TOROS TARIM SANAYİ VE TİCARET A.Ş.

SAMSUN ENTERPRISE

DANGEROUS CARGO HANDLING GUIDE

PREPARATION DATE:31.12.2015

(See Revision Page for Revisions)

SERDAR GÖK

SIGNATURE

SEAL

REVISION PAGE

Sequence No.	Revision Number	Content of the Revision	Revision date	Revision Maker	
				Name and surname	signature
1	01	TYER Instruction Update	13.06.2022		
2	02	TYER Instruction Update	20.12.2022		
3	03	Appendix 13, Facility Information Form, Articles 4.3 and 4.4 Update	08.02.2024	Cengiz Boy	
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Contents

Aim:

The purpose of this guide is Toros Tarım Sanayi ve Tic. In Samsun Port Facility operated by A.Ş., to ensure that the dangerous goods transportation activities to be carried out by sea are economical, fast, safe, high quality, with the least negative impact on the environment and in harmony with other transportation activities.

Scope:

This guide

Dangerous goods to be handled at Samsun Port Facility, the duties and responsibilities of the Dangerous Goods Safety Advisor, the duties and responsibilities of the ship's captain, the cargo person and the coastal facility operator during the loading, stowage, storage, unloading of the transport unit and the ship, notification, temporary storage of these cargoes at the port. covers the measures.

Legal Basis:

This guide is the 7th of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety published in the Official Gazette dated 14/11/2021 and numbered 31659.and the Implementation Instruction of the Ministry of Transport and Infrastructure, dated April 27, 2022 and numbered 79462207-010.03/E.80457, numbered 281879.

Definitions and Abbreviations:

In terms of the application of this guide;

Ministry: Ministry of Transport and Infrastructure

Emergency: The crisis situation caused by fire, explosion, flood, sabotage, terrorist attack, nuclear explosion and similar events, including natural disasters that stop or interrupt the normal activities of all or certain parts of the Samsun Port Facility and require urgent intervention,

Emergency Evacuation Plan:The plan prepared for the evacuation of ships and marine vehicles, personnel, vehicles-equipment from Samsun Port Facility in case of emergency,

Samsun Port/Port Facility: Toros Tarım Industry and Trade. Samsun Port Facility operated by A.Ş.

Port Management: Samsun Port Facility Management Directorate,

Port Authority: Samsun Regional Port Authority,

Emergency Evacuation: It refers to the evacuation of ships and marine vehicles, personnel and vehicle-equipment from the port in case of emergency.

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

Coastal Facility: Docks, piers, buoys, platforms and anchorages, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely take and take cargo or passengers or shelter, Toros Tarım Sanayi ve Tic.A.Ş., Samsun Port Facility.

Freight Transport Unit: Designed and manufactured for the transport of packaged or bulk dangerous goods;road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railroad car and tank-wagon, container and tank-container**,**

Dangerous Goods (Dangerous Goods): 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, packaged goods and objects given in Part 3 of the IMDG Code, characteristic of the cargoes given in Attachment 1 of the IMSBC Code bulk cargoes with the words "B" and "A and B" in the group box in the group box in the group box, 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, Gaseous substances given in GC Code Section 19, and substances that have not yet been included in these lists, but that have the potential to harm life, property, the environment or other materials during transportation due to their physical, chemical properties or mode of transport, and the packages in which these substances are transported and that have not been cleaned properly. and freight transport units,

Ship Captain: Person who manages the ship carrying dangerous goods coming to the port,

Boat: The ship that loads/discharges dangerous goods at the port,

ADR: European Agreement on the Road and International Transport of Dangerous Goods,

Safety Data Sheet (SDS Form): Dangerous substances and preparations;The document containing detailed information on its properties, the safety measures to be taken in the workplaces according to the dangerous properties of the substance and preparation, the necessary information on the protection of human health and the environment from the negative effects of dangerous substances and preparations,

Preparation: Mixtures or solutions of at least two or more substances**,**

Shore Facility Operator: Toros Tarım Industry and Trade Inc.,

Incident Control Center: Port Support Services,

Hot work: Use of open fires and flames, electrical tools or hot rivets, grinding, soldering, burning, cutting, welding or any other repair work involving heat or generating sparks, which may cause danger due to the presence or proximity of dangerous loads in the environment,

Buyer: Real and legal persons who will take delivery of the dangerous cargo in accordance with the transport contract**,**

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

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

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

Handling: Without changing the essential characteristics of the dangerous cargo, changing its location, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing the cargo transport units and packages, and similar operations for transportation,

Fumigation: The process of applying chemical substances in the form of solid, liquid or gas that act in gaseous form to a closed cargo transport unit or ship hold in order to destroy harmful organisms,

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

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

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

IMO: United Nations International Maritime Organization,

IMSBC Code: International Maritime Solid Bulk Cargo Code,

ISPS Code: International Ship and Port Facility Security Code**,**

Administration: General Directorate of Maritime Affairs

Timber Code: Code of Safe Practices Regarding Ships Carrying Timber Cargo on Deck**,**
Container:A load carrying equipment that has a certificate in accordance with the applicable standards within the scope of the CSC Contract,

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

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

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

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

Uploaded by: Natural or legal persons who load dangerous cargoes and cargoes that pose a danger in terms of loading safety to the ship or sea vehicle, vehicle or cargo transport unit in accordance with the instructions of the sender, and who label and plate the cargo transport unit, and who handle, stack and unload the cargo, including the dangerous cargoes in the ship or cargo transport unit. **,**

1. INTRODUCTION

1.1 General information about the facility includes the minimum information specified in the facility information form presented below.

FACILITY INFORMATION FORM

1	Facility operator name/title	Toros Terminal Servisleri ve Denizcilik Inc. Co.		
2	Address of the facility operator	Sanayi Mahallesi, Bakır Sitesi Street No:9/25 55300 Tekkekoy/Samsun		
3	Facility name	Samsun Port Facility		
4	City where the facility is located	SAMSUN		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Sanayi Mahallesi, Bakır Sitesi Caddesi, No:9/25 55300 Tekkeköy/SAMSUN Phone:+90 0362 259 0980 Fax:+90 0362 259 0956 samsun.fabrika@toros.com.tr www.toros.com.tr		
6	Geographical region of the facility	black Sea region		
7	Port Authority and contact details of the facility	Samsun Regional Port Authority Phone:0 362 435 90 13-14 Fax:0 362 432 27 44- 0 362 445 1635 email:samsun.liman@uab.gov.tr Address:Kale Mahallesi Sahil Caddesi No:9 ILKADIM / SAMSUN / TURKEY www.samsunliman.uab.gov.tr		
8	The Municipality to which the Facility is Affiliated and its Contact Details	Samsun Tekkekoy Municipality Phone:0 (362) 256 03 24 0 (362) 256 00 04		
9	Name of Free Zone or Organized Industrial Zone where the facility is located	Private propriety		
10	Validity date of coastal facility operation Permit/Temporary Operation Permit	16.12.2024		
11	Operating status of the facility (X)	Own load and additional 3rd party (X)	Own load (...)	3rd Party (...)
12	Facility manager's name, surname, contact details	Serdar GÖK Phone:0 362 256 09 80 Fax:0 362 256 09 56 e-mail:serdar.gok@toros.com.tr		

13	Name, surname, contact details of the dangerous goods operations officer of the facility	Cengiz Boy Phone: 0 362 256 09 80 /1292 Fax:0 362 256 09 56 e-mail:cengiz.boy@toros.com.tr	
14	Name, surname, contact details of the facility's Dangerous Goods Safety Advisor	Ümmühan Seren Sezer Phone : 0531 344 43 52 e-mail: serengul@demirtmgdk.com	
15	Marine coordinates of the facility	41' 15" 02" N – 36' 27"24" E	
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code)	IBC Code IMSBC Code	
17	Dangerous goods handled at the facility (loads other than IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	SULFUR	UN1350
		PHOSPHORIC ACID	UN1805
		AMMONIA	UN1005
		SULFURIC ACID	UN1830
		COAL	B or A'
18	Classes for cargo handled, subject to IMDG Code	-	
19	Groups in characteristic table for handled cargo subject to IMSBC Code	SULFUR (B), COAL' B or A'	
20	Types of ships that can approach the facility	General Cargo Ship Chemical Tanker Solid Bulk Carrier Liquefied Gas Tanker	
21	Distance of the facility to the main road (kilometers)	2.6 km	
22	Distance of the facility to the railway (kilometers) or railway connection (Yes/No)	THERE IS	
23	Name of the nearest airport and distance to the facility (kilometers)	Samsun Carsamba Airport 12.2 km	
24	Load handling capacity of the facility (Ton/Year;TEU/Year;Vehicle/Year)	3,000,000 Tons/Year	
25	Whether or not scrap handling will be done at the facility	No	
26	Is there a border gate? (Yes No)	Yes	
27	Is there a bonded area? (Yes No)	Yes	

28	Cargo handling equipment and capacities	1.000 Ton/h with mobile crane	
29	Storage Tank capacity (m3)	Ammonia Tank (44.286m³), Sulfuric Acid Tank (33.622m³), Phosphoric Acid Tank (33.928m³)	
30	Open storage area (m2)	223.600 m2	
31	Semi-closed storage capacity (m2)	NONE	
32	Closed storage area (m2)	40,951m²	
33	Determined fumigation and/or de-fumigation area (m2)	NONE	
34	Name/title contact details of pilotage and tugboat services provider	Sanmar Shipping Machinery and Trade Inc. Cem Seven - 0 216 458 5940 - 0 216 458 5900- 0 322 634 2222 – 252 Med Marine Pilotage and Tugboat Services İnş.San.Ve Tic.A.Ş. Belediye Evleri Mah., 386 Sok., Fisherman's Shelter, No:7/1 Canik/SAMSUN Kemal AKSOY- +90 (212) 311 18 00	
35	Has a Security Plan been created? (Yes No)	Yes	
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	Waste Type	Capacity (m3)
		sludge	30 m3
		Bilge Water	20 m3
		Y Category Toxic Liquid	3 m3
		Z Category Toxic Liquid	3 m3
		Waste oil	20 m3
		Mobile Transfer Tank	8 m3
		Mobile Transfer Tank	4 m3
		Category A Waste (Plastic Waste)	30 m2
		Category B Wastes (Food Wastes)	720 liters
		Category C Waste (Domestic Waste)	60 m2
		Category D Wastes (Cooking Oils)	250 liters

		Category E Wastes (Incinerator Ash)	40 m2
		Category F Wastes (Operational Wastes)	60 m2

37	Dock/pier etc. properties of fields

Dock	Height (meter)	Width (meter)	Maximum water depth (metre)	Minimum water depth (meters)	The largest ship tonnage and length to berth (DWT or GRT-meter)
Pier No 1 (Bulk)	613 m	19.80 m	19.00 m	9.80 m	50,000 DWT-Bulk
Pier No 2 (Bulk Liquid)	613 m	19.80 m	19.50 m	10,10 m	30.000 DWT-Liquid

Pipeline Name (if available on site)	Number (piece)	Length (meter)	Diameter of (inch)
Sulfuric Acid Pipeline	1	562	8
Phosphoric Acid Pipeline	1	562	12
Ammonia Pipeline	1	602	10

1.2 Procedures for Safe Handling of Dangerous Goods

1.2.1 Solid State Dangerous Goods Safe Handling Operation Procedure

Bulk Dangerous Solid Cargoes

The loading and unloading program is prepared 1 day in advance at the operation meeting.The equipment, crane, crew, number of posts and berth to be used in this meeting are determined.The personnel who will work in the operation are informed about the danger of the load and are equipped with the necessary protective equipment.Environmental safety is provided by HSE.No personnel are assigned in the ship's hold and in the field before gas measurements are made in the closed area.

Necessary warnings are made so that the trucks do not load excessively, and the responsible pay attention to this issue.After loading, the trucks must be covered.

Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading.It will be checked that the driver has the necessary protection equipment.

Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleaning and control of the proper execution of these works are in the hands of the shift supervisor.

The responsibility for loading and unloading in accordance with the cargo plan belongs to the port authorities.

In case the ship evacuation is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.

A tarpaulin is laid between the ship and the pier and a person responsible for cleaning is determined for the loads scattered around.

Necessity

While determining the areas to be handled according to the risks of dangerous goods;Administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.

Issues regarding additional safety and security measures to be taken in coastal facilities and these measures will be provided by the Operations department.

The port manager and the chief of operations responsible for the handling of dangerous solid bulk cargoes are assigned and their duties are defined in the quality management system.

Electrical equipment, equipment and hardware to be used in areas where hazardous materials are handled shall be of standards suitable for use in flammable, explosive or explosive environments.During cargo operations for dangerous solid bulk cargoes, electric lamps other than arc lamps shall be used and these lamps shall be gas-tight.
Adequate number of suitable personal protective clothing, equipment and equipment will be provided against the characteristics of the handled dangerous solid bulk cargoes and the risks they may pose.

The concentration of toxic or flammable gas that may form in the areas where dangerous solid bulk cargoes that emit toxic or flammable gas are handled and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded.

Areas where dangerous substances such as coal, which burn by themselves but are not affected by water, are stored, should be equipped with water cannons and irrigation operations 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.

Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during discharging or loading onto the ship will be kept between the ship and the pier during the operation.

The master of the ship that will load/discharge the dangerous solid bulk cargo shall take the detailed loading/discharge plan, which includes the details of the position and quantities of the cargo in question on the ship, by the operation manager before starting the loading/discharging process.An agreement will be reached between the ship's master and the operation manager regarding the said loading/discharge plan.

Ship's master and operations supervisor, within their own areas of responsibility, operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "The Code of Practice for Safe Loading and Discharging of Bulk Cargo Ships (BLU)" Code)", "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31.12.2005 and numbered 26040, and "Loading and Unloading Handbook of Solid Bulk Cargoes for Terminal Representatives (IMO MSC/Circ.1160). It will ensure that it is done in accordance with MSC/Circ.1230 and MSC.1/Circ.1356).

1.2.1 Dangerous Liquid Bulk Cargo Safe Handling Operation Procedure

For the purpose of detecting gas leaks that may occur, gas detectors have been calibrated and are kept ready for use.

During the loading/discharging operation, all kinds of vehicles coming to the filling/discharging platform in the facility are equipped with flame arrester apparatuses and grounded in order to be completely free of static electricity.Our automation system does not allow the filling of tankers whose grounding system is not connected.Land Tankers that are not flame-retardant are not admitted to the port facility.

Necessary warnings and warning signs are placed around the handling area in the form of fixed signs.In all operation areas of the enterprise, personal protective clothing and equipment are worn in accordance with the occupational safety and worker health criteria of the personnel in dangerous places and situations.Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas are not employed.

Periodic maintenance, repair and calibration of the devices used are carried out and the certificates and records documenting this situation are kept up to date.

In case of emergencies or accidents, first aid materials to be used for intervention are kept in places known by the personnel and specified in the Dangerous Goods handbook and layout plan.

Ex-proof radios suitable for Zone-1 area are used for safe use in flammable or explosive environments in the operations of loading/discharging communication equipment of dangerous liquid bulk cargoes.

Flexible hoses used for loading/discharging liquid bulk cargoes;Tests, maintenance and repairs are carried out in accordance with the criteria specified in ISGOTT, and test reports and maintenance and repair records are kept.Hoses that will be used in loading/discharge operations but not in service are kept by blinding in accordance with the criteria specified in ISGOTT.

Electrical insulation flange and insulated flange bolt connections are used in the connection of flexible hoses used in the discharge/loading of liquid bulk cargoes to the ship.

Dangerous liquid bulk cargoes are handled in a way that eliminates the possibility of interaction with other cargoes, and circuits suitable for the product are used.

Ship Operation Chief Eng.and Ship Management Watch Engineers are responsible during the shift hours.

Ship Management Chief Eng. and Ship Operations Shift Engineers' duties are defined in the quality management system.

Freight operations and emergencies:
Piping used for dangerous bulk liquid cargoes

Flexible hose:

- Considering the temperature and suitability of such loads, it is not used for loads other than those for which it is suitable.
- If it is prone to damage by impact, it is appropriately protected,
- In cargo handling, the pipeline on the sea side of the isolated flange will be electrically continuous to the ship and the land side will be electrically continuous to the grounding system.The insulating flange is tested periodically and in accordance with section 17 of the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

Operations Manager

- Take adequate measures to prevent short circuit in the insulation section,
- To ensure that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,
- It shall ensure that other metallic connections between the interface and the shore are protected or regulated to ensure that there is no possibility of an initiating sparking where a flammable atmosphere may occur.
- It will act according to the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

Ignition Sources

- The Operations Officer will ensure that the ship's master is informed of the conditions that may necessitate taking precautions regarding ignition sources such as ship's furnaces or cooking utensils.
- It will ensure that spills are contained.
- Should a spill occur, containment and disposal tools will be readily available.

Initial Measures

- Within their respective areas of responsibility, the Ship's Master and Operations Officer will ensure that the cargo handling controls, measuring systems, emergency shutdown and alarm systems are tested and found satisfactory before starting the load transfer operation.
- Before starting the dangerous liquid bulk cargo operation, on the "Liquid Chemical Ships Discharge Report", the Ship's Captain and the Operations Officer will agree in writing the transportation times including the maximum loading or unloading speeds, taking into account the following points.
- The number, diameter, flow rate and maximum working pressure of the lines and hoses that the ship and the lines to be allocated for the evacuation of the Toros terminal will be kept under control.
- The availability of responsible persons will be ensured during launch operations on board and on shore.

- Appropriate security checklist showing the main security measures to be taken before and during such transfer operations will be completed and signed.
- In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used will be accepted in writing.
- It will be ensured that appropriate safety precautions and clothing are used.
- The operations officer will ensure that the flexible hose's loading/unloading connections are safely and sealed blanked when not in use or in standby service.

Pumping
Ship's Captain and Operations Officer within their respective areas of responsibility;

- Checks are made at agreed periods to ensure that accepted back pressures and loading or unloading speeds are not exceeded;
- All due care is taken to prevent leakage of all relevant piping, Flexible hoses and connected equipment on board and ashore, and adequate supervision is exercised during the transfer of dangerous bulk liquid cargoes;
- Effective communication is maintained between the ship and shore equipment during transfer operations;
- A safety checklist is available for inspection during handling operations;
- During the handling of dangerous liquid bulk cargoes, necessary arrangements are made for measuring tankers to be discharged to ensure that the tanker is not overfilled;
- that responsible persons are present during operations on board and on shore;

They will make sure that appropriate safety equipment and clothing are used.

Completion of the Operation
Ship Captain and Operations Officer within their respective areas of responsibility;

- After the transfer of dangerous bulk liquid cargoes is completed, it will ensure that there is no pressure in the unloading valves and flexible hoses.
- Before the flexible hose leaves the ship, the fluids are drained and the pressure is relieved;
- All safety precautions have been taken, including the blind flange sealing of ship manifold connections and Flexible hoses;

They will make sure that appropriate safety equipment and clothing are used.

2. RESPONSIBILITIES

All parties engaged in the transport of dangerous cargoes have to take all necessary measures to carry out the transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage in case of an accident.The EmS Guide which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Cargoes in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous cargoes should be used. The Medical First Aid Guide (MFAG) in the IMDG Code annex is used in order to provide the necessary medical first aid for the people affected by the damages of dangerous cargoes and the health problems caused by the accidents involving these cargoes

2.1 Responsibilities of Cargo Person

The responsibilities of the sender, receiver (or its representative acting on behalf of the buyer), freight forwarder, who are defined as the cargo related person in Samsun Operation Port Facility, are as follows:

a) To prepare and has all mandatory documents, information and documents related to dangerous cargoes prepared and ensures that these documents are present with the cargo during the transportation activity.
b) To provide classification, definition, packaging, marking, labeling and placarding of dangerous cargoes, in accordance with the legislation, if possible, according to their type.
c) To ensure that dangerous cargoes are safely loaded, stacked, securely fastened, transported and unloaded to the packaging and cargo transport unit, whichever is possible, in accordance with the approved and rules, according to the type of load.

2.2 Responsibilities of The Coastal Facility Operator:

The responsibilities of the Port Facility of Samsun Operation, which is the operator of the coastal facility, are given below.

a) Not to berth the ships carrying dangerous cargoes without the permission of the port authority.
b) To provide written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.
c) Not to handle dangerous cargoes for which it has not received a handling permit from the administration, and not to make the ships that will berth suffer by planning in this context.
d) To request mandatory documents, information and documents related to dangerous cargoes from the person concerned and ensures that they are included with the cargo. In case the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
e) To carry out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned
f) To determine the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.
g) To control the transport documents containing information that the dangerous cargoes coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

h) To ensure that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel without documents to these operations.
i) To ensure that the dangerous cargoes handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
j) To ensure that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the coastal facility.
k) To perform activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.
l) To equip the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
m)To keep the updated list of all dangerous cargoes in the closed and open areas of the ships berthed at its facility and gives this information to the relevant parties upon request.
n) To notify the port authority of the instant risk posed by the dangerous cargoes that it handles or temporarily stores in its facility and the measures it takes for it.
o) To notify the port authority of the accidents related to dangerous cargoes, including the accidents at the entrance to closed areas.
p) To provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
q) To ensure that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes that are not allowed to be temporarily stored are transported 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.
r) To take fire, environment and other safety measures in accordance with the class of dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous cargoes are transported. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.
s) To get permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
t) To prepare an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
u) To ensure the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

2.3 Responsibilities of Ship Person

The responsibilities of the ship owner who will discharge or load dangerous goods at the port are as follows:

a) To ensure that the cargo to be carried by the vessel is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
b) To request all mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.
c) To ensure that the documents, information and documents required to be found on the ship regarding dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.
d) To control the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
e) To inform the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
f) To keep up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.
g) To ensure that the loading program, if any, is approved and documented and kept in working condition.
h) To notify the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
i) In case of leakage in the dangerous cargo or if such a possibility exists, it does not accept the dangerous cargo to be carried.
j) To notify the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
k) To provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
l) To do not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
m)To ensure that the people of the ship involved in the handling of dangerous cargoes use personal protective equipment suitable for the physical and chemical properties of the cargo.
n) To provide the requirements regarding the loading safety of the loads loaded on the ships.

2.4 Carrier Responsibilities

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

2.5 Dangerous Goods Safety Advisor responsibilities

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

within one month.This report does not replace the report that should be written within the scope of international or national legislation.

u) To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods in accordance with the format determined by the Administration, within the first four months as of the end of the year, and to submit it to the TMGDK, within which it works, and to the business providing consultancy services, to send it to the Administration via www.turkiye.gov.tr when requested.
v) TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities set forth in the Regulation on Maritime Transport of Dangerous Goods and Loading Safety of the coastal facilities they serve or serve, and submit this report to the Administration.
w) Except for the coastal facilities that will receive PIUB for the first time, TMGD is present at the coastal facility during the PIUB audits and actively participates in the audits.
x) It prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy.TMGD's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.
y) In addition to the IMDG Code, within the scope of dangerous goods handled at the coastal facility, he/she will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility.The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.

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

This guide has been prepared for the classification of the cargoes within the scope of the IMSBC Code, IBC Code coming to the coastal facility operation by sea or land, loading to the transport unit and ship, unloading from the transport unit or ship, handling, stacking and inspection of the cargo.Procedure for safety and security measures by the shore facility for the safe handling of dangerous solid bulk cargoes.

The following fire, environmental safety and other safety measures have been taken at the dangerous cargo stowage area with UN number.

3.1 Approach

a) Provides adequate and secure fastening facilities
b) Provides adequate and safe access between ship and shore

3.2 Examination

a) Ensures that the areas where the IMSBC and IBC code cargo transport units are kept are properly inspected and that leakage or damage inspections of the package or cargo transport units are carried out regularly.The necessary treatment of cargo transport units with leaks or damage is carried out only under the supervision of a responsible person.

b) Ensures that no one opens or interferes with any dangerous cargo container, tank-container, mobile tank or vehicle without a reasonable reason.When a cargo container, tank-container, mobile tank or vehicle (tanker) is opened by a person authorized to inspect, it ensures that the person concerned is aware of the possible dangers arising from the presence of dangerous cargoes.
c) Powered or non-powered equipment used in handling and stacking operations is inspected and inspected prior to use to ensure they are maintained in accordance with the manufacturer's maintenance instructions, are in good working condition and are of appropriate standards.

3.3 Identification, Packaging, Marking, Labeling Or Labeling And Documentation

a) Port facility operators must ensure that dangerous cargo entering the facility, properly identified, packaged, marked, labeled or plated, will be duly complied with the provisions of the IMDG Code or, alternatively, appropriate national or international legal requirements that may be applied in the mode of transportation. ensure that it has been properly approved or declared.

3.4 Safe Loading And Parsing

a) It appoints at least one responsible person who has sufficient knowledge about transportation and national or international legal requirements for the transportation of dangerous goods, including the separation of incompatible cargoes.

3.5 Emergency Operations

Ensures that appropriate emergency arrangements are made and notified to the relevant parties.These regulations include:

a) Providing appropriate emergency alarm operating points;
b) Notification of an event or an emergency to the relevant emergency services inside and outside the port area;
c) Notification of an incident or emergency to the port authority and port area users at sea and on land;
d) Supply of emergency vehicles suitable for the hazards of the dangerous goods to be handled;
e) Organizing coordinated arrangements for a ship's departure in the event of an emergency.
f) There are always arrangements to provide adequate access/exit,
g) Considering the necessity of a safe and fast emergency escape plan, taking into account the nature of the dangerous cargoes and all their special conditions,
h) In order to provide the necessary medical first aid for the people affected by the damages of dangerous goods and the health problems caused by the accidents involving these loads, first of all, Ministry of Health Institutions and people with First Aid qualifications, and the "Medical First Aid Guide (MFAG)" in the annex of the IMDG Code. is used.
i) "Emergency Plans (EmS)" included in the IMDG Code annex are used for emergencies involving dangerous cargoes.
j) In case of emergencies or accidents, first aid materials to be used for intervention are kept in easily accessible places by the personnel.

3.6 Emergency Information

a) Port facility operators, including quantities, Proper Shipping Names, correct technical names (if applicable) UN numbers, classes or, when assigned, division of goods, Class 1, compatibility group letter, sub-hazard classes (if assigned) packing group (if assigned)) and provides a list of all dangerous goods in warehouses and other areas, including the exact location kept ready for emergency services.
b) The person responsible for the warehouses and areas where dangerous cargo handling is carried out is aware of the occupancy status of the dangerous goods in his area and keeps the information ready for use in case of emergency.
c) Ensures that the person responsible for cargo loading operations involving dangerous cargo has the necessary information about the measures to be taken to deal with accidents related to dangerous cargoes and that this information is available for use in emergencies.
d) It uses electronic or other automated information processing or transmission techniques to provide access to information.
e) Data sheets of hazardous materials are normally available from the manufacturers of the chemicals.Emergency response information and electronic databases are also available and are used when direct access to data is provided.
f) It ensures that port or dock emergency response operations and port or dock emergency telephone numbers are located within or in important locations of warehouses and dangerous goods transportation and operations.
g) Ensure that fire-fighting and pollution-fighting equipment and equipment are clearly marked and notices highlighting them are clearly visible in all appropriate places.
h) It gives the information of the emergency operations in force and the services available on its interface to the captain of the ship loading or carrying dangerous goods.

3.7 Fire Precautions

Makes sure of the following;

a) Since the moorings at the docking interface are always available for emergency services access,
b) Audible or visual alarms for emergency use are located within the area and communication means are available for emergency services.
c) All areas used for the transport of dangerous goods are kept clean and tidy,
d) The captain of the ship is informed about the location of the nearest vehicles to call the emergency services before the dangerous goods are loaded,
e) Lighting and other electrical equipments that are safe to use in flammable or explosive environments are available in the areas where dangerous loads are located,
f) Since the places where smoking is prohibited are determined,
g) Signs in the form of symbols prohibiting smoking are clearly visible at all points and are kept at a safe distance from places where smoking areas would pose a danger,
h) Equipment used in a flammable or explosive environment or in an environment where such conditions may develop is safe for use in a flammable or explosive environment, does not cause any fire or explosion and is suitable for use in this way,
i) Considering the fire and explosion hazards that may occur as a result of the transportation of dangerous goods, the cargo transport units that are kept empty may still contain residues and flammable vapors and may pose a danger,

j) Electric appliances plugged into portable plugs with extension cords are not used in areas or places that can create a flammable atmosphere.

3.8 Fire Fighting

a) Ensures that adequate and correctly tested fire extinguishing equipment and facilities are available in the port in accordance with the requirements of the Administration in areas where dangerous goods are transported or loaded.
b) Provides training for the personnel involved in the transportation or loading of dangerous goods on the use of fire extinguishing equipment in accordance with the requirements of the Administration and conducts fire drills.

3.9 Environmental Precautions

a) It ensures that dangerous goods are carried only in areas that comply with the requirements of the Administration.
b) A damaged package containing dangerous goods ensures that the unit load or cargo transport unit is intervened in accordance with the requirements of the Administration and does not allow such dangerous cargoes to be transported or transported unless they are properly repackaged and made suitable and safe for transportation and handling in all respects. .
c) It ensures that the damaged packaging, unit load or cargo transport unit containing dangerous cargoes is transported to the designated area for these cargoes, if necessary.
d) The cargoes are prevented from going to the sea with rain water to the pier.
e) It takes the necessary precautions to prevent the cargo from spilling into the sea from the ship or the pier during the loading and unloading of bulk cargoes from the ship.These precautions are also taken during limbo operations.
f) Necessary measures are taken to prevent the dangerous goods handled at the coastal facility from contaminating the soil, water or areas where water is discharged.These measures are also applied for areas with pipelines and conveyor systems used in the handling of hazardous materials.
g) It is possible to take from the ship for contaminated bilge water, dirty ballast, sludge, slop and cargo waste.

3.10 Fighting Pollution

a) It provides sufficient equipment to minimize the damage that may occur in case of spillage of dangerous goods.
b) Equipment includes oil spill containment kits, condensate caps, absorbent and neutralizing agents, as well as cleaning supplies and portable catches.
c) Ensures that the personnel involved in the transportation and handling of dangerous goods are trained and experienced in the use of pollution-fighting equipment and facilities according to the requirements of the Administration.

3.11 Reporting of Incidents

a) In the event of an accident that may endanger the safety and security of the port, the ships in the port, other property, the environment or the persons responsible for the transport duty during the transportation of dangerous goods within its area of responsibility, it shall

immediately stop the operation and do not restart the operation until appropriate safety measures are taken.All personnel are required to report this to the person responsible for the operation in case of an accident during the transport of dangerous goods.

b) In order to give a quick and effective answer;A brief and accurate description of the incident should be sent to the emergency center as quickly as possible to treat injured personnel and reduce damage.
c) If an accident occurs during the transportation of dangerous goods that may endanger the safety and security of the port, the ships in the port, other property, the environment or the persons responsible for transportation, the situation is immediately reported to the port administration.
d) A damaged or leaking package containing dangerous cargoes is immediately reported to the port authority of the unit load or cargo transport unit.

3.12 Controls

Harbor Master, where applicable:

a) Controls the documents and certificates related to the safe transportation, handling, packaging and stacking of dangerous goods upon arrival at the port.
b) It makes sure that the relevant security measures are taken in the port area and regularly checks this process for a safe transportation process.
c) If the above-mentioned controls reveal that there are deficiencies that may affect the safe transportation or transportation of dangerous goods, the Port Operator immediately informs all relevant parties and requests that the deficiencies are corrected before the transportation or transportation of dangerous goods.
d) It ensures that all necessary support is given to the port administration or other persons or institutions authorized to inspect dangerous cargoes.

3.13 Hot Work And Other Repair Or Maintenance Work

a) It ensures that any repair or maintenance work resulting from the absence of an emergency/fire equipment is not carried out without the prior authorization of the port authority.
b) In a hot job that may occur on the ship, the company that will carry out the repairs after consulting the Port Operator and the ship's captain, shall arrange a repair or maintenance work including hot work or any other work that may cause a hazard due to the presence of dangerous cargoes, arranged by the port administration. It is checked that he has a work permit.
c) Due to the need for a permit and a preliminary notification of the estimated duration of the hot work or the unavailability of equipment, sufficient notice is given to all emergency response agencies, such as the fire brigade, so that they can voice their objections and recommend additional measures. In special cases such as a hot work to be carried out in areas, a detailed field examination is carried out by experts who can determine whether special security measures should be taken.

3.14 Contaminated Waste

a) It ensures that the wastes contaminated with dangerous cargoes are immediately collected in accordance with the requirements of the Administration and disposed of by sending them to the authorized disposal facility.

3.15 Alcohol And Drug Use

a) It controls that a person under the influence of alcohol or drugs does not participate in an operation involving the transportation of dangerous goods within its area of responsibility.
b) These people are always kept away from areas where dangerous goods are transported or transported.

3.16 Weather conditions

a) It does not allow dangerous goods to be transported in weather conditions that can increase the risk significantly within its area of responsibility.
b) Explosive or dangerous liquid bulk cargoes during thunderstorms or unprotected cargoes that react dangerously in contact with water are not transported in rainy weather.

3.17 Lighting

a) Ensures that the areas and entrances where dangerous goods are handled and prepared for handling are adequately illuminated within the scope of his/her responsibility.

3.18 Handling Equipment

a) It ensures that all equipment used in the transport of dangerous goods within its area of responsibility are suitable for their intended use and used only by experienced people.
b) Within its area of responsibility, it ensures that all load handling equipment is of an approved type, properly maintained and tested in accordance with national and international legal requirements.

3.19 Protective Equipment

a) It ensures that all personnel involved in the transport of dangerous goods within its area of responsibility are provided with adequate protective equipment when necessary.
b) It is checked that these equipments provide adequate protection against the hazards specific to the transported dangerous goods and that they are of an approved type.

3.20 Education

Emergency situations (fire, explosion, leakage, etc.) and response, occupational health and safety, IMDG and ISPS code security awareness training and training on safety issues in accordance with the job descriptions and work areas of the personnel involved in the loading/discharge of dangerous goods at the port facility. will be provided.

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

4.1 Classes of Dangerous Goods

As explained in IMDG Code Volume 1 Chapter 2, Dangerous Goods Classes and Subdivisions are as follows:

IMDG Code	Danger	Hazard Class Name
Chapter 2.0		General
Chapter 2.1	**Class 1**	Explosives
Section 2.2	**Class 2**	Gases
Section 2.3	**Class 3**	Flammable Liquids
Section 2.4	**Class 4.1**	Flammable solids, self-reactive substances, polymerizing agents and solid desensitized explosives
	Class 4.2	Substances liable to spontaneous combustion
	Class 4.3	Substances which, in contact with water, emit flammable gases
Section 2.5	**Class 5.1**	Oxidizing substances
	Class 5.2	Organic Peroxides
Section 2.6	**Class 6.1**	Toxic substances
	Class 6.2	Infectious substances
Chapter 2.7	**Class 7**	Radioactive materials
Section 2.8	**class 8**	Corrosive Substances
Section 2.9	**Class 9**	**Miscellaneous dangerous cargoes and objects**

Dangerous Goods Classification Table

4.2 Packages and Packages of Dangerous Goods

There is no packaged storage at the facility.

There are Packing (Packaging) Groups (PG) specified in IMDG CODE Section 3.2 for dangerous goods.These groups and their meanings are given below:

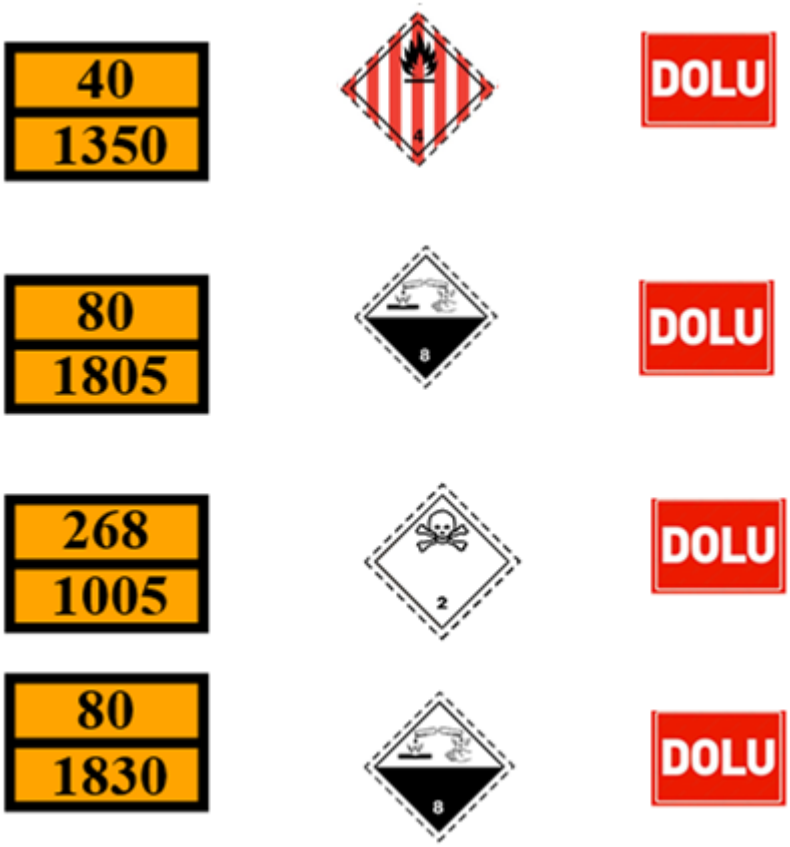
PACKAGING GROUP	DEGREE
I	High Danger
II	Moderate Hazard
III	Low Hazard

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

4.3 Placards, Plates, Brands and Labels for Dangerous Goods

Dangerous goods stored in tanks have labels on the dangerous goods stored on the tank surface where everyone can see them.Necessary labels are available in the sulfur and coal storage areas as solid bulk cargo.

In addition to the existing labels on the tanks, where the dangerous goods coming to the port facility are transferred, they can be plated as shown below within the scope of IMDG Code Sections 5.2 and 5.3.



4.4 Signs of Dangerous Goods and Packing Groups

It handles Dangerous bulk liquid cargoes (Chemical and similar liquid dangerous cargoes) and dangerous solid bulk cargoes within the scope of IBC Code in the facility within the scope of IBC Code. Under 4.1, it is UN 1350.Only liquid ammonia is handled as liquefied gas.

The information on the cargoes handled mainly in the port is given below.

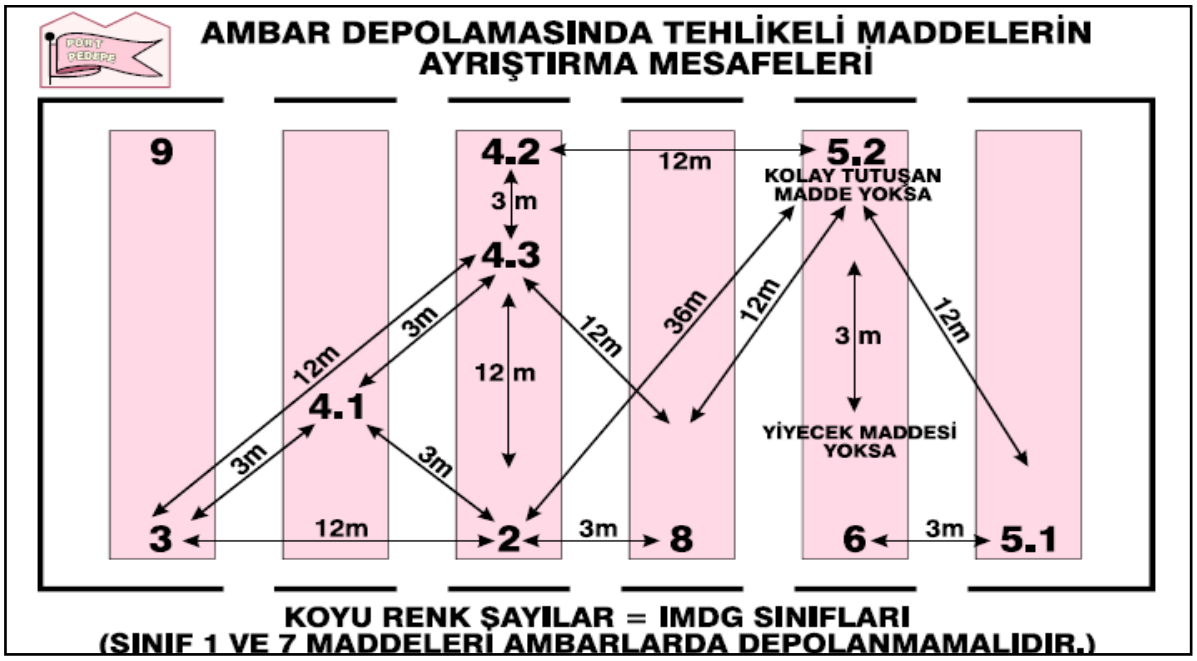
UN NO	SHIPMENT NAME	PG	CLASS	LABELING AND MARKING	IMSBC CODE SPECIFIC CHARACTERISTICS
UN1350	SULFUR	III	4.1		-
UN1805	PHOSPHORIC ACID, SOLUTION	III	8		-
UN1005	AMMONIA, WATERPROOF	-	2		-
UN1830	SULFURIC ACID containing more than 51% acid	II	8		-
UN1361-1362	Coal	II-III	4.2		A and B

4.5 Separation Tables of Dangerous Goods on Ship and in Port According to Classes

Since liquid bulk chemical cargo and solid bulk cargo are handled at the terminal, a separation table is not used.

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

One type of product (sulphur) is stored in the warehouse.



5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

In sizes that can be carried in the pocket so that the dangerous cargo class and labels, signs, dangerous cargo separation rules can be learned and recognized by the relevant port personnel;

- Dangerous Cargo Classes,
- Packages of Dangerous Cargoes,
- Packaging,
- Labels,
- Signs And Packing Groups,
- Separation Tables on Ship and in Port According to Classes of Dangerous Cargoes,
- Dangerous Cargoes Emergency Response Action Flow Chart
- Emergency Contact Information
- Locations of Emergency Equipment and Instructions for Use
- Coastal Facility Rules and Subjects

The locations of emergency equipment, usage instructions and shore facility rules are prepared in pocket sizes and presented in APPENDIX-10

6. OPERATIONAL MATTERS

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

Ships arriving at Toros Terminal can berth at the facility pier day and night. Guiding a ship that has any dangerous cargo on its deck, where and when to anchor, moor, berth and stay in the port area, taking into account the nature and amount of dangerous cargoes, environment, population and weather conditions. responsibility. In terms of wind criteria, additional measures can be decided by discussing with the guide organization.

In an emergency, the ship captain can direct the transport of the cargo to the port area from a ship with any dangerous cargo on board or its removal from the port area for the safety of the ship and crew, with the decision of the port operator and the approval of the Port Authority.

It is the responsibility of Samsun Port Authority to determine any additional requirements in accordance with local conditions and the amount and nature of the dangerous cargoes exposed to.
Port facility operators should ensure that:

- Ensuring adequate and secure lashing facilities,
- Ensuring adequate and safe access between the ship and the shore.

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

No explosive or flammable liquid cargoes should be loaded without an open cover, which will react dangerously neither in stormy weather nor in contact with water, while it is raining.

Dangerous solid bulk cargoes that can turn into flammable or toxic vapors or cause simultaneous explosion in contact with water should be kept as dry as possible. Such loads should only be transported under dry weather conditions.
Due to the nature of explosives; Transporting dangerous goods in electrically charged adverse weather conditions requires great care, especially in rainy weather conditions.

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

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

In heavy rainy weather, filling / unloading activities are suspended, taking into account personnel safety.

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

Seasonal In extremely hot weather, it should be taken into account that dangerous cargo loading/unloading operations are preferred in the morning or evening hours instead of noon.

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

Before performing a hot job in our facility, the responsible company officer who will perform the hot job will have a written authorization issued by the port administration to perform this hot job.Such authorization will include details of the hot workplace as well as the safety measures to be followed.

In addition to the security measures required to be taken by the port administration, additional security measures required by the ship and/or interface will be taken, together with the ship and/or interface responsible(s) responsible for the hot work, before starting the hot work.

These additional security measures will include:
Frequency of inspection and re-inspection of local areas and adjacent areas, including testing by approved testing organizations to ensure that areas will remain free and free of flammable and/or explosive atmospheres and that there is no oxygen deficiency;

Removal of dangerous goods and other combustible materials from work areas and adjacent areas. Substances to be removed from the said areas;including lime, sludge, sediment and other potentially flammable materials.

Combustible building materials (eg;beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition.

In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas;sealing and sealing open pipes, pipe passages, valves, joints, cavities and open parts.

A copy of the hot work authorization and safety precautions will be posted in the area adjacent to the work area, as well as at the entrance to each work area.Authorization and security measures to be taken will be posted in a place where all employees who will take part in the hot work can see it, and this will be clearly understood by the employees.

While performing hot work,
- Checks will be made to ensure that the conditions have not changed,
- At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be available for immediate use in the hot workplace.

- Based on the completion of this work during the hot work and for a sufficient period of time after its completion, an effective fire control will be carried out in the hot work area as well as in the adjacent areas where a hazard from heat transfer may occur.
- For additional more detailed information and procedures regarding hot works and processes, the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" shall be consulted.Permission will be granted for the works to be carried out on the facility and dock in accordance with ISGOTT and the Work Permit Procedure.

Risk Assessment

Location of hot work:

Area / Location: .....

Special access restrictions (due to the task involving a specific welding type or the location being a hazardous area, confined space, etc): .....

Reason for hot work:

Work activity description: .....

Likely ignition source type(s): ☐ Flame (welding, soldering, brazing, etc) ☐ Spark or slag (grinding, cutting, friction tools, welding, etc) ☐ Hot Object (metal surface, plate, etc) ☐ Other: .....

Hazard identification, risk analysis and control measure selection: *Add an additional page if the space below is insufficient.*

Specific Hot Work Issues: (tick appropriate)	☐	The hot work is to be solely undertaken by a contracted party personnel and a detailed work method statement / risk assessment has been previously prepared, reviewed by is attached to this Form.	**Attach documentation & proceed to Section 2 on the following page.**
	☐	The hot work is to be solely undertaken by personnel as per the specific hot work issues detailed below.	**Complete the Risk Assessment below.**

Risk Assessment Guide

Step 1 – Consider Consequences

What are the consequences of this hazard occurring? Consider what is the most probable consequence (below) with respect to this work hazard.

Extreme	Multiple fatalities or permanent injuries
Critical	Single fatality or permanent injury
Major	Medical treatment or lost time injury
Minor	First aid treatment
Insignificant	Incident or near miss – no treatment

Step 2 – Consider Likelihood

What is the likelihood (below) of the hazard consequence in Step 1 occurring.

Almost Certain	Is expected to occur in most circumstances
Likely	Will probably occur at least once
Possible	Event might occur at some time
Unlikely / Rare	Event not expected to occur or only in exceptional circumstances

Step 3 – Calculate Risk

1. Take Step 1 rating and select the correct column.
2. Take Step 2 rating and select the correct line.
3. Use the risk score where the two ratings cross on the matrix below.

H = High, S = Serious, M = Medium, L = Low

Likelihood	Consequences: Ins	Min	Maj	Crit	Ext
Almost Certain	M	S	H	H	H
Likely	M	M	S	H	H
Possible	L	M	M	S	S
Unlikely / Rare	L	L	M	M	S

Likelihood	Consequences: Ins	Min	Maj	Crit	Ext
Almost Certain					
Likely					
Possible					
Unlikely / Rare					

Hazard (List the hazards relating to the work)	**Controls** (List the controls to manage each of the hazards)	**Personal Protective Wears**	**Responsible Party** (List the role, contractor, competency &/or prescribed occupation responsible for implementing the controls)	**Risk Assessment** (With controls in place: High, Serious, Medium or Low)

Risk Assessment Personnel:

Risk Assessment Completed by:

Name: ..... Employer: ..... Date: .....

Name: ..... Employer: ..... Date: .....

Section 2 – Hot Work Permit

As per the method of hot work and location described in *Section 1*, identify control requirements in the relevant parts below.

General Hot Work / Ignition Controls

Identify those general hot work and ignition controls required to be undertaken as part of the hot work: (identify as yes or not applicable)	Yes	NA	Control
	☐	☐	Fire extinguishers supplied by the workgroup / contractor are to be located immediately adjacent to the hot work area and within 10m (building / fixed location fire extinguishers are not to be relied upon)
	☐	☐	Catch mats or boards are to be positioned over grid-mesh, flooring, grates to catch sparks or slag
	☐	☐	Combustible and flammable materials or fuel sources are required to be cleared from the area (consider a 15m area around the hot work where practicable and include surfaces below & above the work area)
	☐	☐	Drains, cable racks, electrical cables and other heat/fire sensitive items are to be covered (consider a 15m area and use fireproof blankets, catch boards and approved covers as applicable)
	☐	☐	A water hose is to be run to the job location and primed ready for use (where appropriate for work locations outdoors and in areas clear of electrical equipment)
	☐	☐	A Fire Watcher is required to watch the area during and/or post work to monitor fire risk, sparks, slag, hot objects (consider for work that is arc welding, oxy-cutting or likely to present an ignition hazard post work, and for work in hazardous areas, in confined spaces, outdoors, in windy conditions): ☐ During Work, and/or ☐ Post Work for a time period of _____ minutes

Specific Hot Work / Ignition Controls	Yes	NA	If Yes, Include Additional Control Details to be Used:
The hot work is to be undertaken on or adjacent to plant that will require an isolation (such as services, pipes, tanks, pressure vessels)	☐	☐	
A fixed fire protection or detection system will need to be taken out of service (approval is required for the impairment and the Fire System Log Book is to be filled in – see also *BAC Authorisation* below; approval contacts include:	☐	☐	
The work area will require specific cleaning, purging, ventilating or pre-work atmospheric monitoring (due to flammable/explosive vapours, dusts, liquids or solid residues in the work area / location)	☐	☐	
The work area will require pre-work cleaning, stripping, surface preparation, or atmospheric monitoring during works (as a result of surfaces / coatings that may create harmful emissions when heated or cut)	☐	☐	
The nature of the work requires specific respiratory protection to be worn	☐	☐	
The nature of the work requires specific controls to be implemented to protect gas leads or other sensitive plant items involved in the work	☐	☐	
The hot work involves arc-welding whereby specific controls relating to ensuring electrical safety will be required	☐	☐	

Additional Hot Work Controls within Confined Spaces

☐ NA (Not Applicable)

Controls:	Yes	NA
Locate equipment outside the space where practicable (such as gas cylinders, hoses, etc unless involved with respiratory devices)	☐	☐
Extraction fan inlet is to be located as close as practicable to the contamination source	☐	☐
Contaminants are to be expelled from the space (so that they cannot be recirculated and will not harm other workers)	☐	☐
As arc-welding activities are to be suspended for substantial periods, power sources will need to be de-energised, electrodes removed from holders and holders placed so that accidental contact or arcing cannot occur	☐	☐
As gas welding/cutting activities are to be suspended for substantial periods, torch and cylinder valves are to be closed with the torch and hose connections removed from the space and depressurised	☐	☐

Completion Hot Work

☐ NA (Not Applicable)

Controls:	Yes	N/A
After the end of the job is controlled area for at least half an hour.	☐	☐
Field is checked for at least eight hours and one hour intervals.	☐	☐
There is no need to do control after hot working.	☐	☐

Permit Request:

Name: _____ Signature: _____ Date: _____ Time: _____

Approved

Name: _____ Signature: _____ Date: _____ Time: _____

6.3.1 Rules to be followed on the Ship Loading/Discharging Dangerous Goods:

During the loading or unloading of Class 1 (other than division 1.4) cargoes, radio or radar transmitters should not be used on board, on cranes or anywhere else in the vicinity, except for VHF transmitters with a power output not exceeding 25 W, and any of their overhead systems should not be used. must not pass within a safety distance of at least 2 meters from explosive materials.

Smoking, use of fire or spark-producing tools is prohibited on the cargo deck and points of berthed ships carrying dangerous goods and in coastal storage areas of dangerous goods.

Before entering a port area, the captains of the ships with dangerous goods,

- He/she should learn the legal requirements regarding the ships that carry or handle dangerous goods in the port area and ensure that their crews learn as well.
- As necessary check the condition of the ship, its machinery, equipment and instruments;

As far as possible, dangerous goods and their enclosures should be checked for damage or leaks.

In case of a defect or deficiency that may endanger life, property or environmental safety in the ship, its machinery, equipment or tools, or in case of cargo damage or leakage that may pose a similar danger, or a failure of the containment system, the port authority must be informed.

Each person or persons responsible for loading and unloading, if dangerous goods are on the ship's deck or about to be loaded on or inside the ship, or if they are unloaded from the ship,

a. They will act in accordance with the warnings and recommendations given by the captain or officers,
b. They shall refrain from smoking anywhere on board except where the captain deems appropriate.
c. Behaviors that will spark sparks anywhere on the ship will be avoided or allowed, except where the captain deems appropriate,
d. Welding shall not be done except where the captain deems appropriate.

Entry-Exit Between Ship and Shore:

In accordance with the provision of the Regulation on the Transport of Dangerous Goods by Sea, the Port Operator Institution "Ensures that the entry-exit system between the ship and the shore is appropriate and safe";

There is a strong communication between the ships docking at the port berths and the coastal facility. Ring transportation service is provided for the transfer of ship personnel from the docks to the main port gate.

a. It is forbidden for the ship personnel to walk in the port area, and this is indicated by the signs hung in certain parts of the berths. There are designated and marked pedestrian walkways for port personnel.
b. The ship's side pier will be used for the ship's quay passage.
c. Sufficient lighting is available at the berths to ensure that the vessels berthed at the coastal facility are adequately illuminated.
d. The general site plan of the port has been hung in the necessary places.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All mandatory documents, information and documents related to dangerous goods, procedures for their supply and control by the relevant persons.

Relevant dangerous goods documents are checked by the Support Services Department for the purpose of confirming that the dangerous goods entering the facilities are defined, classified, certified, packaged, labeled, declared correctly, in accordance with the procedure, and whether they are safely loaded into the approved and legal packaging, container and cargo transport unit. Dangerous goods operations are suspended until the nonconformities are resolved.

The documents are;

a. Transport Document (according to IMDG Code)
b. Dangerous Goods Transport Form
c. Invoice
d. packing slip
e. Written order

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

The port facility, the shipper and the carriers where the dangerous goods are handled are obliged to hold and keep a copy of the dangerous goods transport document and the additional information mentioned in the IMDG Code for at least 3 months.

If this information is stored electronically or on a computer, the port facility, sender and carrier should be able to print out the information when necessary.

7.3 Procedures for checking that the dangerous goods arriving at the facility are properly identified, the correct shipping names are used, certified, packed/packaged, labeled and declared, loaded and transported safely in approved and legal packaging, container or cargo transport unit, and reporting the control results .

Dangerous Cargo Preliminary Information:

Following the arrival of the dangerous cargo preliminary information, to the Support Services Department;

1. The class of the load will be determined,
2. Necessary safety measures against fire and leakage will be reviewed and deficiencies will be corrected, if any,
3. Emergency Plan and procedures will be checked,

As a general principle in dangerous cargo operations;

1. The class, main and additional hazards of the dangerous cargo should be known.
2. Determining whether there are cases that are damaged, opened, leaking or spilled, or where the dangerous cargo inside is contaminated outside of the package or the cargo transport unit, and checking the certificates of the package

3. In general, the danger group of the load should be known (Very Dangerous-Medium Dangerous-Low Dangerous)
4. Dangerous cargo labels should be checked
5. Dangerous goods documents and other official documents should be checked and compared
6. The safety requirements specified in the IMDG code must be complied with.
7. Emergency procedures (fire, spill, etc.) should be read, learned and practiced.

Control of Dangerous Goods Arriving at the Port Area:

The following controls of the dangerous goods coming to the port area by sea or road will be carried out by the Support Services Department.

Matters to be Controlled;

1. Cargo shipping documents should check documents and certificates related to the safe transportation of dangerous goods.
2. The compatibility of the declaration and the cargo quantities, the harmony of the cargo shipment documents and the cargo arriving at the port,
3. Whether it is packaged safely and appropriately,
4. Through external inspection, the dangerous goods carrier should check its physical condition for visible damage that affects its durability or package integrity.
5. Compliance of labels/plating and marking of packages and vehicles with the rules,
6. If there is a mismatch between the dangerous cargo information and the cargo arriving at the port, the situation should be reported to the cargo authorities.

Incompatibility of cargo arriving at the port with the declaration is reported to the Regional Port Authority.

Supervision Duty and Responsibility, Administrative Sanctions:
The supervision of the provisions of this guide is carried out by the Samsun Regional Port Authority and when any non-compliance is detected, the administrative sanctions specified in Articles 21 and 22 of the Regulation on the Safety of Carriage of Dangerous Goods by Sea and Loading are applied.

Obligation to Use Correct Names of Dangerous Goods:

Mandatory rules regarding dangerous goods transported in packages are regulated in the IMDG Code. The Proper Shipping Name in the "Dangerous Goods List" in Part 3 of the IMDG Code and the United Nations in order to define the cargoes mentioned in the cargo documents and notifications, in the correspondences to be made with other relevant institutions/organizations by the port operating personnel involved in the transportation and handling of the cargoes covered by this Code. Number (UN Number) will be used.

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

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

UN Number,
PSN name (Proper Shipping Name,) (Required for sea freight)
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,
Tunnel Restriction Code (Required for road transport)

For all Dangerous goods to be accepted into the port, it is checked that this document is included with the Dangerous Goods.
Forms are stored in digital or physical media for one year.

7.5 Procedures for keeping records and statistics of dangerous goods.

Dangerous Cargo Records:
Up-to-date records of all dangerous goods entering or leaving the port area will be kept by the Port Operations Directorate.These records and information will be given to the Regional Port Authority and to the fighters in case of emergency, upon request.

Notification of Hazardous Substance Incidents:
"Dangerous Goods Incidents Notification Form" attached to the Regional Port Authority, for all kinds of dangerous goods-related incidents in the port area that may cause damage to persons, the ship or ships in the port, the port or any property or the environment. should report as soon as possible.
In this context, the port operating organization,

a. It shall immediately notify the Regional Harbor Master and emergency fighters, in case of any risk of dangerous cargo spills or fire hazards and incidents occurring in the area of responsibility.
b. Statistics of dangerous cargo accidents are kept, cargo accidents are discussed in the port management Occupational Health and Safety Sub-Committees.The root cause of the accidents is investigated and the necessary precautions are taken that should not be repeated.
c. It reports the dangerous cargo accident statistics to the Regional Port Authority in periods to be determined by the Ministry.

The necessary safety measures for dangerous goods that do not comply with the rules, are unsafe or pose a risk to people or the environment are taken by the port operator and reported to the Port Authority.

7.6 Information on the Quality Management System

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

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

Medical First Aid Opportunities and Capabilities in Port for Hazardous Material Accidents:

Medical First Aid Guide (MFAG:Medical First Aid Guide)) will be used, and necessary measures have been taken against all possible accidents/injuries in the port facility within the scope of the Occupational Health and Safety Law No. 6331. First aid trainings are provided in accordance with the legislation in the workplace.

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

Proper evacuation of the following elements will determine the degree of effectiveness of evacuation or on-scene protection.The degree of importance of these factors may vary depending on the emergency conditions.In specific emergencies, other elements may need to be identified and considered.This list shows what information might be needed to make the initial decision.

Risks of Dangerous Goods Classes and Measures to be Taken

CLASS 2 GASES

Key Risks:

- Explosion
- Choking (not getting enough oxygen by breathing)
- burns
- Poisoning

MEASURES TO BE TAKEN

- Necessary warning signs should be placed against the possibility of fire and fire extinguishing systems should be placed.
- It should be tried to cool it by keeping plenty of water outside the burning flammable gas container.
- Containers containing flammable gas have the risk of explosion even after cooling with water.
- For this reason, the cooled boxes and containers should be taken to the necessary protection areas against the risk of explosion.
- Leaky loads containing toxic gas should never be approached, and environmental safety should be obtained by informing the experts.
- Extinguishing agents for gas fires:KKT, CO2 and Halon.Places under the threat of Toxic Gases should not be entered without a respirator.
- Since the waste gases are stored in the open area, it is not possible to apply a method for disposal.
- However, if it is required to be stored indoors, a ventilation system should be installed in the storage area.

CLASS 4 SOLID FLAMMABLES

Key Risks:

- Explosion
- burns
- Poisoning

MEASURES TO BE TAKEN

- In case the loads with red-white striped labels are on fire, they should be intervened with plenty of water.
- All kinds of fire extinguishers are effective on these loads.
- Carbon dioxide fire extinguishers should not be used for loads with half red and half white labels, dry powder fire extinguishers should be preferred. Water should never be used, as very high heat is generated in the fires of light metals such as aluminum and magnesium.
- Water should never be used for loads with blue labels.
- When it comes into contact with water, these loads cause the formation of flammable gases and further intensification of the flame. Therefore, dry powder fire extinguishers should be used.
- Hazardous wastes should be stored in hazardous waste storage containers and sent to Disposal Facilities in accordance with the procedure for disposal.

CLASS 8 ABRASIVE SUBSTANCES

Key Risks:

- Contact is necessary for damage to occur
- Reacts with metals to form flammable and/or explosive gases.
- Causes damage to eyes by contact and respiratory system by inhalation.
- Since the vapor of this type of substance is dangerous when inhaled or in contact with eyes, it should be approached with glasses, mask, protective clothing, acid protective gloves.
- They are corrosive substances with acid and base properties that produce gas in contact with metals.

(Ex.Hydrochloric Acid (Spirit of Salt), Sulfuric Acid, Nitric Acid (Kezzap), Sodium Hydroxide (Caustic), Potassium Hydroxide, Sodium Hypochlorite (bleach), Batteries

MEASURES TO BE TAKEN

- Since the vapor of this type of substance is dangerous when inhaled or in contact with eyes, it should be approached with glasses, mask, protective clothing, acid protective gloves.

Emergency Evacuation Plan:

In accordance with the directive "Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from the coastal facilities in emergency situations and submit it to the approval of the port authority" stated in the 19th article of the Ports Regulation;“Samsun Facility Internal Emergency Plan” has been prepared.If evacuation of the

port is deemed necessary in case of emergency, the “Emergency Evacuation Plan” included in the Samsun Facility Internal Emergency Plan will be activated.

Emergency in the Port:

Earthquake, fire, explosion, storm, lightning, flood, flood, harmful substance incidents, accident, sabotage, terrorism, war, explosion, etc.In case of emergency, "Internal Emergency Plan" is put into practice.
The emergency alarm in the port is the sound of the siren. There is an emergency alarm button located in certain places at each quay.In case of emergency, the emergency fire alarm button will be pressed and the port shift supervisor will be contacted immediately.
In the event of a fire on the ship, the ship will give a warning with its own whistle and will make the first response to the fire with its own personnel and then ask for help from the shore.
In the event of a fire on the shore or another ship, the loading/unloading operations are stopped. Action is taken in line with the instructions of the Port Operations and Planning Directorate.The ship prepares for an emergency departure.Harbor tugs are kept ready.
If necessary, KEGM tugs are called.

Emergency Fight Against Fire and Marine Pollution:

The following safety, fire and safety measures are available in the port area where dangerous cargo operations are carried out.
Emergency Response Against Fire and Marine Pollution:

- In all port areas and quays, there is a fire circuit, a backup water storage tank associated with the fire circuit, fire hydrants, fire cabinets (nozzle, fire hose), wireless type fire alarm buttons and announcement system placed at appropriate places at each quay and in the quay back area.
- If necessary, there is one electric and one diesel type fire pump that will feed the fire circuit in the port with sea water, a tugboat with fire extinguishing capability and capability to respond to a fire that may occur on the port docks and on the ships connected to the port.

Responsible Personnel:
By the Support Services Department;

a. He/she shall appoint at least one responsible personnel who is well aware of the National and International legal requirements regarding the transportation and handling of dangerous goods, including the separation of incompatible loads.
b. It should ensure that the warehouse or area responsible in the port area where the dangerous goods are located has the necessary information about the measures to be taken to overcome the incidents related to the dangerous goods and is present at the scene in case of emergency.
c. It should inform the captains of the ships carrying dangerous goods of the emergency procedures in force and the emergency services available at the pier.
d. Explosives or dangerous bulk liquid cargoes should not be handled during thunderstorms, and unprotected cargoes that react dangerously when in contact with water should not be handled during precipitation.

Spill/Leak from Hazardous Substances:

In the IMDG Code Emergency Guide (EmS Guide) to prevent marine and environmental pollution in case of leakage / spillage caused by hazardous material operations;The Emergency Plan for Leakage (Ems For Spillage) is intervened against the LEAK that may be caused by the dangerous substances listed in the IMDG code.The incident is reported to the Harbor Master.

Fires Caused by Hazardous Substances:

In the IMDG Code Emergency Guide (EmS Guide) to prevent fire and pollution caused by hazardous material operations; Responding to FIRE, which may be caused by dangerous substances listed in the IMDG code, is intervened according to the procedures specified in the Emergency Plan for Fire (Ems For Fire).The incident is reported to the Harbor Master.
In case of leakage or spillage caused by dangerous goods, if there is a serious threat to the sea and the environment, the issue is evaluated within the scope of the 1st level event and the necessary intervention is made by implementing an Emergency Response Plan against Marine Pollution.

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

The possibility of responding to emergencies that may be encountered during 24 hours is limited by the technical possibilities and manpower of the facility. In natural disasters or in emergencies where the facilities of the facility may be insufficient, public or other private sector facilities are utilized. The facilities to be used in case of fire are as in the emergency plan, and the equipment to be used in case of spillage is as in Annex-14.

There are 2 tanks with total water capacity of 2.000 m³ in the terminal against a possible fire hazard and water can be replenished from the sea. These tanks are associated with the entire facility with fire pipelines, and there is a chance to intervene in a possible fire with 2 (two) jockeys, 2 (two) electric and 1 (one) diesel fire pumps, a ring system on the tank or hydrants. If it is necessary to respond to the fire with extinguishing foam, our fire line should also participate with foam tanks. Fire drills are held at least once a year.

There are fire extinguishers around the entire facility, and there is a type of fire extinguisher suitable for the exit point of the fire and the intervention method.

There is an automation security system in the terminal for stopping the operations in case of an emergency.

All in-plant transfer operations stop when emergency buttons are pressed. Thanks to the detectors in the terminal (Gas Detector - Flame Detector - Smoke Detector - Liquid detector), a possible dangerous situation is detected in advance and a chance for intervention is created

There is 1 (one) Emergency container in the terminal and there are professional firefighter clothes, aluminized fire suit and fire equipment in it.The terminal has enough absorbent pads against fuel spills, barriers for spills at sea, skimmers, and other spill response equipment.Apart from this, it

receives continuous service from MOST Denizcilik within the scope of fighting against spills.And it carries out mandatory spill drills with this company, at least 1 (one) per year.

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

Emergency Response Procedure:

Procedure to be followed in case of an accident involving dangerous goods;

- The person who noticed the accident immediately reports the incident to the Production Manager.
- The Production Manager stops all operations in the surrounding area.
- The Production Manager immediately goes to the scene of the incident to check the notification/notice, assess the situation and report (or confirm) the necessary information.
- Whether anyone is injured, injured or contaminated with substances, On the ship, on the dock, etc.exact scene of incident, Container number of the vehicle or other information identifying the cargo lot, IMDG class and other details on the packaging or container (eg UN Number), Identification if there is a leak or spill;quantity, colour, structure, odour, smoke, etc.Such cases are determined immediately by the person concerned.
- The Production Manager checks the notifications about dangerous goods and finds out which dangerous goods are present and what kind of danger the cargo contains.
- A ready-to-use computer printout (or photocopy) in case local emergency services are called.
- The Production Manager reports the incident to the Assistant General Manager of the Facility.
- If the Production Manager reports that the incident is serious, he takes everyone out of the area and secures the area with the instruction from the Assistant General Manager of the Facility.
- Security measures are taken in the field within the scope of emergency plans.
- By putting the Internal Emergency Plan into practice;Emergency fire, ambulance, first aid, security and other systems are now activated.
- If the port's own emergency teams need to respond to the accident, they are provided with protective clothing and emergency vehicles from the nearest area to do so without putting themselves at risk.
- The accident may be intervened by the port management team(s) at the accident site or, due to the danger, the teams may need to transport the cargo and/or injured persons from the accident site to a safe area as quickly as possible.
- If the accident is serious, the Production Manager calls the local emergency teams using the system agreed with the Assistant Plant General Manager and providing clear details.
    - Emergency,
    - reporting point where a guide will meet the teams,
    - Dangerous IMDG class(es) found,
    - The found dangerous substance(s) are detected in no time.

- When the emergency services teams arrive at the agreed point, they are given a printout or photocopy of the dangerous cargo data and they are escorted to the accident site.
- Then, the emergency services deal with the accident and make the area safe.

- Meanwhile, the Production Manager gets in touch with the dispatcher or other responsible persons, notifies them of the accident, and consults on the handling and removal of the damaged cargo.
- An expert occupational safety expert is also used as a consultant to give independent advice at the port, the relevant occupational safety expert should also be contacted and asked to go to the accident site.
- If first aid is not available or insufficient at the accident site, the injured person or persons should be referred to the nearest medical center or hospital in the area.
- When it is safe to do so, the damaged vehicle and packaging and/or container are immediately moved to a safe area for disposal.
- (Out of the port area)In the event of a leak, the crime scene is properly cleaned and opened using absorbent materials, chemical foams or water.
- In case of fire, the fire is extinguished thoroughly and the crime scene is cleared.
- Once the scene has been thoroughly investigated and declared safe, the Assistant General Manager of Facilities may order operations to resume.

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

Emergency contact information to be used within the facility in case of emergency is as in Annex-3.In possible emergencies, the Emergency Procedure, Emergency Instructions, Fire Fighting Instructions are followed.

8.5 Procedures for reporting accidents

In case of any work accident, the necessary forms are filled according to the nature of the accident.

8.6 Method of coordination, support and cooperation with official authorities.

All accidents related to Dangerous Goods will first be coordinated with Samsun Regional Port Authority. By informing the Regional Port Authority, support and cooperation will be provided with the Provincial / District Fire Brigade, AFAD and the aid units of the neighboring facilities.In cases such as natural disasters, the fire department is contacted if necessary, and coordination with AFAD is provided if necessary.In case of spillage at sea, coordination is ensured by contacting the Main Search and Rescue Coordination Center.In case of work accidents, notifications are made to the Ministry of Labor and Social Security.

In case of a possible explosion, fire or emergency in the adjacent facility;

- First of all, measures will be increased at the facility,
- It will be ensured that the teams are prepared to assist the neighboring facility,
- Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to seek help, aid and support teams will be assigned to intervene in the event.
- By evaluating the dangerous cargo area and the class, quantity and danger risk of the cargo in the field, preparations will be made for measures such as discharging and dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

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

The emergency situations that may occur for the removal of ships and marine vehicles from the coastal facility and the notifications and operation plans to be made before, during and after the evacuation are as follows.An evacuation protocol was signed with Medmarine for emergency ship evacuations.In case of emergency evacuation, Medmarine company will provide emergency services to remove the ship from the pier and to perform emergency intervention.

Emergency Conditions

Port Facility Conditions that require the emergency departure of vessels connected to maritime systems are given below.In case of adverse weather conditions, the first contact will be made with the Pilotage Organization for the decision to leave.

- Adverse Weather Conditions
- Fire or conditions requiring emergency on board
- Fire or conditions requiring emergency at the port facility area
- Other Reasons
- Fire on the facility or ship located in other facilities
- Acts of Terrorism
- Warfare
- Natural Disasters
- Situations considered necessary by officials
- Pollution
- Disturbance of ship position
- Ship damages
- Medical problems

The reasons for the urgent departure are mentioned.

The Process of Immediate Departure Preparation

All emergencies should be reported to the Port Authority officials. If it is determined to a decision regarding the immediate Departure of the ship, the places where the ship can be transported under controlled conditions should be specified by the Port Authority.

In cases where urgent departure is required, the captain and the port facility will initiate the emergency Departure process by mutual agreement and will notify the Port Authority as soon as possible. Considering the severity of the emergency, if possible, a representative from the Port Authority or the Port Master, Port Manager/Operation Officer, Captain, and Maritime Pilot will agree on the time and manner of the departure before it is initiated.

The ship's machinery, steering gear, and casting-off equipment will be made ready for immediate use. All cargo discharging, and ballast operations must be stopped and prepared for departure. The fire circuit will be flooded, and water mist will be used for strategic sections.

If ventilation is required to the atmosphere; engine room personnel must be present, all non-essential receivers must be closed, all precautions of routine operations must be followed, and a warning notice must be issued.

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

The decision about departure the ship under control is based on the principle of life safety and will involve the following conditions.

1. Sufficiency of tugboats
2. The ability of the ship to lift under its own power
3. Availability of safe places to proceed or tow a ship in an emergency
4. Qualification of firefighting equipment
5. Proximity of other ships
6. Condition of fire ropes

Fire ropes will be stocked in the bow and quarter of a ship on the seaside, as long as it is in the port facility. The ropes should be lowered to sea level and the part on the board should be tightened by wrapping at least five turns on the bollard. The part of the rope on the starboard will be taut from the bollard. A cable that can support the rope will be tied just before the eye splice and it will be located three meters above sea level. The eye splice will be stored at this level constantly while the ship is at the port facility.

Emergency Departure

If all relevant preparations are examined and deemed appropriate, the ship will be immediately removed from the ship. Emergency separation will be provided by following the steps below in order.
A close coordination and cooperation is required between the Port Facility, the Ship and the Regional Port Authority at each stage.

1. sounding an alarm
2. Vhf, giving information about the emergency via telephone
3. Making the first situation assessment between the Ship Captain and the Port Facility Officer
4. Stopping the operation
5. Implementation of port facility and ship emergency plan measures
6. Worsening of the current situation and the existence of the above-mentioned emergency separation conditions
7. Evaluation of the situation between the Ship's Master, Port Facility Officer, Port Authority or Harbor Master, Pilot
8. Deciding on an emergency separation
9. Informing surrounding facilities and other ships
10. The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate readiness
11. Ship's captain completing the preparations for the ship and stating that it is ready

12. Approval to open the release hooks by the authorized person

CAUTION !

THE SHIP EMERGENCY LEAVING PROCESS MUST BE CONSIDERED TO BE APPLIED AS A LAST REMEDY

AND THE HOOKS MUST NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN

AND THE ABOVE CONDITIONS ARE FOLLOWED

After Emergency Departure

1. Towing the ship after the departure process and declaring the place where the ship will be taken
2. Transfer of the ship to the allocated area accompanied by tugboats or with its own machine
3. Detection of possible damage or deficiency by analyzing the Port Facility
4. Evaluation of the time when the Ship and Port Facility will be ready for cargo handling again
5. Sharing the problems, if any, that occurred during the emergency departure
6. Agreement between the pilotage regarding fire, explosion, and similar emergencies that may occur during loading/discharging, towage agency, and the coastal facility authorities.
7. Considering the weather and sea conditions, tugboats with sufficient tractive force and number equipped to fight fire, quickly move the ship away from the facility and tow it to a safe point.

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

Waste Collection and Transport

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

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

Waste containers and storage areas should be appropriate for hazardous cargo wastes. The waste storage area should be surrounded, and the floor should be made up of concrete. There should be wastewater collection raceways inside the waste storage area.

Waste Disposal

According to whether the collected wastes are non-hazardous or hazardous wastes, the wastes are sold and removed from the facility with contracted organizations in accordance with legal recovery/disposal methods.

The possibilities of all contractors and carriers within the scope of waste management to transport and/or dispose of wastes with appropriate methods are examined.

If contracting services are received for the transportation, sale and/or disposal/recovery of wastes, it is evaluated in terms of whether they fulfill their legal obligations and the methods of performing waste recycling and disposal processes without harming the environment.
All records of waste disposal must be kept for 5 years.

Contaminated Packages;

These wastes are empty drums. When it occurs, it is left in the contaminated packaging area at the hazardous waste site and within the time specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed firm and it is sent over the MoTaT system.For hazardous waste shipments, TMGD should be contacted and a "Transport Document" should be prepared and delivered to the transporter.The means of transport must also be subject to vehicle control.

Contaminated Waste;

These wastes are used gloves, oakum and workpieces.When it is formed, it is collected in the barrel with the name of the waste at the exit of the production-warehouse and taken to the waste area.Within the period specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted licensed firm and send it over the MOTAT system.For hazardous waste shipments, TMGD should be contacted and a "Transport Document" should be prepared and delivered to the transporter.The means of transport must also be subject to vehicle control.

8.9 Emergency drills and their records.

Drills are scheduled annually. The records of the exercises are kept with the Training Participation Form.

8.10 Information on fire protection systems

Fire Fighting System Material List is kept up to date.Detailed information on fire protection systems is given in the emergency plan.

8.11 Procedures for approval, inspection, testing, maintenance and availability of fire protection systems

Our terminal has a fire department report approved by the fire department.

Fire Water Tanks and Fire Water

It should be emptied and cleaned at least once a year in order to prevent algae and sludge formed at the bottom or sides of the tank from creating a hazard during a fire.During the emptying of the pools, the intake valve, check valve and filters are maintained.
In case of rapid drops in the water level, the leak location should be investigated and the malfunction should be corrected, if any, due to the possibility of leakage.
As a result of the annual checks to be made, internal cleaning and maintenance should be carried out in closed warehouses, if necessary.

Fire Water Pumps

In addition to the planned maintenance, the issues to be considered regarding the operation of fire pumps and the elimination of possible malfunctions are listed below.

It should be checked that the thrust bolts of the packing bearings of the pumps are mutually tight so that the pump can be easily turned by hand.It is normal for water to drip from the packing bearings during the operation of the pump.In order to prevent this water from flowing to the floor, it should be connected to the drainage with a thin pipe from the threaded mouth under the bearing console.

Fire water pumps are operated and recorded for at least 1 hour a week.

Make sure that the pump and suction pipe are completely filled with water.If this is suspected, water should be filled by opening the water filling plug and the air intake taps, until the water overflows from the air intake taps, and the plug should be tightened when the water stops at the plug level.
Pump motors will draw more than normal current due to inrush current at the first moment of operation.When all pumps start working at the same time, due to the high current to be drawn, disjunctors may trip or major malfunctions may occur in the diesel generator.For this reason, the time relays that regulate the transition from star to delta in the protective switches that drive the pump motors should be adjusted according to the number of pumps and the amount of pumps to be activated at the same time, according to different and appropriate time intervals, and the pumps should be activated sequentially.

After the above preparation and controls are made, the pumps are started by pressing the drive switches.During operation, the electric motor voltage and the amperage it draws should be checked from time to time.If the amp draw is high in normal operation, the causes should be investigated and rectified.There may be a fault or mechanical stress in the pump or motor.Voltages below normal can pose a danger to the motor.

Manometers should be kept under constant control and one or more of the pumps should be stopped in case of excessive pressure rises.

The discharge pipes of the pumps must be equipped with a valve first and a check valve after the valve.

Check valve in the discharge pipe of the inoperative pump;If the materials such as paper, garbage, stone pieces, moss and slime are jammed and prevent the check valve from closing completely, some of the water pumped by the other pumps is pumped back into the pool while passing

through these inoperative pumps and suction pipes.This fault, which restricts the required water flow in the event of a fire, must be eliminated.If a rotation is observed in the couplings of some of the non-operating pumps during the operation of some pumps, it should be considered as an indication of the presence of the above-described fault in these pumps.
It should be ensured that the pump and motor rotate in the right direction during operation.For this reason, the direction of rotation must be drawn on the couplings and the control must be done accordingly.

During the operation of the pumps, the temperature of the pump and motor bearings can be hot enough to withstand the hand.If the temperature is high, it may be due to internal mechanical stress or coupling misalignment.In such cases, the pump must be stopped immediately and the fault must be corrected.

In pumps driven by a diesel engine, the engine must be started in accordance with the special instructions.

If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the responsible persons.

Portable Fire Extinguishers

Sufficient spare devices should always be available in plant warehouses for malfunction, control or maintenance.For the above-mentioned purposes, spares should be put in place of the extinguishers taken from their place in order.

All fire extinguishers are eye-examined and checked on a monthly basis.After the control, the extinguishers are marked.During the control, especially dry powder extinguishers are turned upside down and tapped lightly on the base, thus allowing the powder in the tube to move.Otherwise, the powder inside the extinguishers, which remain in the same position for a long time, may settle to the bottom and solidify.If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible persons.

Fire extinguishers TS ISO 11602-2 Fire Protection:According to the Portable and Wheeled Fire Extinguishers standard, a general control is passed by the seller company once a year.Fire extinguishers are tested by the relevant company at intervals not exceeding 10 years, and chemical powder is 4.checked at the end of the year.

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

Fire protection equipment is critical equipment.In cases where the facility's own fire fighting equipment does not work or is insufficient, the support of neighboring facilities, Fire Brigades and AFAD Units will be requested.

It is ensured that other dangerous and flammable materials/vehicles that are likely to be affected by the fire are removed from the area, if possible.

It may be necessary to make a protocol that specifies the conditions and scope of assistance and support.

The ability of tugboats or marine vehicles with fire extinguishing features in the region should also be taken into account.

8.13 Other risk control equipment.

Risk analyzes are carried out for the management of risks at the terminal.Risk analyzes are prepared by Terminal Manager, SEÇG Unit Operations Manager, Maintenance Chief, Shift Chief, OSGB OHS specialist, OSGB Workplace Physician and employees in the region/operation where the risk analysis is made.Necessary updates are made when necessary.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

Occupational health and safety issues are given priority.All kinds of work carried out in the operation area are evaluated and carried out within the scope of risk assessments, work safety analyzes and work permit procedures, provided that certain procedures and instructions are followed.Before the work, all personnel who will work in the relevant work are given trainings on safety precautions, and orientation is made on what to do in case of an emergency.It is obligatory to use personal protective equipment in the terminal area and in all work areas related to the terminal.

9.2. Information on Personal Protective Clothing

It is aimed by the port operator that the occupational health and safety activities are handled regularly and resolved within the framework of the goal of continuous improvement.In occupational health and safety practices, the target of the port operator is "0" accident.In line with this goal, OHS studies are carried out, employees are provided with continuous training and awareness is raised by providing safe working instructions in the port area.

port operating organization;
It is responsible for keeping all personal protective equipment to be used in the handling of dangerous goods ready for use at any time in the port facility in sufficient number and quality, within its area of responsibility.

In the scope of the above-mentioned Samsun Enterprise Port Facility;

a. In accordance with the Occupational Health and Safety Law No. 6331 and the relevant Regulations, the Occupational Health and Safety Management System (OHSMS) is implemented in order to ensure the safety of life, property and environment in our port within the framework of Occupational Health and Safety.
b. Port users entering and exiting our shore facility are required to wear Personal Protective Equipment (helmet, phosphorescent vest, steel-toed occupational health and safety shoes) in accordance with TSE standards.
c. Coastal facility personnel in charge of handling dangerous goods and other authorized persons regarding the cargo have protective suits suitable for the physical and chemical properties of the cargo during loading, unloading and storage, and information is provided to the port field personnel working on the dangerous cargo on the use of personal protective equipment in training and drills/practices. is given.

d. The following basic emergency equipment is available in the port area at suitable places (IMDG stowage area, etc.) in order to be protected from the risks posed by the dangerous goods handled at the port.

Every personnel involved in the dangerous cargo handling chain knows the location of the above-mentioned materials and how they will be used.
The "Personal Protective Equipment Usage Map" showing the distribution of Personal Protective Equipment (PPE) in the port facility is attached.

9.3 Closed Space Entry Permit Measures and Procedures

'SEC-GM-PR-031 Entry Procedure for Closed Areas' and closed area entry forms specifying the necessary control methods and safety practices to ensure that the personnel who will enter or work in closed areas within the facility site boundaries can work without being affected by the dangerous gas or adverse conditions in the area they enter. are available.The relevant permit forms are kept by the facility for 3 years.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

Dangerous Goods Compliance Certificate of Toros Tarım Terminal is valid until 16.12.2024.

10.2 Dangerous Goods Safety Advisor responsibilities

As stated in 2.5.

10.3 Issues for those carrying dangerous goods that will arrive/leave the coastal facility by road (documents required to be kept by road vehicles carrying dangerous goods at the entrance/exit of the port or coastal facility area, equipment and equipment that these vehicles must have;speed limits in the port area, etc. matters)

Road vehicles that bring dangerous goods to the port or take dangerous goods from the port make their own necessary registration and control with the security personnel of the Samsun Port coastal facility operator at the entrance and exit of the port.

In accordance with the European Agreement on the Road and International Transport of Dangerous Goods (ADR) Regulation on the Transport of Dangerous Goods by Road;

a. Dangerous Goods Transport Driver Training Certificate (SRC5) / ADR Driver Training Certificate
b. Valid dangerous cargo transport document of the vehicle (Vehicle Conformity Certificate / ADR Conformity Certificate)
c. Dangerous Goods and Hazardous Waste Compulsory Liability Insurance Policy
d. Orange plate written on the front and back of the vehicle carrying dangerous goods
e. Dangerous goods transport document
f. Written Instruction given to the driver by the transporter regarding how the vehicle personnel will act in case of danger or accident in accordance with the ADR legislation

g. Personal and protective equipment to be used in an emergency specific to the load carried in the vehicle
h. Multi-Mode Dangerous Goods Transport Form in ADR Section 5.4.5 for dangerous goods transported by more than one mode

Speed Limit in the Port Area:

The maximum speed limit for road vehicles entering the port area to exchange cargo is 20 km/h.Administrative sanctions will be applied to vehicles that are found to exceed the speed limits.

Lights and Signs to be Displayed by Ships Carrying Dangerous Goods at the Port:

Ships carrying explosive, flammable, combustible and similar dangerous goods shall display a B (Bravo) flag during the day and a red light that can be seen from all directions (360 degrees) at night, according to the International Regulation for Preventing Collision at Sea (Col-Reg.).

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

Ships and marine vessels in the port areas, unless permission is obtained from the port authority, stated in the 22nd article of the Ports Regulation;repair, blasting and painting, welding and other hot work cannot do the lifeboat and/or boat lowering or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management." In accordance with the provision;

The above-mentioned works on ships in the port, including ships carrying dangerous goods, are subject to the permission of the Regional Port Authority.Unless the necessary coordination is made with the port operator, this kind of work cannot be done on the ship.

Minimum Safety Requirements for Performing Hot Work

a. Before starting the hot work on the ship's deck or on the quay, the company officer or the ship agency that will carry out the hot work should have obtained written permission from the port authority that the said hot process can be carried out.
b. In addition to the safety measures requested by the port authority, the company officer who will perform the hot work together with the ship and / or the dock supervisor should take all kinds of additional safety measures at the ship and / or quay before starting the hot work.

These measures include:

- Inspection of the local area and adjacent areas, including tests performed by accredited testing organizations to verify that areas are free from flammable and/or explosive atmospheres and, where appropriate, not deficient in oxygen;
- Removal of dangerous cargoes and other flammable materials and objects from work areas and adjacent areas.
- Combustible building elements (eg;beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition
- Sealing open pipes, pipe passages, valves, joints, gaps and open parts to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas
- A sign with hot work authorization information and safety precautions should be hung in the work area and also at all work area entrances.Authorization information and safety

precautions should be easily visible and clearly understood by everyone involved in the hot work process.

The following points should be considered while performing hot work:

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

Coastal Facilities/Restricted or Confined Areas Entry Procedure:

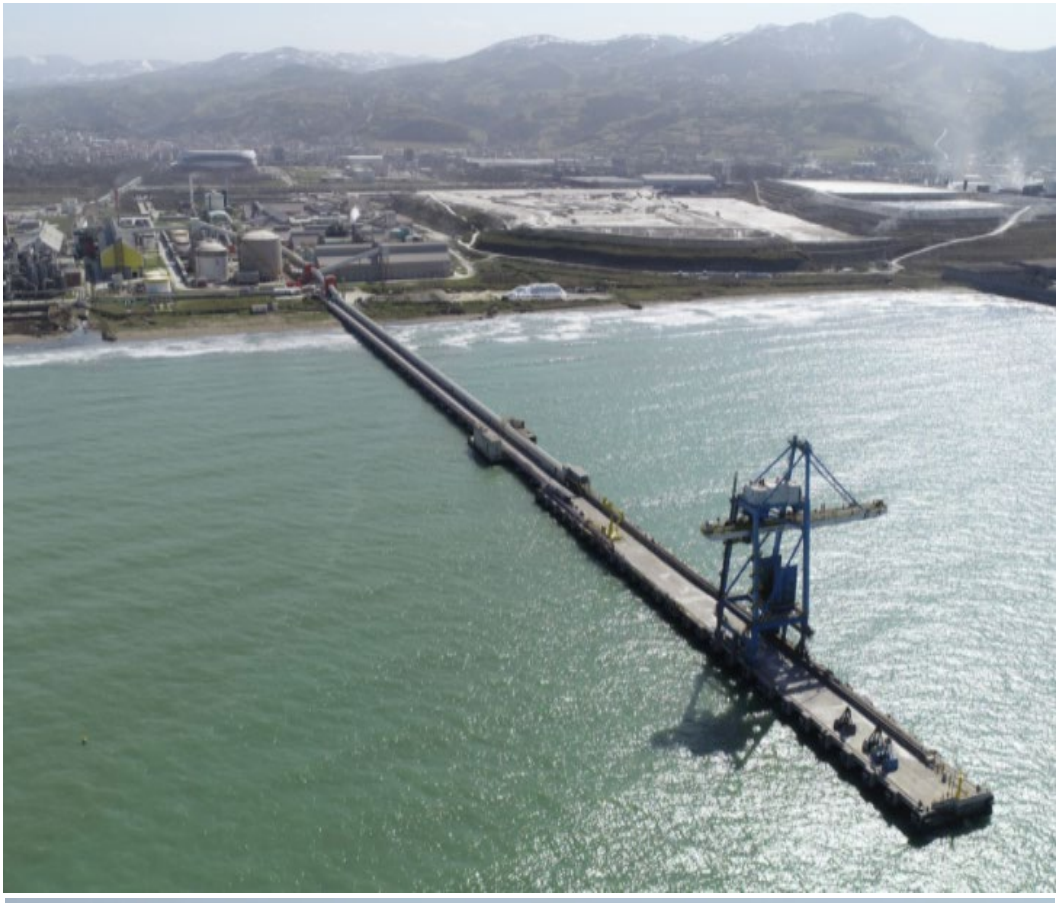
By the Port Management Directorate;

a. Areas such as the cargo tank, the void area around the tank, the cargo handling area, the ballast tank, or other confined or enclosed areas that have/may contain hazardous vapors or oxygen-consuming cargoes, unless the area is completely free of hazardous vapors, adequate oxygen is available in the area, and trained and adequate information is provided. No one should be allowed in unless the owner has been given a permit by responsible personnel.
b. When it is necessary to enter a space that cannot be purified from dangerous vapors and is not approved for operational reasons, only personnel wearing self-contained breathing apparatus and other necessary protective equipment should enter the space.
c. Separate detectors for oxygen and gas measurements may be available at the port facility, as well as multi-purpose detectors capable of measuring the presence of gases that may result from dangerous cargoes being handled.Calibration of these detectors should be done in the period and method determined by the manufacturer.
d. In addition to oxygen measurement at the entrance to closed areas, flammable/explosive/poisonous gas measurement can also be made if necessary.

ATTACHMENTS:

ANNEX 1:Samsun Port Facility General Layout Plan

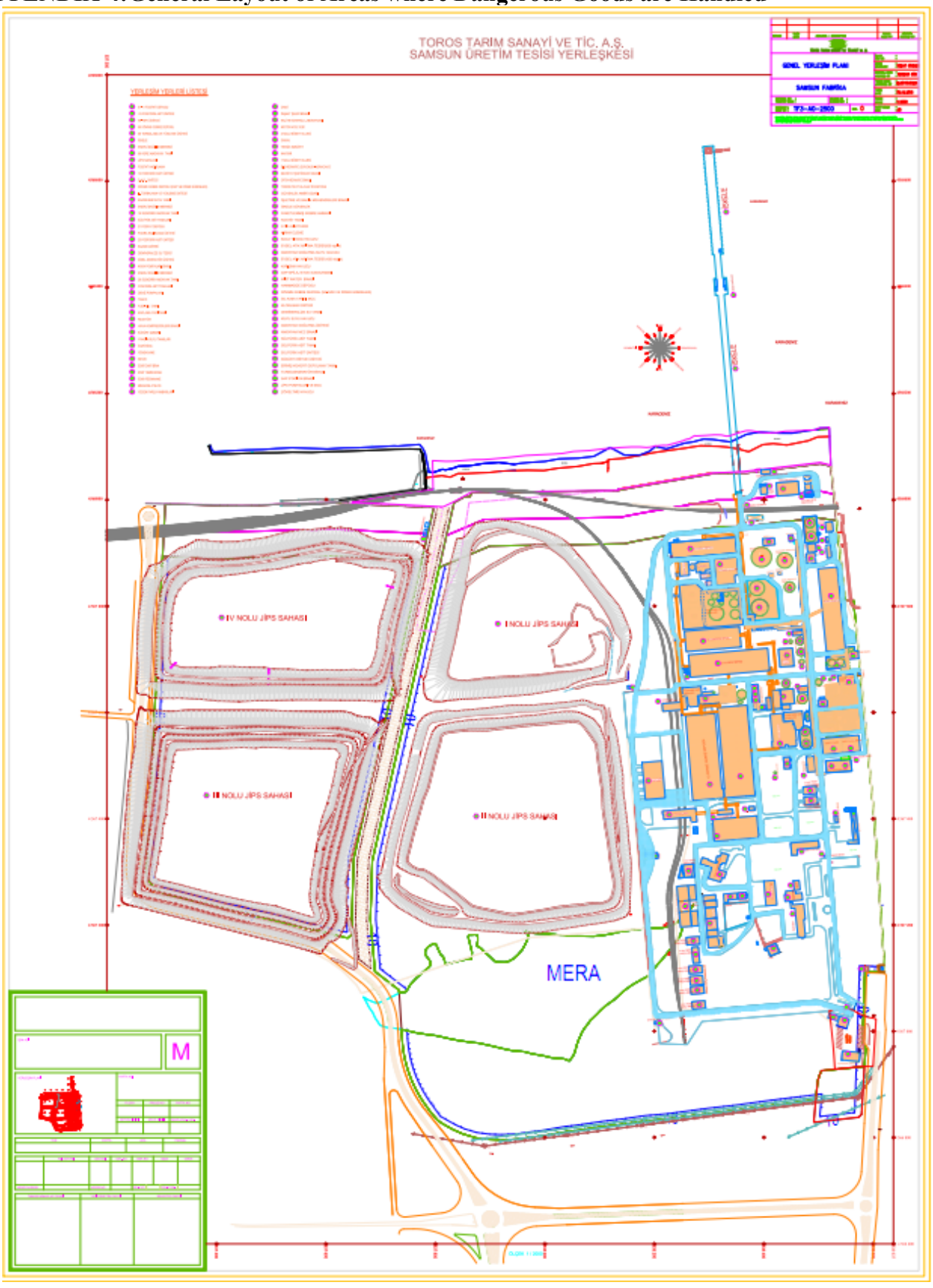
ANNEX-2:Samsun Port Facility General View Photo



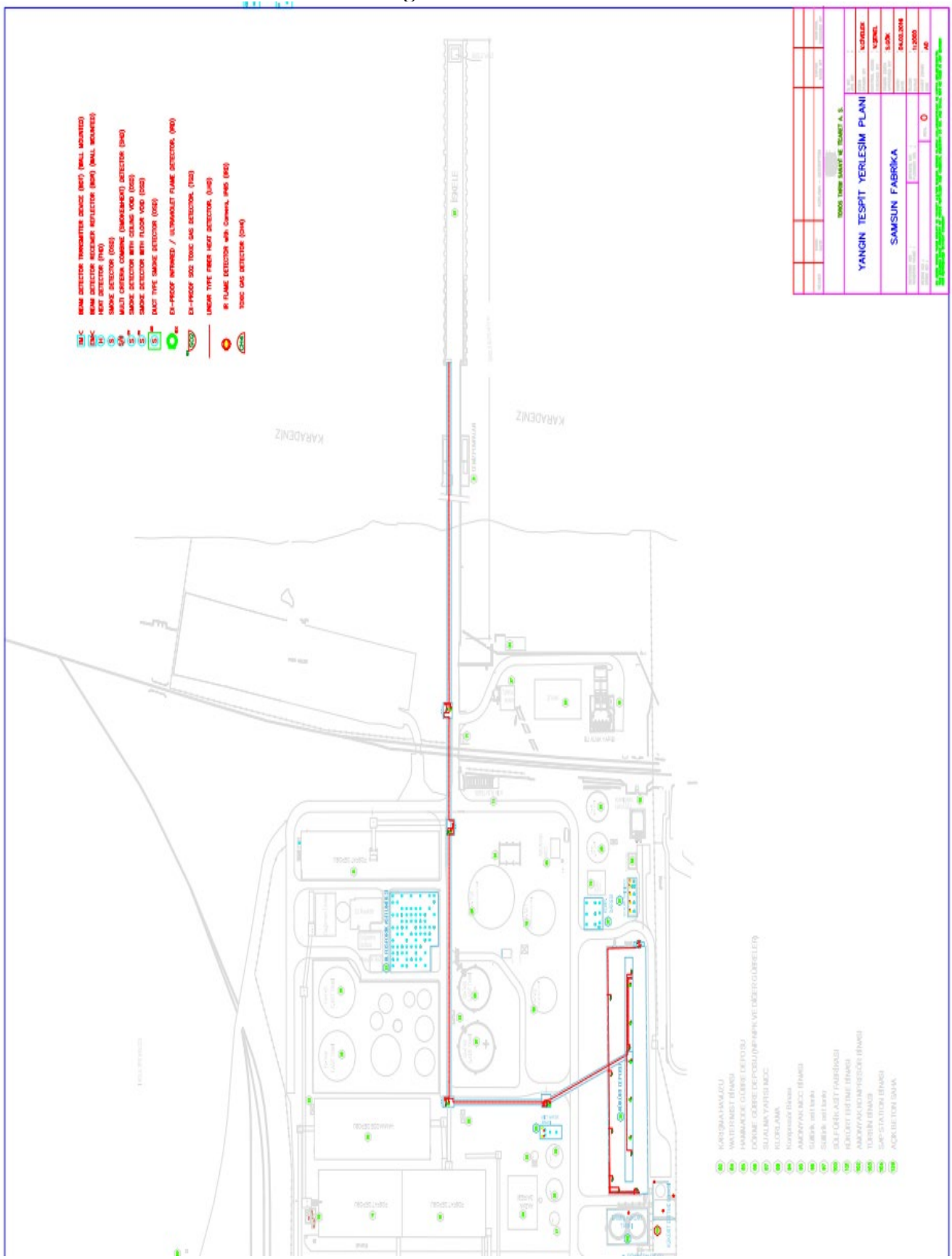
ANNEX-3:Emergency Contact Points and Contact Information

EMERGENCY SERVICE UNITS	PHONE NUMBER
Ambulance	112
Samsun Governorship	0 362 431 64 75
Samsun Port Authority	0362 435 90 13
Provincial Directorate of Environment	0 362 230 80 40
Provincial Health Directorate	0 362 431 00 14
Meteorology	0 362 321 13 98
Provincial Disaster and Emergency Directorate	122
Emergency	112
Coast Guard	158
Public Hospital	0 362 233 39 07
Chest Hospital	0 362 440 00 38
Training and Research Hospital	0 362 311 15 00
National Poison Hospital	114
TOROS Agriculture Headquarters	0 212 357 02 02
Eti Bakir A.S. Samsun Plant	0 362 256 09 90
Samsun Machinery Industry	0 362 266 51 60
Yesilyurt Iron and Steel Plant	0362 266 43 55
SAMGAZ	0 362 444 1 187

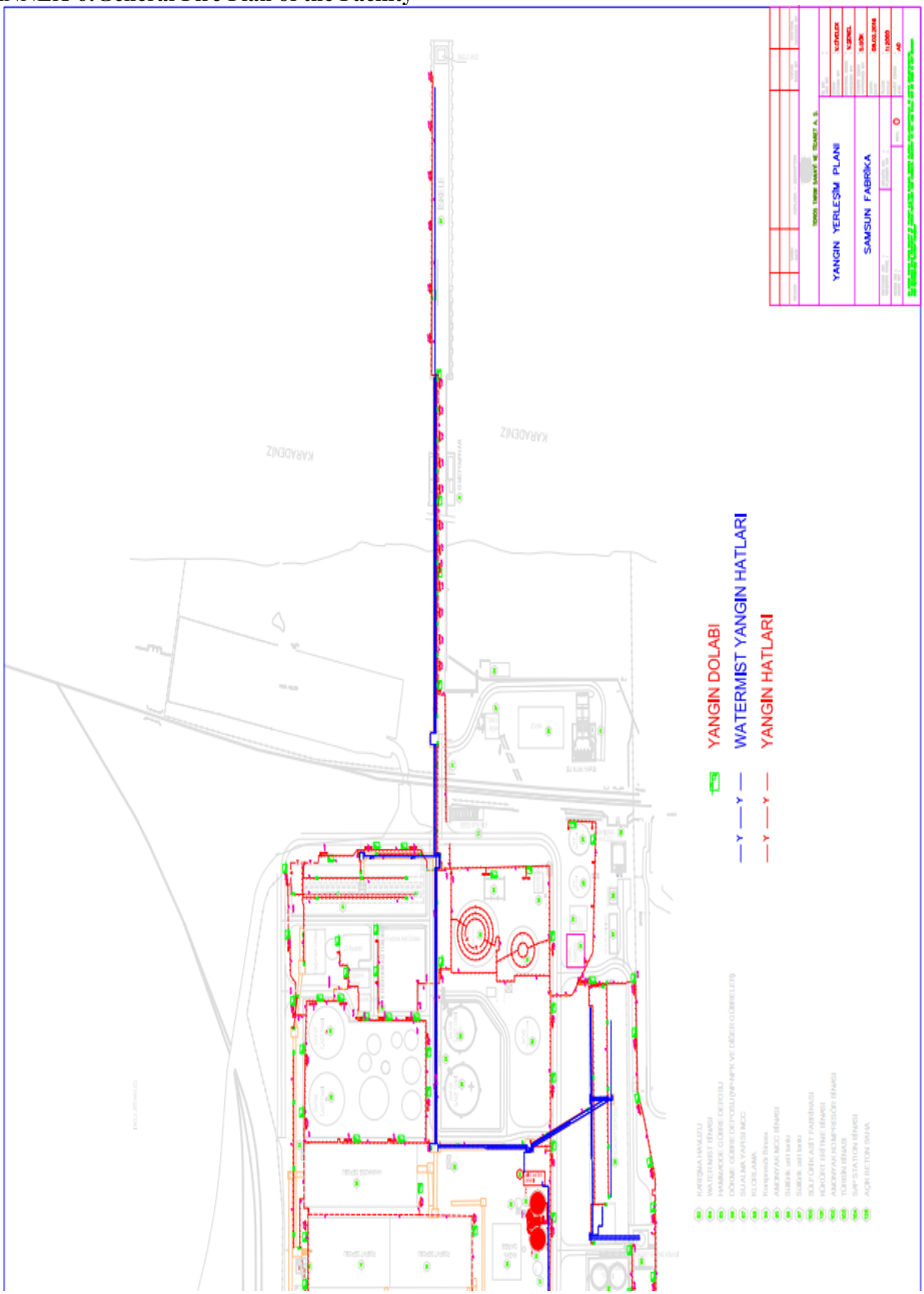
APPENDIX-4:General Layout of Areas where Dangerous Goods are Handled

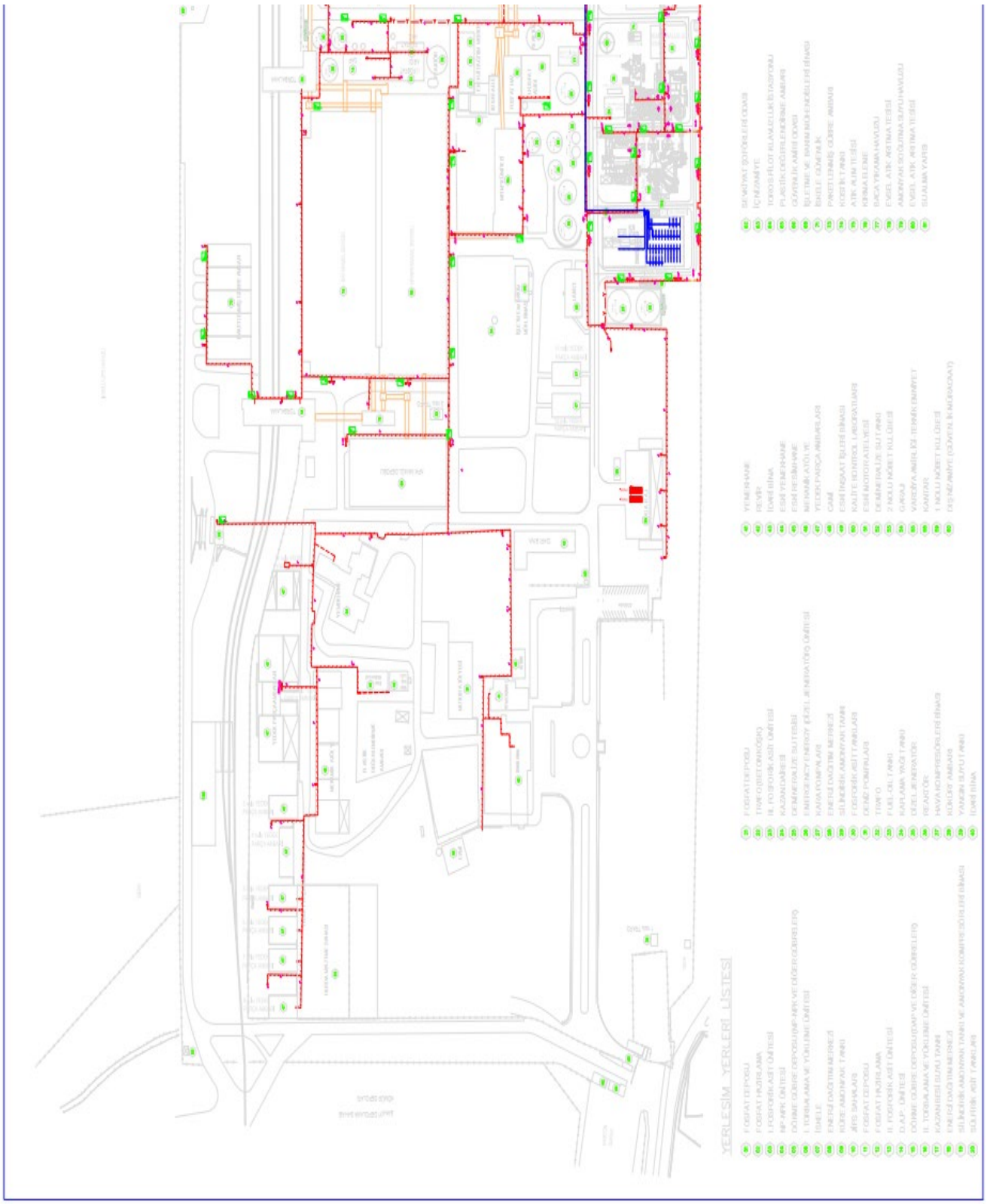


ANNEX-5:Fire Plan of Areas where Dangerous Goods are Handled



ANNEX-6:General Fire Plan of the Facility





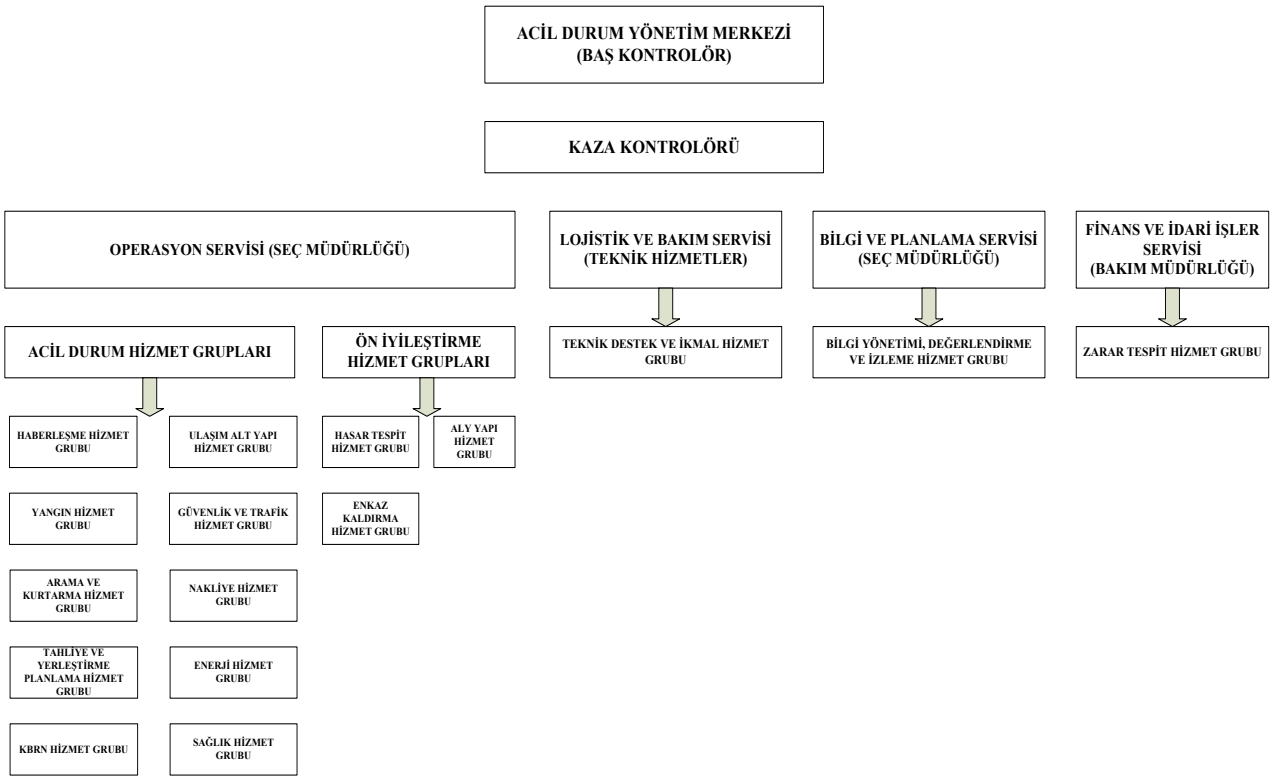
ANNEX-7:Emergency Plan

TOROS AGRICULTURE INDUSTRY AND TRADE INC.
SAMSUN FERTİLİZER PRODUCTİON FACİLİTY
INTERNAL EMERGENCY PLAN

Title and address of the operator	TOROS AGRICULTURE INDUSTRY AND TRADE INC. Istanbul Sisli Esentepe Mah. Buyukdere Cad. Tekfen Tower Number:209 N:19-20.
Organization's tax identification number	
Trade name and address of the organization	TOROS AGRICULTURE INDUSTRY AND TRADE INC. SAMSUN FACILITIES Sanayi Mahallesi, Bakır Sitesi Caddesi No:9/25 55300 Tekkekoy/Samsun
Phone number of the organization	0 362 256 09 80
Fax number of the organization	0 362 256 09 56
Organization's email and web address	samsun.fabrika@toros.com.tr
Wet signature of the operator or his legal representative	

ANNEX-8:Emergency Assembly Places Plan

ANNEX-9:Emergency Management Chart



ANNEX-10:Hazardous Substances Handbook
A 'Hazardous Goods Handbook' has been prepared and given to the employees so that the dangerous goods classes and labels, signs, dangerous goods segregation rules can be learned and recognized by the relevant port personnel.

APPENDIX-11:Leak areas and equipment, entry/exit drawings for CTU and Packages
Not relevant

Annex-12 Inventory of Port Service Ships

Since there is no ship belonging to the facility, service is taken from a third party company.

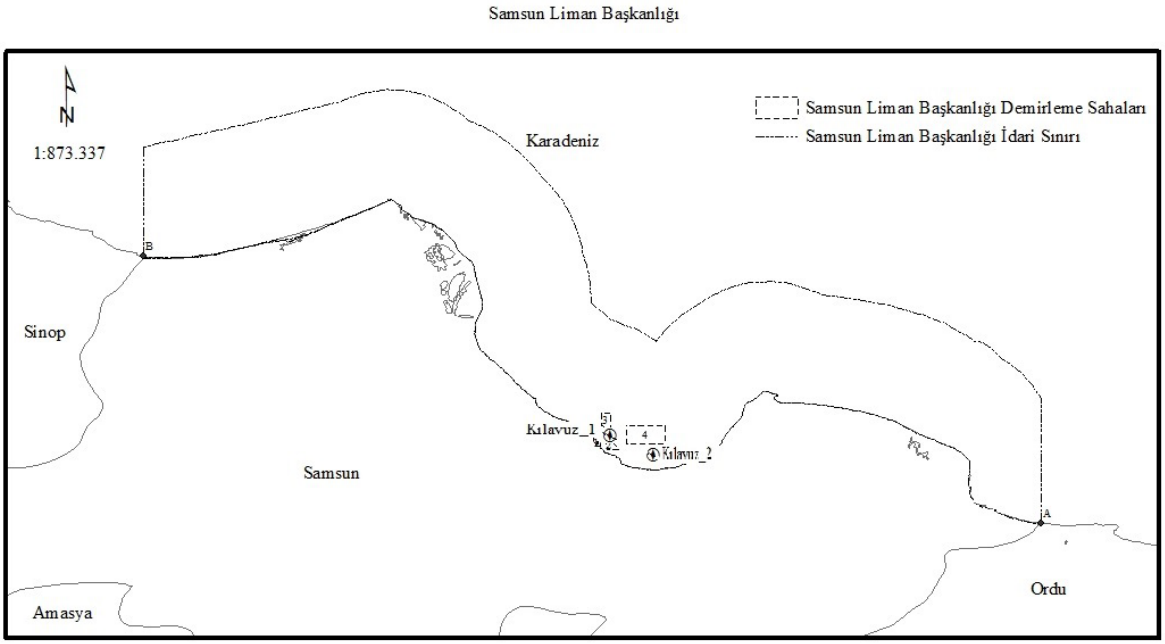
APPENDIX-13:Maritime coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points

A) Port Administrative Area Boundaries

Port administrative area of Samsun Regional Port Authority isthe sea and land area in between the line drawn from the coordinates below to true north, and which is bordered by adjacent Turkish Territorial Waters.

a) 41º 08' 45" N – 037º 10' 29,5" E

b) 41º 41' 00" N – 035º 24' 56" E



B) Anchorage Places

Anchorage area no. 1: Anchorage area for ships smaller than 1000 GT is the sea area established by the coordinates below.	41º 17' 54" K	036º 20' 24" D
	41º 17' 54" K	036º 20' 36" D
	41º 17' 36" K	036º 20' 33" D
	41º 17' 36" K	036º 20' 42" D

Anchorage area no. 2: Anchorage area for ships smaller than 5000 GT that do not carry dangerous goods and for military ships is the sea area established by the coordinates below.	41° 18' 09" K	036° 21' 06" D
	41° 18' 09" K	036° 21' 45" D
	41° 17' 00" K	036° 21' 39" D
	41° 17' 00" K	036° 23' 00" D

Anchorage area no. 3: Anchorage area for ships larger than 5000 GT that do not carry dangerous goods and for military ships is the sea area established by the coordinates below.	41° 21' 00" K	036° 21' 00" D
	41° 21' 00" K	036° 22' 00" D
	41° 19' 36" K	036° 21' 00" D
	41° 19' 18" K	036° 22' 00" D

Anchorage area no. 4: Anchorage area for ships carrying dangerous goods, for nuclear-powered military ships, for ships to be quarantined, and for ships to be subjected to degasification is the sea area established by the coordinates below.	41° 17' 36" K	036° 23' 48" D
	41° 17' 36" K	036° 25' 30" D
	41° 18' 36" K	036° 25' 30" D
	41° 18' 36" K	036° 23' 48" D

C) Pilot Embarking/Disembarking Spots

1) 41º 18' 22" N – 036º 21' 42" E

2) 41º 16' 12" N – 036º 26' 30" E

ANNEX-14:Emergency Response Equipment Against Marine Pollution in the Port Facility

SIRA NO	EKİPMAN	ADET
1	Bariyer(m)	800
2	Skimmer(adet)	1
3	Yüzer Tank 15m3	2
4	Sorbent Bariyer	1400
5	Sorbent Pad	6000
6	Geçici Dep. Tankı	1
7	Konteyner	4
8	Baret İthal CE'li	14
9	Yağmurluk	22
10	Kimyasal Çizme,Çelik Burunlu	24
11	Kimyasal Eldiven,Kısa CE'li	20
12	Kimyasal Eldiven,Uzun CE'li	20
13	Yarım Yüz Maske	18
14	Yarım Yüz Maske Filtresi	40
15	Koruyucu Gözlük	50
16	Fener Ex-Proof	10
17	Plastik Kutu	7
18	Naylon Poşet	100
19	Etiket	50
20	Naylon Muşamba(m)	180
21	Güvenlik Şeridi	2
22	El Arabası	5
23	Kazma	10
24	Kürek	10
25	Tırmık	10
26	Plastik Kova 10 Lt	7
27	Plastik Varil 120 Ltr	5
28	Ecza Dolabı	3
39	Can Yeleği Spor Tip. CE'li	10
30	Can Yeleği Otomatik Şişme Yelek Tip	8

SIRA NO	EKİPMAN	ADET
31	Gaz ÖlçümCihazı O2-LEL-H25-CO Sensörlü	1
32	Zodiak Bot	1
33	Saplı Ağ Kepçe	1
34	Metal Korumalı Benzin Bidonu 20lt	2
35	Soğuk Sıcak Yıkama Jeti	1
36	Bariyer Koruma Brandası	2
37	Oksijen Hava Tüplü,Taşıma Sırtlığı	1
38	Kimyasal Yanmaz Elbise	1
39	Blower	2
40	Teksan Jeneratör 32KW	1
41	Bariyer Tamir Kiti	1
42	Yangın Söndürme Tüpü 9kg	2
43	Nebati Halat	150
44	Sahil Bariyeri	125m
45	Şamandıra	10
46	Transfer Hortumu	2
47	Bariyer Çekme Başlığı	6
48	Çapa Büyük Boy-Küçük Boy	4+2
49	Dış Aydınlatma Lambası	2
50	Güç Ünitesi Elektrikli -Mazotlu(p.o)	2

ANNEX-15:Personal Protective Equipment (PPE) Usage Map

TOROS TARIM	ALAN BAZLI KKD LİSTESİ									DOKÜMAN NO	SEC-GM-LT-021
										YAYIM TARİHİ	-
										REVİZYON NO	00
										REVİZYON TARİHİ	-
TESİS ADI	Ayakkabı	Eldiven	Kulak Tıkacı	Maske	Bone	Gözlük	Tulum	Baret	Emniyet Kemeri	Kolluk	Not
NPK ÜNİTESİ ZEMİN	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
NPK ÜNİTESİ 1. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
NPK ÜNİTESİ GRANÜLATÖR	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
NPK ÜNİTESİ KIRICI KATI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
NPK ÜNİTESİ ELEK KATI	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
NPK ÜNİTESİ DİĞER KATLAR	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
85 AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	-
DAP ZEMİN	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
DAP ZEMİN KURUTMA TAMBUR ÇEVRESİ	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
DAP 1. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
DAP 1. KAT GRANÜLATÖR	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
DAP 2. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
TÜRBİN ZEMİN	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	X	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
SA ÜNİTESİ ZEMİN	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	Tulum; asit tulumu olarak değerlendirilmişti
ERİTME BİNASI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	Tulum; asit tulumu olarak değerlendirilmişti
SA TANKLAR BÖLGESİ	ZORUNLU	GEREKTİĞİNDE	X	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
KÜKÜRT DEPOSU	ZORUNLU	GEREKTİĞİNDE	X	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
FA ÜNİTESİ ZEMİN	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
FA ÜNİTESİ 1. KAT	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
FA ÜNİTESİ 2. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
FA ÜNİTESİ 3. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
FA ÜNİTESİ 4. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
FA TANKLAR BÖLGESİ	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
DEĞİRMEN ÜNİTESİ ZEMİN	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
DEĞİRMEN ÜNİTESİ 1.KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
DEĞİRMEN ÜNİTESİ 2. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
DEĞİRMEN ÜNİTESİ 3.KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti
DEĞİRMEN ÜNİTESİ 4.KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmişti

FOSFAT AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmiştir
FOSFAT AMBARI ÜST BANT YOLU	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmiştir
01/11 AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmiştir
AMONYAK ÜNİTESİ	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmiştir
KAZAN DAİRESİ	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	
SU HAZIRLAMA	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmiştir
SU ALMA YAPISI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
KOMPRESÖR BİNASI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
TORBALAMA ZEMİN	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	X	X	ZORUNLU	X	ZORUNLU	X	X	-
TORBALAMA 1.KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
TORBALAMA 2.KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
TORBALAMA 3.KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
KIRMA ELEME ZEMİN	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
KIRMA ELEME 1. KAT	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
05 AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
15 AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
86 AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
73 AMBARI	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	X	X	-
İSKELE	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	X	Tulum; asit tulumu olarak değerlendirilmiştir
İSKELE BANT YOLLARI	ZORUNLU	GEREKTİĞİNDE	X	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
LABORATUVAR	ZORUNLU	GEREKTİĞİNDE	X	GEREKTİĞİNDE	X	ZORUNLU	GEREKTİĞİNDE	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	Tulum; asit tulumu olarak değerlendirilmiştir
MALZEME AMBARLARI	ZORUNLU	GEREKTİĞİNDE	X	X	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
ELEKTRİK BÖLÜMÜ	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
TORNA BÖLÜMÜ	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-
KAYNAK BÖLÜMÜ	ZORUNLU	GEREKTİĞİNDE	GEREKTİĞİNDE	GEREKTİĞİNDE	X	ZORUNLU	X	ZORUNLU	GEREKTİĞİNDE	X	-

ANNEX-16:Hazardous Substance Incidents Notification Form

			28.12.2015
	DANGEROUS GOODS EVENTS NOTIFICATION FORM	Revision date:	0
		Revision No:	0
		Page Number :	

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

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

ANNEX-17:Control results notification form for dangerous cargo transport units (CTUs)

Not relevant

ANNEX-18:Other Supplements Required

APPENDIX 19- Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)