupational physician, Environmental engineer). (The decision to hold this meeting for the routinely handled dangerous goods accepted to the port can be made by the operation or DGSC).

- At the coordination meeting; Additional equipment and personal protective equipment required for dangerous cargo/ s to be accepted at the port will be determined within the scope of MSDS and IMSBC CODE documents.

- If a decision is made to accept the dangerous goods as a result of the meeting, the responsible persons shall take into account the information in the MSDSs and implement and enforce the additional measures required within the scope of the IMSBC Code.

- Equipment and materials in terms of emergency response will be determined in the IMSBC Code and MSDSs . If there is a need for missing equipment , equipment and materials, the purchasing unit will be notified and their supply will be provided urgently.

- Handling or in case of an accident will be determined and supplied in accordance with the load type and will be kept ready for use.

- Handled in our coastal facility Personal protective equipment and equipment suitable for the petcoke load and against the risks it may pose were distributed to the employees. Helmet, safety glasses, work clothes (phosphorescent), gloves, steel toe cap and steel sole work shoes that do not hold static load were distributed to our employees.

Handled at our facility Additional protective and equipment that should be kept for coal in emergency situations are as follows.

- Protective clothing (fire resistant boots, gloves, overalls, hood)
- Gasmask
- Fresh air breathing apparatus
- Gas measuring device.

ANNEX-16 DANGEROUS GOODS INCIDENTS NOTIFICATION FORM

Issue number- Date		
Company / Institution		
Sender Office		**CONTACT INFORMATION**
Receivable Office		

PORT FACILITY
" DANGEROUS GOODS EVENT NOTIFICATION"

1.	DATE AND TIME OF EMERGENCY:
2.	PLACE WHERE THE BOILER OCCURRED (SHOE FACILITY AND/OR SHIP), POSITION AND AREA OF IMPACT:
3.	EMERGENCY TYPE (eg: FIRE, FUEL SPILL, PERSONNEL INJURY) AND CASE OF THE BOILER) :
4.	IF THE WINNING IS KNOWN HOW IT OCCURRED AND THE REASON:
5.	NUMBER OF INJURED, DEAD AND MISSING AND IDENTIFICATION INFORMATION:
6.	SIZE OF DAMAGE/POLLUTION CAUSED:
7.	INFORMATION IF THE SHIP ATTENDED IN CRASH (NAME, FLAG, IMO NO, EQUIPMENT, OPERATOR, CARGO AND AMOUNT, CAPTAIN'S NAME AND SIMILAR INFORMATION):
8.	METEOROLOGICAL CONDITIONS:
9.	DANGEROUS SUBSTANCE INFORMATION INCLUDED IN THE ACCIDENT; FLOUR NUMBER: PSN: CLASS: DUAL RISK, IF ANY: WHETHER MARINE POLLUTION: SIGN AND LABEL DETAILS OF DANGEROUS GOODS

10.	MANUFACTURER INFORMATION OF THE DANGEROUS SUBSTANCE: PACKAGING CARRIED BY THE DANGEROUS SUBSTANCE; FEATURES AND NUMBER OF THE CARGO UNIT AND CONTAINER: SEND INFORMATION :, CARRIER INFORMATION: RECEIVER INFORMATIONS:
11.	CONTROL MEASUREMENT DAMAGES AND EMERGENCY RESPONSE BY THE COASTAL FACILITY TO CONTROL THE EMERGENCY:
12.	AMOUNT OF DAMAGE TO FACILITY/ EQUIPMENT, IF ANY:
13.	LOSS OF PRODUCT AND/OR AMOUNT OF RECYCLED PRODUCT, IF ANY:
14.	EFFECT OF BOILER ON ROUTINE OPERATIONS OF THE FACILITY:
15.	EQUIPMENT AND/OR PRODUCT QUALITY CONTROLS:
16.	ACTIVITIES TO BE DONE / TO AVOID THE EMERGENCY SITUATION NOT AGAIN:
17.	AUTHORITIES AFFECTED BY THE EMERGENCY SITUATION AND TO THEIR EMERGENCY STATES:
18.	OR EXPECTED REACTION IN THE PRESS:
FORM PREPARED BY: **Name Surname :** **Mission:** **Signature :**	

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

CTU handling is not carried out on the coastal facility.

ANNEX-18 MULTI MODE HAZARDOUS GOODS FORM

1 Sender/Sender		2 Transport document number		
		3 ... page 1 of the page	4 Shipper's reference	
			5 Freight broker's reference	
6 Receiver		7 Carrier (carrier will fill)		
		SHIPPING STATEMENT 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 transportable condition in accordance with applicable international and national government rules.		
8 This post is within the limits defined for: (draw what is not appropriate) PASSENGER AND CARGO AIRCRAFT / CARGO AIRCRAFT ONLY		9 Additional handling information		
10 Ship/flight number and date	11 Port/place of loading			
12 Discharge port/location	13 Destination			
14 shipping marks * Number and type of packages, description of substances Gross mass (kg) Net mass (kg) Cube (m^3)				
15 Container identification number/vehicle registration number	16 Seal number(s)	17 Container /vehicle size & type	18 Curb weight (kg)	19 Total gross mass (including tare) (kg)
CONTAINER/VEHICLE PACKAGING CERTIFICATE I hereby declare that the above-mentioned items have been packed/loaded in the specified container /vehicle in accordance with the applicable provisions. † TO BE FILLED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY THE PERSON RESPONSIBLE FOR PACKAGING/LOADING		21 RECEIPT CERTIFICATE OF RECEIVING SHIPMENT Unless otherwise stated here, the above number of packages/ containers / trailers ; I received it in good condition and condition as it seems: NOTES OF THE RECEIVER:		
20 Company name		Shipper's name Vehicle registration no.	22 Company name (of the sender who prepared this note)	
Name/location of issuer		Signature and date	Name/location of issuer	
place and date			place and date	
Signature of the declarer		SIGNATURE OF THE DRIVER	Signature of the declarer	

ANNEX -19 WORKING PROCEDURE IN HOT WORKS

1. Aim ;

Ensure that the necessary safety measures are taken and implemented in all hot works within ***the*** Sugözü Power Plant .

2. Scope ;

Sugözü Power Plant.

About the Coastal Facility Dangerous Cargo Conformity Certificate. The minimum safety issues regarding hot work works and processes in Article 21 of Annex-1 of the directive are specified.

3. Definitions;

Hot work: All kinds of heat treatment, drilling, cutting, grinding, soldering and all kinds of welding processes to be carried out within the boundaries of Sugözü Power Plant , in addition to these, hot rubber coating and drying processes in closed areas, working with flammable and combustible materials such as solvents in closed areas , hot work is defined as.

These things create sparks, arcs, of surfaces It can also be defined as work that causes it to heat up to more than 100 ^{o} C , creates open flames, causes overheating as a result of friction, heats materials to ignition temperature or requires fire fighting preparation at any stage of the work. is defined.

4. Responsibilities:

Shift Supervisor/Operation engineer

To ensure that the risks in the hot working place are eliminated and the necessary safety measures are taken.

Work safety Chief/Engineer/ *Technician* :

- Together with the employer, the risks at the place where hot work will be carried out. to evaluate,
- Write the precautions to be taken before and during the work on the hot work form and inform the business owner. to give,
- Check that the hot work to be done is suitable for the scope of the work defined in the Work Permit. to make,

Chief Maintenance Engineer/Maintenance Engineer/Maintenance foremen;

To ensure that the risks in the hot working place are eliminated, the necessary occupational safety measures are taken and their continuity is ensured. To prevent working with the same Work Permit, except for the scope of the work defined in the Hot Work permit.

To ensure that all the measures specified in the hot work permit are taken and that the measures are continued as long as the work continues.

Inspecting the work area during the work, observing the changing environment and working conditions, and requesting additional measures from the owner of the work and other responsible persons by stopping the work when necessary.

Business owner;

To take the Safety Precautions to be Taken Before Starting the Work as specified in the Hot Work Permit Form and to ensure the continuity of these measures as long as the work continues, not to do any work other than the work specified in the Work Permit, to comply with the general occupational safety rules.

In addition to all these precautions, due to the potential hydrogen explosion risk, obtaining written approval from the Electrical Maintenance Chief Engineer/Electrical Maintenance Engineer and the Mechanical Group Manager or the Turbine Maintenance Chief Engineer/Turbine Maintenance Engineer before starting the work in the hot work permit within the turbine building.

Due to the possibility of similar risk, obtaining written approval from the Flue Gas Treatment and Coal-Ash Transfer Department Manager and Energy Planning and Reporting Department Manager or FGD Maintenance Engineer before starting work in hot work permits in the Electrochlorination building.

Field Operator;

- Doing hot work without a hot work permit in the area of responsibility. to obstruct
- Working outside the scope and time specified in the work permit and hot work permit prevent from doing
- All work carried out in the area of responsibility at regular intervals throughout his shift. inspect
- Hot work during care your team, in the area available other staff and plant notifying the shift supervisor/operational engineer of situations that may endanger, stopping the work if necessary
- possible to create studies carried out by different teams at the same time . stop work when necessary against dangers,
- Checking the suitability of the workplace at the end of the work,
- fire inspection to make the specified site isolations to actualize

5. Instruction:

5.1. Hot Work Permission:

- In any case, hot work will be prevented in the operation area, the parts and equipment on which the hot work will be done will be dismantled and the hot work will be done in the maintenance workshop. Hot Work Permit for mandatory hot works on site will be taken.
- It is essential to evaluate the risks and take the determined precautions for all studies. This Precautions are written in work-specific procedure , instruction, work method statement, work risk analysis or work permit forms and should be considered as a whole.
- Work Permit , informs the Shift Supervisor/Operation Engineer about the work to be done; Accordingly, the Shift Supervisor/Operation Engineer decides to issue the Hot Work Permit Form, if necessary. The Shift Supervisor/Operation Engineer gives the blank Hot Work Permit Form to the Business Owner. The Business Owner contacts the Occupational Safety Chief/Engineer/Technician; explains the work to be done and shows the work area to the Occupational Safety Chief/Engineer/Technician. The Occupational Safety Chief/Engineer makes the risk assessment regarding the work to be done in the Work Permit, checks the work area, decides on the safety measures he deems necessary before starting the work and records it in the Hot Work Permit. After checking that the safety measures that he deems necessary to be taken are provided, he signs the section on the Hot Work Permit Form by specifying the name and date. On this document, the PTW number of the work to be done is indicated and it is valid only with the relevant Work Permit. This form is prepared in 2 (two) copies. The copy remains in the Owner, the original remains in the PTW Office.
- Flammable, flammable, combustible, explosive substances near the working area by the

Employer. is removed / removed from the area.

- equipment specified in the Hot Work Permit Form and deemed necessary in the work area is provided by the Business Owner and kept throughout the work.
- To prevent the cut-worked parts from falling down during hot work at height. For this purpose, a blanket should be laid down or the net-tarpaulin should be stretched and/or the areas with the possibility of falling pieces should be limited and entrances and exits to this area should be prevented.
- In areas where it is not possible to completely clean the coal dust, a fire watcher is available while working hot. This is in the Hot Work Permit form. is specified.
- Not possible to completely clean the coal dust , wetting with water is done before hot work is done. The floor remains wet during operation is provided.
- Hot work, in addition to minimum PPE , personal protective equipment specified in the Hot Work Permit form (warm work clothes, gloves and shoes with high thermal resistance, eye and face protection, respirator, sleeve, knee pad, foot protector, etc.) is worn.
- The hot work will be done indoors **,** ***a*** Closed Area Permit is also obtained. Accordingly, the environment T h e g a s concentration is measured in the air **.** Air suction device is arranged in order to absorb the welding gas that arises during operation **.**
- Lighting and hand tools are fed from the insulated transformer in the indoor working area. This is indicated in the Hot Work Permit form.
- A dangerous area in the 10405-T-28-F-01 Hazardous Area Classification Plan due to the possibility of explosion , hot work, after taking the special precautions specified in the 10405-T-28 Explosion Protection Instruction, after ventilation and sweeping operations, and in the environment if gas measurement has been carried out can be done.
- After purging with CO2 and air , then hot work is done.
- Oil and fuel pipes under inert gas (N2 etc.) makes.
- In addition to this instruction, in the hot works to be carried out inside the Washer Tower and rubber-lined tanks, act in accordance with the 20201- T-13 Working Instruction Inside the Washer Tower. will be.
- Chemical resistant personal protective equipment when working hot in chemical tanks is used **,** continuous forced ventilation is provided.
- Shift Supervisor/Operation Engineer and Occupational Safety Chief/Engineer/Technician deems necessary to be taken during hot work are specified in the Hot Work Permit Form; These measures and precautions are carried out by the Employer throughout the work, controlled by the Chief Maintenance Engineer/Maintenance Engineer/Maintenance Foreman , followed by the Occupational Safety Chief /Engineer/ Technician.
- The fire extinguishers used during the work and the occupational safety equipment that must be replaced should be reported to the Occupational Safety Chief/Engineer/Technician and replaced with the usable one. should be provided.
- **During the discharge of coal from the ship (while there is a coal ship), for the hot works to be done at the pier, or for the hot works to be done in the coal storage area, it is necessary to obtain permission from the Harbour Master.**
- At the end of the Hot Work, before the Work Permit is closed, the Owner of the Work should notify the Field Operator to control the work area and to carry out a fire inspection at the end of the work. provides.

Principles Regarding Hot Work and Operations at the Port Facility:

The harbour master will only allow this issue when the request is made to carry out hot works or other maintenance or repair work on the deck or on the shore that may pose a danger due to the presence of dangerous cargoes, only as long as it does not create a danger. For the hot work to be done in the areas where Dangerous Goods are handled , permission will be obtained from the Harbour Master by the facility manager.

Hot work will be done in areas where dangerous goods are handled and temporarily stored; The work area and adjacent areas are frequently inspected , including tests performed by accredited testing organizations, to ensure that the areas where the work will be carried out are not flammable and/or explosive atmospheres and are not inadequate in terms of ventilation and oxygen .

Inspections should be made by the shore facility in the form of procedures and checklists. These matters include, as a minimum, the following:

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

19.1. Hot Work Permit Form:

İSKENDERUN ENERGY GENERATION AND TRADE INC.	**HOT WORK PERMIT FORM 10401-T-01-F-01**	Page/Page No..... 104 Total / Total Pages .... 135 Revision / Revision No.: 2 App.Date/ApprovalTar.: 20.02.2018

JOB DESCRIPTION			
Work to do:			**Work Permit No: ....**
The Region and Equipment where the Work will be Done:			
Time of work: ***(Maximum 30 days)***	**Start Date and Time**	**End Date and Time**	

TYPE OF HOT WORK			
◯ Oxygen Cutting	◯ Gas Welding	◯ Torch Heating, Annealing	◯ Rubber Coating, Drying
◯ Electricity supply	◯ Argon Welding	◯ Heat Treatment	◯ Drilling
◯ Grinding, Stone Cut	◯ Soldering	◯ Polyethylene Pipe Welding	◯ Other .....

EQUIPMENT AND TOOLS TO BE USED:

FLAMMABLE MATERIALS IN THE ENVIRONMENT		**IGNITE SOURCES IN THE ENVIRONMENT**	
◯ Coal pile	◯ Coal dust	◯ Mechanical friction	◯ Electric current, arc
◯ Wood, paper, fabric, etc.	◯ Flammable, flammable liquids	◯ Static electricity charge	◯ Hot slag, spark
◯ Combustible gases (LPG, H_2 ,.....)	◯ Plastic, PVC etc.	◯ Hot surfaces	◯ open flame
◯ Waste	◯ Other.....	◯ Equipment that gets hot during operation	◯ Other.....

FIRE EXTINGUISHING METHOD TO BE APPLIED		**FIRE EXTINGUISHING TOOLS REQUIRED**	
◯ Choke (O_2'less leave)	◯ Cooling	◯ Portable CO_2 Yang. End. device	◯ Portable KKT Yang. End. device
		◯ Fire hose (water / foam)	◯ Portable and fixed monitors
◯ Fuel Cutoff	◯ Chemical	◯ Fire blanket	◯ Fire truck
		◯ Mobile foam truck	◯ .....

PRECAUTIONS TO TAKE	**TO**	**H**	**N/A**	**DESCRIPTIONS**
Additional work permit-PtW is required. (Explain digging, confined space entry, testing, etc.)				
Flammable, flammable, combustible, explosive materials should be removed from the area that may be affected by hot work. Simultaneous hot work should not be done in the same environment with these materials.				
The area to be worked and the areas where sparks/burr/molten metal may splash or fall should be wetted with water.				
Entrances to the work area should be blocked with a warning sign, safety chain or barrier.				
Certain places must be covered with a fire blanket. (Explain.)				
Welder clothing (pants, jacket, knee pads, gloves, apron, etc.) is required.				
General ventilation will be provided. (Explain natural or forced.)				
The polluted air produced by work in the closed area will be removed. (Explain the method.)				
Respirator will be used. (Explain dust mask, gas mask with filter, etc.)				
Positioning and work planning will be made in accordance with the wind direction and strength.				
Additional lighting will be provided.				
CO_2 or air scavenging. (Explain.)				
Inert gas will be released into the environment. (Explain.)				
Gas measurement should be done in the environment. (Explain.)				
Ex-proof device will be used in case of explosive atmosphere.				
Written approval of the Electrical Maintenance Department must be obtained before work.				
Seat belts must be worn. Lifeline system must be installed.				
Scaffolding / work platform must be installed.				
The piece should be fixed against falling of the cut piece, and a net/tarpaulin should be stretched under it.				
A fire watch will be determined and assigned throughout the study. (Please specify the name.)				
After the work is finished, the field will be checked and the hot objects will be waited for cooling.				
Fire detectors will be disabled. (Smoke, flame, heat, etc. detectors)				
Effective protection shall be provided against ignition of flammable building materials.				
Pipes, pipe passages, valves, joints, gaps will be sealed in order to prevent the flame, spark from spreading to neighboring areas.				
At least one fire extinguisher and other extinguishing equipment will be readily accessible in				

the work area, ready for use.				

Additional security measures and the use of PPE:

It is appropriate to do hot work, provided that the above-mentioned precautions are fulfilled and there is no change in the conditions.

Occupational Safety Specialist Name and Surname: .... Date/Time: ..... Signature:

All conditions and measures specified in the hot work permit have been understood, accepted and implemented. I undertake that additional measures that may be specified in the daily leave renewal will be taken.

Name and Surname of the Employer: .... Date/Time: ..... Signature:

Necessary controls and insulations have been made and Hot Work permit has been granted.

Name and Surname Granting the Permit : .... Date/Time : ..... Signature :

Department / Institution for which additional permission should be obtained: ....

Name and Surname Granting the Permit : .... Date/Time : ..... Signature :

DAILY PERMISSION REFRESHMENT

IMPORTANT NOTE:	***• The person accepting the job (receiving a hot work permit) must apply to have the permit renewed daily as long as the hot work continues.*** ***• For permission renewal, an application is made to the occupational safety officer during working hours and to the shift supervisor outside working hours.*** ***• Hot work cannot be continued until the permit is renewed and additional measures determined during the renewal are taken.***

Job Taker Name Surname / Signature:	*Additional Precautions*	*Refresh Date and Time*	*Renewing Permission Name Surname / Signature:*

ANNEX -20 SAFE HANDLING PROCEDURE OF HAZARDOUS SOLID LOADS

Aim:

For the safe handling and loading/discharge of Dangerous Solid Bulk Cargoes, Dangerous Goods Operations Officers and other personnel who will take part in the operation; to determine the safety measures to be taken and the principles to be applied.

Legislation:

IMDG-CODE (International Code of Dangerous Goods at Sea)
IMSBC-CODE (International Solid Bulk Cargoes Code)
Handbook for loading and unloading solid bulk cargoes for Terminal Representatives (MSC/CIRC 1160 and revisions 1230, 1356)
Dangerous Cargo Handling Principles in the Port (MSC/CIRC 1216)
Regulation on the Transport of Dangerous Goods by Sea
Directive on Arranging Dangerous Goods Conformity Certificate

Dangerous General Principles Regarding the Operation of Solid Bulk Cargoes:

Tuncel is responsible for the handling , loading and unloading of dangerous solid bulk cargoes at our port facility , and shift supervisors and operations engineers are authorized for all dangerous cargo handling operations. The job descriptions of the officers are as in Annex-20.1 and Annex-20.2.

following persons have been appointed for the additional safety and security measures to be taken for the handling of dangerous solid bulk cargoes and the implementation of these measures.

Name/ Surname	Mission	Contact information
Ozgur Tuncel	Operations Manager	0322 355 24 55
Mehmet Aras	Operations Manager V.	0322 355 24 55
Mehmet Tontu	Shift supervisor	0322 355 24 55
Enis Bayar	Shift supervisor	0322 355 24 55
Ahmet Salver	Shift supervisor	0322 355 24 55
M. Eren Erdogan	Shift supervisor	0322 355 24 55
Varol Durhasan	Operations Eng.	0322 355 24 55
Omer Barak	Operations Eng.	0322 355 24 55
Muhsin Emre Baltali	Operations Eng.	0322 355 24 55
Ufuk Akbayrak	Operations Eng.	0322 355 24 55
Lütfi Talay	Transshipper Operations	0533 749 67 80

	Manager	
İsa Levent	Transshipper Operations Manager	0533 749 67 80
Yavuz Yildirimkaya	Transhipper Technical Manager	0533 749 67 82
Cenk Coleoglu	Transhipper Technical Manager	0533 749 67 84
Hakan Uncu	Transshipper 2nd Captain	0533 749 67 86
Hasan Akdemir	Dangerous Goods Safety Consultant	0534 368 73 75

The following issues will be fulfilled in terms of the safety of the port facility, employees and ships in the port in matters such as the handling of dangerous goods arriving at the port, their temporary holding in the port area, and their storage.

MSDSs of dangerous goods will be provided and examined.

A coordination meeting will be held at least 1 day before the dangerous goods are accepted to the port facility, taking into account the information in the IMSBC Code book and MSDS forms. Operations responsible, DGSC and other relevant persons (OHS Specialist, Health Specialist, Environmental Consultant Company Responsible) will be allowed to attend this meeting. (The decision to hold this meeting for the routinely handled dangerous goods accepted to the port can be made by the Operation or DGSC) .

At the coordination meeting; Regarding the Dangerous cargo/ s to be accepted at the port, the following items will be discussed within the scope of IMSBC CODE documents, and acceptance/rejection of the material or taking a manager's decision will be discussed.

I. Risk arising from dangerous cargo,
II. Interaction with dangerous cargoes present in the port,
III. Interaction with cargoes planned to be accepted into the port in the near future,
IV. equipment need for Emergency Response ,
V. Adequacy of Emergency Response teams,
VI. Interaction from neighboring facilities

If a decision is made to accept the dangerous goods as a result of the meeting, the responsible persons shall take into account the information in the MSDSs and implement and enforce the additional measures required within the scope of the IMSBC Code.

If a decision has been made at the meeting to accept the dangerous cargo, the management, operation, storage, security, emergency response units will be informed and the preparation and acceptance process will be initiated. If there is a need to inform the Harbour Master during the admission to the port, the situation will be notified to the Harbour Master in writing along with the reasons.

Equipment and materials in terms of emergency response will be determined in the IMSBC Code and MSDS's . If there is a need for missing equipment , equipment and materials, the purchasing unit will be notified and their supply will be provided urgently.

After the acceptance decision at the meeting, the MSDS (Material Safety Data Sheet) of the material, both IMDG-CODE and IMSBC-CODE, will be examined and the precautions to be taken in case of fire and leakage of the dangerous substance will be determined and they will be kept ready for use at any time on the pier where the handling is made. For emergency first aid, the relevant tables and annexes of MFAG will be prepared according to the possible dangers .

Personnel working according to the characteristics of dangerous goods and the risks they carry will be informed, and information will be given about MFAG and emergency response methods.

Handling or in case of an accident will be determined and supplied in accordance with the load type and will be kept ready for use.

Handled , dust emission, toxic or gases that will make them insufficient in terms of flammable vapor emission and oxygen will be determined before handling and measurement devices/modules that will provide appropriate measurement will be kept ready.

Before the start of handling , all personnel (including vehicle/truck operators) who will take part in the handling will be informed about the dangers of the dangerous substance, and warning signs indicating the danger will be posted in the handling areas.

The existing alarm system and the camera system that will keep the handling under control and recording will be checked. It will be checked that there is no obstacle in the transportation routes, so that the Dangerous Goods will leave the port as soon as possible from the place where they are handled .

Handling , the details of the unloading/loading plan will be discussed with the ship's captain, it will be confirmed whether there are remnants of the previous cargo or whether there are other dangerous cargoes that require separation in the warehouses, and it will be ensured that both the captain and the ship personnel are aware of the dangers of the dangerous cargo handled .

Necessary precautions will be taken with fixed/mobile systems to prevent the cargo from spilling into the sea and to the pier during loading/unloading, the operators will be warned about handling , and in case of accidental spillage of the dangerous substance to the pier, personnel will be assigned to collect it properly.

Ensured that the dangerous substance is transported in vehicles equipped with proper labels and plaques and the necessary equipment . Handling of dangerous solid bulk cargoes and other issues regarding their loading/unloading will be carried out within the framework of the relevant legislation.

Procedure will be created after the acceptance of a new dangerous substance to be handled . It will be added to the TMR and training and information will be given to the relevant personnel.

While creating the procedure, the purpose, the decisions to be taken during the meeting, the risks in terms of occupational safety and health, the rules and measures to be applied, the rules, recommendations and suggestions in the IMSBC Code and MSDS and the EmS It is to determine the measures and precautions to be taken by making use of the Guide and MFAG .

Possible Hazards of Dangerous Solid Bulk Cargoes:

Handled at the Port Facility are specified in the relevant MDSDs and IMSBC CODE book. However, regardless of the characteristics of the dangerous goods , the precautions for the following hazards will be taken for each dangerous substance.

Emission of hazardous dusts :

Transport, handling or stowage of dangerous bulk solids may cause dust emissions , all practicable measures shall be taken to prevent or minimize the generation of such dust emissions and to protect people and the environment from these emissions. All employees will be warned that personal washing and hygiene and the clothes used should be washed after handling the hazardous material . During handling , appropriate protective clothing, respiratory protection and, when needed, protective creams will be provided to the employees according to the type of hazard .

Hazardous vapor emission / lack of oxygen

Transport, handling or stowage of dangerous solid bulk cargoes may result in toxic or flammable vapor emissions , all practicable measures shall be taken to prevent or minimize the generation of such vapor emissions and to protect people and the environment from such emissions. Appropriate instruments shall be available for measuring the concentration of toxic or flammable vapors when dangerous solid bulk cargoes that may emit toxic or flammable vapors are transported, transported or stacked . Except in an emergency; No one shall be allowed into a confined space where dangerous bulk solids emitting such toxic or flammable vapor are stowed or where oxygen is insufficient, unless it is determined that the atmosphere in the area is not hazardous to human health or safety. If it is necessary to enter this area during an emergency, a self-contained breathing apparatus will be used in accordance with the closed area entry procedures for the person entering this area.

Explosive dust emissions :

Emissions responsible for explosion due to ignition are transported or transported, all necessary practicable measures shall be taken to prevent such an explosion and to minimize the effects of the explosion if it does occur. Measures to be taken include indoor ventilation to limit dust concentration in the atmosphere , avoiding sources of ignition, minimizing material wall lengths, and hosing rather than sweeping.

Simultaneously flammable substances and substances that react with water:

Dangerous solid bulk cargoes which, in contact with water, can turn into flammable or toxic vapors or cause a simultaneous explosion, shall be kept as dry as possible. Such loads will only be transported under dry weather conditions. These loads can only be handled in dry weather and stored in dry areas that are not affected by rain/water. It should be checked that these storage areas are not waterproof and it should be ensured that they are not waterproof.

Oxidizing agents:

Will be transported, transported and stacked in such a way as to prevent contamination with flammable or carbon-containing materials . Oxidizing agents shall be kept away from any source of heat or ignition.

Incompatible materials/materials interacting with each other:

Dangerous solid bulk cargoes shall not be transported, transported or stacked in a way that may cause a dangerous interaction with unsuitable materials. Dangerous solid bulk cargoes will be handled and stored in such a way that they do not react dangerously with other materials.

Segregation Rules for Solid Bulk Cargoes

In Iskenderun Energy and Production Trade. Inc.'s port facilities, coal is the only cargo classified as dangerous cargo within the scope of IMSBC code, according to the Regulation on Maritime Transport of Dangerous Goods and Loading Safety. Since there is no other dangerous cargo handling , there is no separation of the cargoes. In case of receiving different dangerous goods , separation rules will be applied according to the international codes given in section 4.5 .

ANNEX-20.1 DANGEROUS SOLID BULK CARGO OPERATIONS OFFICER JOB DESCRIPTION

1. When assigning a Dangerous Goods Operations Officer, it is required to have the following qualifications.

a. Dealing with dangerous goods and giving instructions to port personnel/subcontractors on stopping and starting ship operations, etc. must be authorized in writing.
b. Must have received the training determined by the administration and must have the relevant certificate.
c. He should have sufficient experience, having previously been involved in port operations.
d. Must be at least a college graduate and have a foreign language level to be able to communicate with both ships and foreign senders.

2. Before coming to the port facility, the dangerous goods that will come to the port facility, by examining the documents coming to the reception facility:

a. Determines the name of the Dangerous Substance(s),
b. procedures related to the handling , loading/discharge of the Dangerous Goods .
c. Caused by dangerous substance determines the necessary safety measures to be taken by working on the hazards.
d. determines the protective equipment for the personnel who will carry out the loading / evacuation and handling of the dangerous goods.
e. informs them by holding a coordination meeting with the persons who will carry out the loading / evacuation and handling of dangerous goods.

3. Handling of dangerous goods , to ensure the safety of life, property and the environment, and to minimize the damage of possible accidents to people and the environment.

4. Dangerous Goods Handling When a nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.

5. It constantly controls the fire, safety and security measures taken in the facility and ensures that the deficiencies are eliminated immediately.

6. That the coastal facility personnel and seafarers involved in the handling of dangerous goods wear protective clothing during loading, unloading and storage.

7. Hazardous material handling area are equipped with firefighter equipment and that fire extinguishers, first aid units and equipment are always ready for use.

8. He is aware of the applications in the emergency evacuation plan for the evacuation of ships and marine vehicles from the coastal facilities in emergency situations and coordinates the operation.

9. Checks that the people involved in loading, unloading and handling of dangerous goods have received dangerous goods training and have certificates.
10. Handled , sorted, stacked, temporarily suspended and inspected safely and in accordance with the rules by appropriately qualified, trained personnel who have taken occupational safety precautions .

11. It checks that all mandatory documents, information and documents related to dangerous goods are included with the cargo. When it detects a deficiency, it does not allow the cargo to be handled .

12. It checks the relevant documents in order to confirm that the dangerous goods entering its facilities are defined, classified, certified, packaged, labeled, declared, safely loaded and transported in accordance with the procedure.

13. It keeps the up-to-date list of all dangerous goods in the operation area.

14. It takes the necessary safety precautions for dangerous substances that do not comply with the rules, are unsafe or pose a risk to people or the environment.

15. It ensures that emergency arrangements are made and that all relevant persons are informed about these issues.

16. Reports dangerous cargo accidents to the harbour master.

17. It provides the necessary support and cooperation in the controls made by the official authorities.

18. It prevents ships and marine vehicles carrying dangerous goods from berthing to the pier and pier without the permission of the harbour master.

19. In the event of an accident caused by dangerous substances, it initiates the necessary emergency response, taking into account the EmS and Emergency Plan.

20. It keeps the IMSBC CODE and other documents ready for use at any time regarding the cargo handled at the port facilities .

21. Handling and/or storage of dangerous goods at the port facility , it ensures the implementation of the procedure for hot work and processes, taking into account the procedure prepared for the hot work to be done at the facility.

22. Handled at the port facility from contaminating the sea, soil, water or areas where water is discharged.

23. It provides medical first aid to people who are affected by the damage of dangerous cargoes and those who require first aid as a result of accidents involving these loads, taking into account the "Medical First Aid Guide (MFAG)" in the IMDG CODE annex, and they are transferred to the nearest hospital as soon as possible.

24. All kinds of power-operated or non-powered equipment used in dangerous goods handling and stacking operations are used and maintained under the conditions specified in the instructions, and informs the related units about the malfunctions.

25. Annex-20.3 and Annex-20. Acts according to the checklists in 4 .

ANNEX-20.2 HAZARDOUS SOLID BULK CARGO HANDLING OFFICER JOB DESCRIPTION

1. Necessary protective equipment before the operation.

2. Conveyor system is in working condition.

3. Occupational safety, equipment control, entrance and exit of external persons, safe handling of the load , environmental cleaning and proper execution of these works in the working area.

4. He organizes the working order with the Captain of the barges.

5. It ensures loading/unloading according to the approved cargo plan.

6. If necessary, it makes the necessary separation according to the classes of dangerous goods.

7. It takes necessary precautions to prevent unauthorized persons from accessing the transport areas while dangerous goods are being transported.

8. If there is a problem in the containment of dangerous goods, it ensures that the necessary steps are taken to minimize the existing risks for people and their negative effects on the environment.

9. In case the evacuation of the barges is partially finished, it checks the remaining load in the warehouse and takes the necessary precautions before the assignment if it is necessary to enter the warehouse for evacuation .

10. Takes the necessary precautions to prevent the dangerous solid cargoes from spilling/falling into the sea during the handling , and appoints a person responsible for cleaning for the cargoes dispersed to the environment.

11. Closed areas where dangerous solid bulk cargoes that emit toxic or flammable gas are handled , the concentration of toxic or flammable gas that they may form and their possible spread are regularly checked with gas measuring devices and the measurements are recorded.

12. It ensures that the areas where dangerous substances such as coal, which burn by themselves but are not affected by water, are stored, are equipped with water cannons and irrigation operations are carried out in a way that prevents burning.

13. Handled cargo from the barge master and the weighbridge supervisor when requested and necessary .

14. Annex-20.3 and Annex-20. It acts according to the checklists in 4 .

ANNEX- 20.3 DANGEROUS GOODS HANDLING PROCEDURE (GENERAL)

NO	ACTION	DGSC	KISS. SIR	THERE IS. AMR.
	ACCEPTANCE OF LOAD			
1.	An operation meeting is held regarding the load to be loaded.	x	x	x
2.	The MSDS form of the cargo is provided.		x	
3.	In a ship carrying dangerous goods, a special list or manifest is requested, stating the dangerous goods, marine pollutants and their location on the ship. (IMO FAL form 7)		x	
4.	The Certificate of Conformity for the ship carrying dangerous goods will be checked.		x	
5.	Approved cargo loading / unloading plan is requested		x	
6.	Dangerous cargo/ s to be accepted to the port; 1. Risk arising from dangerous cargo 2. Interaction with Dangerous goods present in the coastal facility, 3. Interaction with the cargoes planned to be accepted to the coastal facility in the near future, 4. Stacking conditions 5. Decomposition conditions 6. equipment needs in terms of Emergency Response 7. Adequacy of Emergency Response teams 8. Interaction with/from neighboring facilities The subjects are handled within the scope of the current IMDG CODE and IMSBC CODE documents and an acceptance / rejection or manager decision is taken.		x	
7.	If a decision is made to accept the dangerous cargo, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is started.		x	x
8.	will use equipment , crane, crew, number of posts and berth are determined.		x	
9.	The personnel who will work in the operation and in the emergency response are informed about the danger of the load and the necessary protective equipment is provided.		x	
10.	Necessary warnings and warning signs are placed around the handling area.			x
Note. : Meeting is optional for standard handled loads. Previous meeting resolutions may apply.				

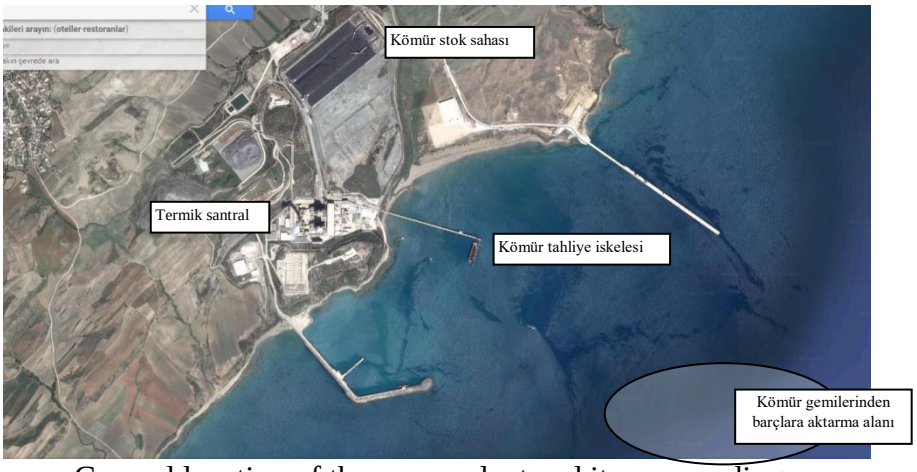
ANNEX - 20.4 HANDLING PROCEDURE OF HAZARDOUS SOLID BULK LOADS CHECKLIST (GENERAL)

NO	ACTION	DGSC	KISS. SIR	THERE IS. AMR.
	HANDLING			
1.	It will be checked that the conveyor system works properly and that the dangerous goods are transported to the storage area without any problems.		x	x
2.	Occupational safety, control of equipment , entrance and exit of external persons, safe handling of the load , environmental cleaning and control of these works will be carried out in the working area.	x		x
3.	Loading and unloading control will be carried out in accordance with the cargo plan.			x
4.	Barges is partially finished, the remaining load in the warehouse will be checked and necessary measures will be taken if necessary to enter the warehouse.		x	x
5.	During the coal discharge process, measures will be taken against spilling into the sea or pollution of the environment.	x	x	x
6.	Determining the areas to be handled according to the risks of dangerous goods; Administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.	x	x	x
7.	Concentration of toxic or flammable gas and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded in the areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled .			x
8.	Around the areas where dangerous substances such as coal, which burn by itself but are not affected by water, are stored, will be equipped with water cannons and irrigation will be carried out in a way to prevent burning. While declaring the temporary storage area, it will be taken into account whether the surrounding of the area has a drainage system to collect polluted water.	x	x	x
9.	Care will be taken to ensure that solid bulk dangerous goods do not fall into the sea while they are being discharged or loaded onto the ship.		x	x
10.	Detailed loading/unloading plan, which includes the details of the location and quantities of the dangerous cargo on the ship, agreed between the ship's master and the Transshipper Operations Manager, will be taken by the operation manager before starting the loading/unloading process.		x	x

ANNEX -20. COAL HANDLING PROCEDURE

İskenderun Energy and Production Trade. Inc. Coal Discharge System

Sugözü Power Plant, which has an installed power of 1320 MW , is a base load power plant operating 365 days / 24 hours and produces approximately 3% of the electrical energy in our country. The coal used is brought from different parts of the world by open sea dry cargo ships of 150,000 – 200,000 tons. This type of ship requires more than 20 meters of sea depth when full. This sea depth is only a few kilometers off the power plant. Therefore, a special coal transport and discharge system was required during the planning phase of the project.



General location of the power plant and its surroundings

The said special coal transportation and discharge system consists of transferring it from open sea dry cargo tankers to special purpose and specially built sea transportation vehicles manufactured for transportation/loading and transporting it to the relatively shallow coastal area. It has been decided to use a floating platform for the transfer from open sea dry cargo ships to special purpose and specially built sea transport vehicles.

The platform called Transhipper (ISKEN) is placed between its bodies with cranes of 10,000 It is a double-hulled unloading platform in the form of a floating crane, on which a 1 ton barge (ARKAD 4 and ARKAD 5) fits. It was manufactured in Europe and brought to the Iskenderun Bay.

Front and rear parts of two non-motorized barges (ARKAD 4 and ARKAD 5) with specially equipped tugs can work together in conjunction. Offshore tugs (ARKAD 1 and ARKAD 2) and the boat (ARKAD 3), which are suitable for this purpose , were manufactured in Tuzla and brought to the Iskenderun Bay.

Transhipment system consists of these 6 sea vehicles and is used only for the transfer of coal of the Sugözü Power Plant. The transfer capacity of the system is over 8,000,000 tons/year.

In particular , the floating crane platform called Transhipper (ISKEN) is due to both its special structure and special working technique (although the length of the platform is 108 meters, there are three cranes side by side on it, their total working radius is well over 100 m . They work without colliding with each other and without affecting their mutual operations). It requires specially experienced and qualified personnel. In this respect, the operation of the entire system is carried out by Iskolden Transport and Trade INC , which was founded by the German company Oldendorff , the developer of this technology . given to the company.

All transportation equipment and system, as a whole, have been specially manufactured for the purpose of transporting, shipping and unloading the coal needed by the Sugözü Power

Plant within the framework of international commercial agreements and is operated only for this special purpose .

Coal Handling ;

For additional information on coal, the relevant section of the IMSBC Code should be consulted.

They are black, finely chopped residues of petroleum refining in the form of powder and small particles. The conditions specified in this section should not be sought for materials with a temperature below 55° C when loading.

- Coal handling keep their protective clothing and equipment fully ready for use. These;

Eyes: In case of excessive dusting, goggles should be used.

Skin: Gloves should be used.

Inhalation: Avoid breathing dust / smoke / gas / mist / vapor. Have a dust mask ready in case of dusting.

- Equipment for coal for emergencies are kept ready in the handling area.
- The team in charge of responding to emergencies receives the necessary training in line with their duties . Personnel who are not informed about the emergency plan and medical first aid guide and who are not trained in how to use this guide will not be assigned to this operation.
- Personnel who do not have the necessary training and information about coal handling are not assigned to this operation .
- Handling should be started after the warehouses are ventilated upon arrival of the ship .
- Employees in the operation, for whatever reason, are not allowed to enter the empty spaces between the warehouses (void space) should not be entered.
- The port and in the transporter , side cooling system (pressurized water extraction), breathing devices (excavators to work in the warehouse) and first aid materials should always be available.
- After the holds have been ventilated for a sufficient period of time, the necessary gas measurements must be made by the ship's personnel and access to the holds should be made within the knowledge of the ship's personnel. Protective clothing to be used for emergencies (fire resistant boots, gloves, overalls, hood equipment and gas masks should be available in the administrative building and on the transshipper).
- The machine operator or employees should never be interrupted while inside the warehouse. There is constant radio communication with both the construction equipment operators and the other personnel who will work in the warehouse.
- Eating, drinking and smoking are strictly prohibited during handling . Remove the deformed and excessively contaminated personal protective materials after the operation, wash them before reuse or inform the operation chief to provide a new one.

Important points to consider;

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

- Coals can produce methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to cause an explosion. Methane is lighter than air and therefore accumulates at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.
- Coals can oxidize, causing depletion of oxygen in the cargo volume and an increase in carbon dioxide or carbon monoxide concentrations . Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air between 12% and 75% by volume are flammable. Toxic by inhalation , 200 times more hemoglobin in blood than oxygen is connected.
- Some coals can self-heat in the load volume and self-heating can lead to self-combustion. Various flammable and toxic gases, including carbon monoxide, are produced . may come out.
- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases , including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air and mixes with air from 4% to 75% by volume. it is flammable.
- Port personnel should be reminded of the smoldering feature of coal, especially as a result of contact with water during transportation.
- Port personnel should be reminded of the coal's ability to produce METHANE gas and the risk of POISONING, DEATH and explosion as a result.
- Since the start of combustion in the warehouse will cause the formation of CARBON MONOXIDE, the port personnel should be reminded that the amount of carbon monoxide above 50 ppm indicates combustion in the warehouse and that there is not enough oxygen.
- Cargo from the captain before the ship evacuation operation begins Gas and temperature measurements that information and ship personnel measure daily during the cruise (Gas Monitoring - CH4 - Temperature) should be given to us.
- Ship evacuation plan (discharging plan) is made by us together with the ship's authority.
- Before evacuation, hatch covers will be opened and ventilation will be performed.

SLIP ANGLE	BULK DENSITY(kg/m³)	STACKING FACTOR (m³/t)
It is invalid	654-1256	0.79-1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
50mm. It can go up	MHB	B (and A)

Hazards:

Coal can create flammable atmospheres, self-heat, cause oxygen depletion, metal structures can cause corrosion. Liquefaction may occur in coal loads if particles smaller than 5 mm are present at a rate of 75% or more.

Stacking and Separation Conditions:

More than one dangerous solid bulk cargo is not stored in our port facility, which will create the conditions for stacking and segregation at the same time.

Against Ventilation Conditions Measures:

Dangerous Solid Bulk Cargoes that will require ventilation conditions are not handled and stored in our port facility. It is not allowed to store coal cargo in closed area. is not done.

If the coal load is carried on the ship or if the loading operation takes place, the ventilation conditions in the IMSBC code provisions will be complied with.

Measures:

In case of fire, the measures specified in Chapter 8 of this document and the Hazardous Material Emergency Plan are applied.

- All port personnel should be warned against the risks of METHANE and CARBON MONOXIDE gases that will occur in the warehouses, and the warehouses should be ventilated and entered into the warehouses upon arrival of the ship. In case of burning, a safe and suitable area should be determined outside the stock area where the goods can be taken from the warehouse and laid to be cooled.
- Side cooling system (pressurized water squeezing), breathing apparatus (excavators to work in the warehouse) should always be available at the port.
- Gas measurements are not only in the warehouses, if there will be work; It should also be done in closed areas adjacent to the warehouse, in closed areas such as roller shutters, warehouses, portholes on the deck . Port personnel should be reminded not to enter a closed area where measurements have not been made, for any reason. Evacuation officers, for whatever reason, leave the empty spaces between the warehouses (void space) should not be entered.
- Since methane gas is lighter than air, it will accumulate at the top of the closed section. Therefore, gas measurements should be continued in excavators working in the warehouses as the evacuation continues .
- A construction machine operator and the employees in the warehouse should never be in contact while inside the warehouse . There is constant radio communication with both the heavy equipment operators and the other personnel who will work in the warehouse.
- Never enter the empty spaces between them (void) space), and evacuation workers should be warned not to enter confined spaces on the deck without measuring.
- If the combustion is close to the surface, the coal in this region can be extinguished by taking it to the beach. If the coal is on fire on the beach, it is appropriate to spray intense water, spray foam or throw sand on it.
- Water should not be sprayed into the warehouse. However, it can be applied to squeezing cold water out of the warehouse for cooling purposes.
- If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.

ANNEX -21 ACCIDENTAL PREVENTION POLICY

İskenderun Energy and Production Trade. INC., as our company; The basis of the Accident Prevention Policy, which will be implemented in full compliance with the Occupational Health, Safety and Environmental Policy, has been determined as preventing fire and accidents and not harming people and the environment.

Dangerous Goods Handling , Delivery and Discharge:

- In all activities carried out at the facility, the first priority is to prevent accidents or minimize their risks,
- Preventing our employees from being injured in work accidents or being exposed to any negative effects
- On the ships and in the working areas in our coastal facility; Taking all kinds of measures to be safe and secure for our employees, customers, stakeholders and the environment,
- Policy to implement the best available technologies for accident prevention ,
- Determining and practicing appropriate emergency response procedures in case of an accident ,
- All of the activities that may lead to an accident are defined in our facility and necessary measures are taken to fulfill the obligations for the prevention of such accidents,
- Critical works that will affect safety and security in operational business processes; assigning personnel with appropriate knowledge, skills, training and experience,
- Carrying out a risk assessment in order to identify and evaluate the accidents,
- Ensuring the continuous development of personnel with trainings, complying with national and relevant international legislation and standards,

We have goals and we are committed to fulfilling the following requirements in order to achieve these goals.

- The Material Safety Data Sheet of all kinds of dangerous goods to be loaded/discharged and handled at the Port Facility ; The definition of the hazard specific to the substance, first aid measures, fire precautions, response measures in case of leakage / spillage, special situations for handling , if any, precautions in case of personal exposure , and prevention measures of environmental damage, if any, will be analyzed in detail, and the needs and necessary precautions will be revealed. .
- Equipment and equipment will be provided in order to prevent the possible harmful effects of the dangerous substances in question .
- Hazardous material handling areas under constant surveillance by the relevant facility personnel and/or security guards, necessary monitoring arrangements will be made, measurement devices will be available and the alarm systems installed will be controlled.
- In order to make the necessary intervention in case of emergency, adequate entry-exit opportunities will be provided to the dangerous goods handling areas, and personal protective equipment and equipment suitable for the dangerous goods handled will be kept ready and available at all times.

The implementation of our policy is the main task for the employees of our facility, and it is among our priorities to convey this policy to other personnel working with us.

ANNEX-22 PROCEDURE FOR LEAVING SHIPS FROM THE PORT IN AN EMERGENCY

Procedure, which is prepared for the departure of marine vessels from the coastal facility, is to explain the determination of the order of operations and the determination of the responsibilities required for the vessels to leave the port facility in the most appropriate way in the following emergency situations. The Emergency Evacuation Plan was approved by the Ceyhan Regional Harbour Master.

Facility Information Form: DGHG is included in section 1.1.
Coordinates of Harbor Master Administrative Areas, Anchorage Areas, Pilot Pickup and Drop-Off Areas : It is included in Annex-13.

Emergency Conditions

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 located at other facilities
  - terrorist acts
  - War Situation
  - Natural disasters
  - Situations deemed necessary by official institutions
  - Pollution
  - Disturbance of ship position
  - Failure on board
  - medical problems

Bad Weather Conditions

Coal, which is solid bulk cargo, is loaded from the coal ship to the barges by means of a transshipper in the open sea (limbo field) . The barges are approached to the coal discharge pier by means of tugboats . *The coal loaded on the barges is transferred* to the hoppers at the coal discharge pier with the closed conveyor system and finally to the coal stock area by the closed conveyor systems.

In the event of an emergency that may occur due to an adverse weather situation during handling , the Transshipper Captain and the port facility representative may decide to hold the evacuation safely for a certain period of time or to stop the evacuation completely and separate the barges from the coal discharge pier and pull them to the breakwater pier.

Emergency Conditions For Ships, Transshipper and Barges:

Conditions requiring emergency at Iskenderun Enerji ve Üretim A.Ş shore facilities include the emergency conditions in Section 3 that may occur on Transshipper , Arkad 4, Arkad 5 and ships.

The onset of fire, which may occur in marine vehicles connected to naval systems and may grow out of control even if it is fought, is a situation that requires the emergency stop of the operation and the separation of the vehicles. In addition, in cases where there is an unavoidable leak/spill into the atmosphere in cases of rupture or splitting that may occur in

any ship's tank or pipeline, the ship connected to the marine systems should be immediately removed from the marine systems in order not to damage the port facility and its environment.

Casting Off Transshipper from Coal Bulker

- Transshipper Operations manager is responsible for the maneuver of the Transshipper .
- Upon obtaining the information that an emergency will occur due to adverse weather conditions, the ship's captain is contacted and informed that the Transshipper will leave the ship.
- It is requested that the ship's personnel be ready at the fore and aft maneuvering points as soon as possible .
- The shift supervisor of Isken Thermal Power Plant is contacted and the situation of leaving the ship due to an emergency is reported. Reporting is requested if necessary.
- counting the transshipper , it is checked that all personnel are complete.
- ARKAD1 and ARKAD2 tugboats "ISKEN" starboard pantoon fore and aft .
- The transshipper 2nd captain and/or the watchkeeping deck officer is sent to the ship to ensure coordination with the ship's personnel during disembarkation.
- cargo handling equipment such as cranes, loaders, materials, equipment, etc. that can move on the deck are made.
- When the personnel is ready at the maneuvering places; The ropes given to and taken from the ship are stopped.
- The transshipper leaves the ship; Considering the emergency, it moves to anchor at a safe distance or to the quay inside the breakwater.

Casting Off Barges From Transshipper

- Barge captain is responsible for the maneuver of the Barges . This responsibility does not relieve other people who assist in the emergency response from responsibility. Everyone will do their best using their experience.
- In case of emergency, the barge captain, port facility manager and İskolden Operations manager will be in close coordination and cooperation.
- the transshipper is on the side of the ship and the barge is loaded; by stopping, all equipment is sea net ; The barge prepares to maneuver.
- Staff counts are made. Barge personnel are requested to be ready at the fore and aft maneuvering points as soon as possible .
- The on-duty Transshipper personnel move to the maneuvering areas.
- ARKAD 1 and ARKAD 2 tugboats pitch their lines to the barge bow and stern .
- The tugboats report their readiness. When the personnel is ready at the maneuvering places; The ropes given from the Transshipper are stopped.
- barge Leaves Transshipper ; Considering the emergency, it moves to the quay inside the breakwater or instead of anchor at a safe distance.
- the barge is safely tied or anchored in the mole, the situation is reported to the relevant parties.
- there is an extraordinary situation; Arkad 1 and Arkad 2 will be taken to the breakwater or anchor area by using tugboats .
- In case of fire, if the barge cannot control the fire by its own means , one or more tugboats equipped with fire extinguishing equipment will be requested .

Fire Conditions or Other Emergency Situations At The Terminal Area:

In cases such as fire, uncontrollable leaks, and emergency conditions that may similarly occur within the Port Facility, the ship is urgently removed from the marine systems for the purpose of ship and environmental safety. Fires and leaks that will not affect the operation within the port facility and can be easily extinguished will be evaluated by the Emergency Management Center and the decision to leave the ship in the marine systems will be made.

1) Barge Arkad 4&Arkad 5 Emergency Cast Off from the Jetty:

- Barge captain is responsible for the maneuver of the barges . This responsibility does not relieve the other teams that assist in the emergency response from the responsibility.
- In case of an emergency , the barge captain, port facility manager and İskolden operations manager will be in close coordination and cooperation.
- The evacuation operation is stopped and all equipment is sea net ; The barge prepares to maneuver.
- Staff counts are made. Barge personnel are requested to be ready at the fore and aft maneuvering points as soon as possible .
- Barge should not leave the pier unless necessary. Considering the nature of the emergency, the maneuver to leave the barge pier should be performed.
- A plan is made to stop the barge ropes at the quay . Auxiliary personnel in the tugboats and/or persons to be assigned by the port facility manager are present for this job.
- Ceyhan Regional Harbour Master will be contacted and an emergency situation will be reported. If the barge will leave the evacuation pier and will not approach the breakwater, approval is obtained from the harbour master for the anchorage.
- there is an extraordinary situation; It will be taken to the breakwater or anchor area by using ARKAD 1 and ARKAD 2 tugboats . Only in case of fire, if the barge cannot control the fire by its own means, one or more tugboats equipped with fire extinguishing equipment will be requested.
- ARKAD 1 and ARKAD 2 tugboats pitch their lines to the barge bow and stern .
- The tugboats report their readiness. When the personnel is ready at the maneuvering places; ropes given to the beach are stopped.
- The barge leaves the evacuation pier; Considering the emergency, it moves to the quay inside the breakwater or instead of anchor at a safe distance.
- the barge is safely tied or anchored in the mole, it is reported to the relevant parties.

Abandonment Of Barges at the Jetty

- An Abandon Ship alarm is issued by the captain.
- Inflatable boats are called urgently when necessary.
- Ambulance and Occupational Physician are called in case of need.
- A personnel count is made and a search is made in case of missing personnel.
- Life rafts used to abandon barges are prepared and thrown into the sea.
- If possible, valuable documents are taken.
- the bargeta board the life rafts safely.
- The liferafts can be safely disembarked away from the ship.
- People who need treatment are sent to the nearest health institutions by ambulance.

2) Emergency Evacuation Plan of Vessels and Tug Boats from the Breakwater

When cargo handling is not done, watercraft and tugboats named Transshipper , Arkad 1, Arkad 2, Arkad 3, Arkad 4 and Arkad 5 are safely tied to the pier in the pier allocated for them.

As it is known, the safest place for these units is the quay inside the breakwater, which is built as a shelter. According to the nature of the emergency, the priority is for the units to stay in this berth as long as possible.

In case of emergency, if there is an external threat that is not directly caused by the units, the procedure for the units to leave the breakwater dock applied as follows :

- The emergency is reported to the necessary authorities. If the severity and nature of the emergency requires taking precautions first, the emergency situation is intervened; then necessary notifications are made as soon as possible.

- Communication between Isken Thermal Power Plant Shift Supervisor and Iskolden Operations Manager is provided via mobile phone / fixed telephone or VHF channel 15. Necessary preparations are made by agreeing on the emergency evacuation of marine units and the relevant authorities are informed.

- Instruction on anchorage is awaited from Ceyhan Regional Harbour Master. If the nearest anchor points 2 and 4 are available, permission is requested to anchor in one of these areas.

- If necessary, an audible alarm is given by the Isken Thermal power plant and/or sea vehicles.

- the above-mentioned units; In the event of an alarm, it is equipped with sufficient personnel day and night so that it can be ready for maneuver as soon as possible.

- If the emergency occurred during the daytime working hours, the work is stopped and an abandon ship alarm is given and the personnel are requested to gather at the relay stations. In the event of an emergency that will occur at night, the same alarm will be given and the personnel will be gathered at the abandonment area.

- Unit chiefs make the personnel count of their units and report to the Operations Manager. If there are missing personnel, a search is made and the situation is reported to the authorities.

equipment and materials on board are made of sea net ; The units are ready to maneuver.

- Arkad 1 and Arkad 2 tugboats will be used for emergency evacuation of water vehicles . The mooring ropes given to the quay will be stopped by the Iskolden personnel.

- Emergency evacuation of units from the breakwater area will be carried out in the following order:

1- Barge in Transshipper “ISKEN ”

2- Transshipper “ISKEN ”

3- Barge and Arkad 1/ Arkad 2 tugs on the outer quay

4- Arkad 3 Service Engine

-The units will anchor at a location deemed appropriate by the Harbour Master and report the situation to the relevant authorities by applying the procedures in the Emergency Evacuation Plan of the Barges from the Dock and the Transshipper Emergency Evacuation Plan .

Other Reasons:

In cases where such situations are not directly caused by the ship and port facility, but there is a possibility of damage to the ship indirectly,

• Fire or explosion in the ship or facility in other facilities,

• Terrorist acts

• War situation

• Natural disasters

• Situations deemed necessary by the state.

• Pollution

• Deterioration of the ship's position

• Emergence of mechanical failures on the ship side

• In case of medical problems that may affect the ship and the port facility, the ships are urgently removed from the marine systems to which they are connected.

Communication :

A fast, secure and uninterrupted communication will be provided between the Port Facility and the Ship or between the port facility, the ship and the relevant authorities when the above-mentioned emergencies occur, by means of the communication tools specified below.

UHF Radio

VHF Radio

Mobile phone

Land phone

Messenger / Liaison personnel

CAUSE OF ALARM	ALARM TOOL	AUDIBLE WARNING
Fire in the facility	Wireless phone	Fire in the facility
at the dock fire outbreak	Wireless phone	at the dock Fire
Power Outage	Wireless phone	Attention power cut
Emergency	Wireless phone	Attention Shutdown System activated

Emergency Disconnect System Preparation:

The preparatory stages in the emergency separation system are valid for ships, transshippers and barges.

All emergencies should be reported to the Harbour Master authorities. If it is decided to leave the ship urgently, the safe places where the ship can be transported under controlled conditions should be specified by the harbour master.

The ship's captain and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the harbour master as soon as possible. In cases where the severity of the emergency and time permits, a representative from the harbour master or the port manager, port manager/operation officer, ship captain, pilot captain will agree on the time and manner of the separation process before the emergency separation is made.

The ship's equipment will be made ready for immediate use.

All cargo unloading, ballast operations should be stopped and ready for separation.

The ship's fire circuit will be flooded and water mist will be used for strategic sections.

If venting to the atmosphere is required, engine room personnel should be available, all non-essential receiving inputs should be closed, all safety precautions related to normal operation should be followed and a warning notice should be issued.

all emergencies, if the required response exceeds the terminal facilities, the local security forces and/or fire department will 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. fire fighting competence
5. Proximity of other ships
6. Fire Lines

Emergency Cast Off :

If all the above preparations are examined and deemed appropriate, the immediate removal of the sea vehicles will be started.

Emergency separation procedures at the Iskenderun Energy and Production port facilities will be provided by performing the following procedures in sequence. Close coordination and cooperation is required between the port facility, marine vessels and the harbour master at each stage.

EMERGENCY SEPARATION PROCESS SEQUENCE

1.	Alarming _
2.	VHF, telephone by about the emergency information giving
3.	Boat captain of the port plant officials of the first situational assessment to be done
4.	your operation stopping

5.	Port plant And boat emergency plan measures to the application insertion
6.	Available your situation abuse to go And above stated urgent separation of your terms availability .
7.	Boat captain of the port plant officials between reassessment of the situation to be done
8.	Urgent to separate decision giving
9.	Environment your facilities informed to be made
10.	of tugboats boat around urgent separation for deployment , preparations to complete And ready is to specify
11.	Boat your captain's boat with relating to preparations to complete And ready is specify .
12.	Official person by free dropped your ropes from fathers by removing to the sea letting go of approval giving

should be considered as a last resort and ship ropes should not be released until all precautions are taken and the above conditions are met **.**

After Emergency Cast Off

After the separation process, the sea vehicles are backed up and a decision is made about the place where they will be taken,

of marine vehicles to the allocated area accompanied by tugboats or with their own machinery,

Detection of a possible damage or deficiency by examining the port facility,

the ship and port facility will be ready for cargo handling ,

Sharing the negativities, if any, that occurred during the emergency departure,

tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/evacuation ,

According to the weather and sea conditions , it is the form of tugboats with sufficient towing power and number , quickly pulling the ship away from the facility and towing it to a safe point.

Internal and External Communication List : It is in Annex-3.

Hazardous Substance Incident Notification Form: It is included in Annex-16.

ANNEX -23 MEASURES TAKEN FOR DANGEROUS LOAD AREAS AND PROTECTION OF THE ENVIRONMENT

Handled in the coastal facility from contaminating the soil, water or areas where water is discharged. There are pipe circuits and a closed conveyor system in the handling of hazardous materials in our facility .

Take from the ship for contaminated bilge water, dirty ballast , sludge and waste oil . Discharge systems for contaminated water are equipped with shut-off valves and pumps and connected to a collection tank. The ground and surrounding of the collection tank are surrounded by a concrete wall, and in case of overflow, contact with soil and water is prevented. Handling and temporary storage of hazardous materials on the ground is not allowed in our facility . It is separated from the sea environment and other areas by means of walls, barriers, thresholds, drainage systems and similar methods.

Floor of the area where petcoke is stored as a dangerous substance is concrete and a fire hydrant system is equipped. There is an irrigation system to prevent dusting in the open area where the coal is stored, and as a result of irrigation, the waste water is collected in the pool and used for irrigation purposes as recycled.

During the loading and unloading of bulk cargoes from the vessel, necessary precautions are taken in order not to spill cargo from the vessel or from the quay . The cargoes in question are prevented from going to the sea with the rain water, and the holes and drainage systems are closed in the port area where the handling takes place.

Dangerous goods are handled are equipped with the necessary equipment and equipment to prevent the possible harmful effects of the dangerous goods in question . Equipment and equipment have been provided in accordance with the possible damages and effects of coal in MSDS and IMSBC Code .

There is no closed storage area in our coastal facility. dangerous goods are not stored in closed storage areas. Coal is handled in our facility and only stored in the open area.

Dangerous goods are handled are kept under constant surveillance by the relevant facility personnel and/or security guards and have the necessary monitoring and alarm system. Necessary warning signs and fire alarm buttons are located in areas where hazardous materials are handled . In order to make the necessary intervention in emergency situations, there are sufficient entrance and exit opportunities in the open area where hazardous materials are handled in our facility, and trained personnel, fire team, fire extinguishers and equipment are available.

There are no smoking warning signs in the open area where the coal is stored, and it is forbidden to have matches, lighters, all kinds of flames and sparks.

ANNEX-24 PROCEDURE TO SUBMIT INSTANTLY INFORMATION ON DANGEROUS LOADS AT THE FACILITY OR ON SHIPS berthing at the FACILITY, IF REQUESTED

Aim

Determine how and by whom the dangerous cargo information (including location information) will be requested, if requested, for the barges that will dock at Iskenderun Energy and Production Trade. Inc.

Scope

This procedure İskenderun Energy and Production Trade. Inc. It is applied if dangerous cargo information is requested at the Port Facilities.

Application

MSDS forms are requested and examined by us before the dangerous cargo is accepted by our port. Information about the dangerous cargo is requested from the cargo owner before the meeting.

Before the dangerous goods are accepted to the port, a coordination meeting is held on the general principles regarding the operation of the dangerous solid bulk cargoes mentioned in the Safe Handling of Dangerous Solid Bulk Cargoes Procedure (ANNEX-20) .

After the acceptance of the cargo, before the vessel approaches the limbo anchorage area, if information about dangerous cargoes is requested, a cargo declaration is requested from the vessel.

In addition, if information about dangerous goods is requested before or after the ship berths at the port, Iskenderun Energy and Production Trade. Inc.dangerous goods handling operations officer or shift supervisor is requested from the ship's captain or the Iskolden operation manager over VHF radio channel.

Loading/unloading plan is also requested from the captain or the operation manager of İskol during loading and unloading.

Iskolden Transport and Trade INC or the ship's captain when required by the dangerous goods operation supervisor or the shift supervisor .

ANNEX -25 LIST OF MEDICAL MATERIALS AND DRUGS USED FOR FIRST AID

The list of medical supplies and drugs in the health unit (infirmary) at the coastal facility is as follows.

MEDICATION /MATERIAL NAME		Available Quantity (Box)	Available Quantity (Piece)
Bulbs			
1.	Adrenalin	3 Boxes	23 Pieces
2.	Andolor	7 Boxes	74 Pieces
3.	Atropine 0.25 Mg / 0.50 Mg.	5 Boxes	50 Pieces
4.	Avil	3 Boxes	16 Pieces
5.	Beloc	3 pieces	3 pieces
6.	Bemix	10 Boxes	100
7.	Biteral	12 Pieces	12 Pieces
8.	Buscopan	8 Boxes	46 Pieces
9.	Cardorane	10 Boxes	60 Pieces
10.	Decor	21 Pieces	21 Pieces
11.	Dichlorone	6 Boxes	70 Pieces
12.	My dystxia	7 Boxes	7 Pieces
13.	Dramamine	6 Boxes	33 Pieces
14.	Jetcaine	3 Boxes	60 Pieces
15.	Lasix	5 Boxes	25 Pieces
16.	Magnesium Sulphate	1 box	10 units
17.	Methys 0.2 Mg	2 Boxes	6 Pieces
18.	Metpamide	5 Boxes	22 Pieces
19.	Muscoril	9 Boxes	70 Pieces
20.	Prednol 250	7 Pieces	7 Pieces
21.	Prednol 40	10 units	10 units
22.	Rifocin	22 Pieces	22 Pieces
23.	Sodium bicarbonate	1 box	5 pieces
24.	Ulcuran	3 Boxes	31 Pieces
Vials			
25.	Humulin-R (Crystalline Insulin)	1 Piece	1 Piece
26.	*Nevparin Vial*	3 pieces	3 pieces
Tablets			
27.	Coraspin 300-500	23 Boxes	23 Boxes
28.	İsordyl	1 box	50 Pieces
29.	Capril	4 Boxes	4 Boxes
30.	Password	10 Boxes	10 Boxes
Serums			
31.	Dextrose 250 (Bag)	22 Pieces	22 Pieces
32.	Dextrose 500 (Bag)	6 Pieces	6 Pieces
33.	Isotonic 250 (Bag)	8 Pieces	8 Pieces
34.	Isotonic 500 (Bag)	10 units	10 units
35.	Mannitol 150 (Bag)	2 Pieces	2 Pieces
36.	Teobag 200	8 Pieces	8 Pieces
37.	Ventolin Inhaler 100mg	2 Pieces	2 Pieces
38.	Ventolin Nebules 2.5 Mg	3 Boxes	50 Pieces

Vaccines			
39.	Flu Vaccine	0	0
40.	Hepatitis B Vaccine	6 Pieces	6 Pieces
41.	Tetanus vaccine	52 Pieces	52 Pieces
Syrups			
42.	Activated Carbon Tube	7 Pieces	7 Pieces
43.	Ipeca Syrup	1 liter	1 liter
44.	Talcid Suspension(Rennie Tb)	17 Boxes	17 Boxes
Pomades And Creams			
45.	Anestole	9 Pieces	9 Pieces
46.	Bactroban	8 Pieces	8 Pieces
47.	Chloraethyl Spray	10 units	10 units
48.	Nerisona-C	10 units	10 units
49.	Silverdine	16 Pieces	16 Pieces
50.	Sistral	15 Pieces	15 Pieces
51.	Thermoflex	9 Pieces	9 Pieces
52.	Tobrased Eye Ointment	2 Pieces	2 Pieces
Drops			
53.	Tobrased	3 pieces	3 pieces
54.	Visine	6 Pieces	6 Pieces
Laboratory Material			
55.	Glucose Strip	5 Boxes	250 Pieces
56.	Multistix Urine Strip	4 Boxes	450 Pieces
Medical Supplies			
57.	Airway	10 units	10 units
58.	Bandafix Dressing Net “0”	4 pieces	4 pieces
59.	Bandafix Dressing Net “5”	2 Pieces	2 Pieces
60.	BATTICON 100ml.	11 Pieces	11 Pieces
61.	Lancet	9 Boxes	9 Boxes
62.	Body Bag	4 pieces	4 pieces
63.	LANGUAGE PRESSER (Abeslang)	7 Boxes	7 Boxes
64.	Diphoterine Eye Wash	1 Piece	1 Piece
65.	Diphoterine Mediflex 500 Cc	6 Pieces	6 Pieces
66.	Diphoterine Spray	4 pieces	4 pieces
67.	Diphoterine Body Shower	1 Piece	1 Piece
68.	Ecg Gel	2 Pieces	2 Pieces
69.	ECG Paper	90 Pieces	90 Pieces
70.	Elastic Bandage 10 Cm	2 Pieces	2 Pieces
71.	Elastic Bandage 6 Cm	12 Pieces	12 Pieces
72.	Endotracheal Tube	5 pieces	5 pieces
73.	Injection Needle Tape (Pointband)	9 Boxes	9 Boxes
74.	Injector Sterile 10 Ml Piston Green Tip	4 Boxes	580 Piece
75.	Injector Sterile 2 Ml Piston Green Tip	2 Boxes	370 Piece
76.	Injector Sterile 5 Ml Piston Green Tip	2 Boxes	440 Piece
77.	Injector Sterile 60 Ml Piston	3 pieces	3 pieces
78.	Ethyl alcohol	15 liters	15 liters
79.	Patch 2,5 X 5	5 pieces	5 pieces

80.	Plaster 5 X 5	11 Pieces	11 Pieces
81.	Foley Probe	6 Pieces	6 Pieces
82.	Urine Bag	5 pieces	5 pieces
83.	Insulin Injector 100 Units	1 box	150 Piece
84.	Intraket Blue	1 box	65 Pieces
85.	Intraket Pink	1 box	6 Pieces
86.	Intraket Yellow	1 box	4 pieces
87.	Silk Surgical Thread (Number 2 and 3)	1 box	14 Pieces
88.	Tick Pen	5 pieces	5 pieces
89.	Sharp Piercing Medical Waste Bin	10 units	10 units
90.	Examination Table Cloth	10 units	10 units
91.	Nasogastric Catheter (Catheter)	5 pieces	5 pieces
92.	Nebulizer Mask Set	10 units	10 units
93.	Non-Sterile Medical Examination Gloves	15 Boxes	15 Boxes
94.	Oxygen Mask Set	15 Boxes	15 Pieces
95.	Automatic External Defibrillator Battery	1 Piece	1 Piece
96.	Cotton Sterile 500 Gr	7 Pieces	7 Pieces
97.	Safety razor	1 box	8 Pieces
98.	Rollfix Patch	8 Pieces	8 Pieces
99.	Rolped Eye Washer	20 Boxes	1000 Piec
100.	Bandage 100 Mt (Ball)	2 Balls	2 Balls
101.	WRAPPING CLOTH 10cmx150cm (Single	1 box	50 Pieces
102.	Tegaderm Pad & Film	16 Boxes	16 Boxes
103.	Cosmopor IV	1 box	10 units
104.	Serum Sets	1 box	75 Pieces
105.	Sterile Medical Exam Gloves	1 box	70 Pieces
106.	Thermophore	8 Pieces	8 Pieces
107.	Tfa Digital Lab Thermometer Lt-102	1 Piece	1 Piece
108.	Medical Waste Bag	4 Rolls	4 Rolls
109.	Medical Examination Mask	15 Boxes	15 Boxes
110.	Triangle Bandage	1 box	48 Pieces
111.	Burn Kit (Burnshield 120x160cm)	1 Piece	1 Piece
112.	Burn Kit (Burnshield 60x40cm)	2 Pieces	2 Pieces
113.	Burn Kit (Burnshield Hydrogel)	5 pieces	5 pieces
114.	Burn Kit (Burnshield 10x10cm)	5 pieces	5 pieces
115.	Burn Kit (Burnshield 20x20cm	10 units	10 units
116.	Band-Aid (Sanitabant Family Type)	60 Boxes	60 Boxes

The coastal facility has first aid kits on trasshipers, barges and tugboats. Their contents are as follows.

Patch	Eye Wash Glass
Plaster	sterile eye pad
Tourniquet	Glove
Cotton	triangle bandage
Bandage	Scissors&Safety pin
Gauze	sponge

12. DEFINITIONS AND ABBREVIATIONS

Handling : Dangerous cargo; loading and unloading, stacking, sorting, relocation, loading and unloading of the cargo transport unit, degassing, ventilation, replacement or repair of the cargo transport units and their packaging, and similar transportation transactions,
DGHG: Dangerous Goods Handling Guide
Temporary storage: For a temporary period of time at the coastal facility of dangerous goods subject to transport storage,
Ship's Person: Owner , operator, charterer, captain or agents and natural or legal persons authorized to represent the ship owner.
Cargo Person: The sender , receiver, representative or organizer of the transport works of the dangerous cargo .

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

Coastal edge line: Sandy, pebbly, rocky, stony, reed, swampy and swampy areas formed by the water movements in the land direction after the coastline in sea, natural and artificial lakes and streams . the natural boundary of similar areas ,

Coastal facility: Port, quay, pier, berthing place, fuel oil, liquefied gas, where ships or marine vehicles can safely take their cargo or take shelter, where dangerous cargo is handled, including the temporary storage areas located on the sea side of the shore edge line defined in the Coastal Law No. 3621. or chemical pipeline and float system or dolfen/platform,

Existing coastal facility: The coastal facility that has been granted a coastal facility operation permit/coastal facility temporary operation permit within the scope of the Regulation on the Procedures and Principles Regarding the Operation Permit for Coastal Facilities published in the Official Gazette No. 26438 and dated 18/2/2007 ,

Incident: Occurring in a coastal facility in connection with operations and activities and endangering the safety of the facility, people in the facility or other persons, or the environment or not fixed in case of endanger able to insert the one which... and accident outside remainder event or events sequence,

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

Dangerous Goods Compliance Certificate : Hazardous material handling and the coastal facilities engaged in temporary storage activities, which they have to take within the scope of the regulation and document,

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

Harbour Master: Each harbour master established by legislation in our country,

IMSBC Code: International Maritime Solid Bulk Cargoes Code,

IMDG Code: International Maritime Dangerous Goods Code,

VHF : Radio communication made over very high frequency,

CTU: Freight Transport Unit

IMO: International Maritime Organization

UN: United Nations

MSDS: Material Safety Data Sheet

ADR: European Agreement on the International Carriage of Dangerous Goods by Road

PRESENTATION

This guide is published by the Ministry of Transport and Infrastructure; It has been prepared within the framework of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety dated 14 November 2021 and numbered 31659" and ıt has been prepared within the frame work of ''Dangerous Cargo Handling Guide Implementatıon ınstructıon dated 20 April 2022 and numbered 281879''

This Guide applies to the entry and presence of dangerous goods in port areas, both on board and on shore. These are intended to be made applicable to all ships visiting a port, regardless of their flag.

ships' stores and equipment , or to troop transports and warships. It is to help the persons and institutions that prepare the legal requirements to ensure that these requirements are made as effective as possible by specifying all possible situations of dangerous goods in the cargo areas, but without creating validity for exceptional situations.

This guide and its content can never be in violation of the requirements of national and international legislation and do not remove the responsibilities of the parties within the framework of national and international legislation. When there is a conflict between this guide and the relevant national and international legislation, the relevant national and international legislation provisions are valid.

This is Dangerous Goods Handling It is obligatory to follow up the matters specified in the guide by the ship's captains and cargo persons in accordance with the changing national and international provisions. This guide has been prepared only as a guide and it is the legal responsibility of the relevant parties to take the necessary preventive measures/measures even if they are not specified in this DGHG.