AKSA ACRYLIC CHEMICAL INDUSTRY INC. PORT FACILITY

DANGEROUS CARGO HANDLING GUIDE

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(See Revision Page for Revisions)

FACILITY AUTHORITY
ALI DEMIREL

REVISION PAGE

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				Name and surname	signature
1	1/2015	UN1005 Ammonia, anhydrous (MSDS)	30.01.2016	E. Kudu	
2	2/2015	UN1093 Acrylonitrile (MSDS)	30.01.2016	E. Kudu	
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1. LOGIN

1.1 CURRENT INFORMATION ABOUT THE FACILITY

AKSA port facility AKSA Acrylic Chemical Industry Inc.S. AKKİM Kimya Sanayi ve Ticaret A.Ş. is a member of the AKKÖK group of companies, which has sister companies in addition to its subsidiaries.S.and DOW-AKSA Advanced Composite Materials Industry.Ltd.Sti.It also provides services.

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

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

The entry, presence, and handling of dangerous goods within the port area are controlled to ensure the overall safety and security of the area, the containment of the goods, the safety of all persons within or around the port area, and the protection of the environment.

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

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

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

It is crucial that those responsible take all necessary precautions regarding the legally mandated aspects of the maritime transport of dangerous goods and that all relevant information is communicated to those involved in the transport chain and the final recipient.Note that conditions may vary for different shipping methods.

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

This guide has been published for the second time to ensure the safe transport and handling of hazardous materials in the port area, and to ensure that legal requirements and safety measures are met.

FACILITY INFORMATION FORM

1	Facility operator name/title	AKSA ACRYLIC CHEMICAL INDUSTRY INC.
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Central District, Ali Raif Dinçkök Street No:2 Taşköprü Çiftlikköy – Yalova/Türkiye Tel:0226 3532545 Fax:0 226 814 18 55 aksa@aksa.com www.aksa.com
3	Facility name	AKSA ACRYLIC CHEMICAL INDUSTRY INC. PORT FACILITY
4	City where the facility is located	YALOVA
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Central District Yalova-Kocaeli Road StreetNo:34 PK114 77602 Taşköprü Çiftlikköy – Yalova Tel:0226 3532545 Fax:0 226 814 18 55 aksa@aksa.com www.aksa.com
6	Geographical region of the facility	Marmara Region
7	The port authority and contact details of the facility	Yalova Regional Port Authority Phone:+90-226-813 5410 Fax:+90-226-813 3586
8	Mayor's Office and contact details of the facility	Taşköprü Municipality Phone:+90-226-353 2079 Fax:+90-226-353 2855
9	The name of the Free Zone or Organized Industrial Zone where the facility is located.	-----
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	10.02.2026
11	Activity Status of the Facility (X)	Own cargo and additional third parties (x) / Own Burden (….) / 3rd party (….)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Ali Demirel Tel:0 226 353 25 45- 43300 ali.demirel@aksa.com Fax:0 226 814 18 55
13	Name and surname of the facility's dangerous goods operations officer, contact details (phone, fax, e-mail)	Nihat Özer Tel:0 226 353 25 45- 43310 nihat.ozer@aksa.com Fax:0 226 814 18 55 Mert Sezer Tel:0 226 353 25 45- 43311 mert.sezer@aksa.com Fax:0 226 814 18 55
14	Name and surname of the facility's Dangerous Goods Safety Advisor, , contact details (phone, fax, e-mail)	TMGD HAZARDOUS MATERIALS SAFETY CONSULTANCY INC. Sultan Selim Neighborhood, Turan Street, No:25/2 4. Levent, Kağıthane/Istanbul Kerim Günay 0532 654 62 36 kerimgunay@gmail.com
15	Marine coordinates of the facility	40° 41' 10" N, 029° 24' 30" 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	IBC Code, IGC Code, IMSBC Code,

	Code)	
17	Dangerous goods handled at the facility (cargo types other than those in the IMDG Code, as listed in Article 16, will be listed separately).Requests for additional cargo will be submitted to the relevant port authority using Form Annex-1.It will be added to TYER when deemed appropriate.	Class 2 Gases, Class 3 Flammable Liquids, Class 6.1 Toxic Substances, Class 8 Abrasive Materials
18	Classes for cargo handled, subject to IMDG Code	
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Coal A - A/B
20	Types of ships that can approach the facility	Chemical Tanker – Dry Cargo LPG & LNG Tanker (for ammonia cargo only)
21	Distance of the facility to the main road (kilometers)	0.3 km
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	no
23	Name of the nearest airport and its distance from the facility (kilometers)	Sabiha Gökçen Airport 50km
24	Load handling capacity of the facility (Ton/Year;TEU/Year;Vehicle/Year)	350,000 tons/year Liquid Bulk Cargo 600,000 tons/year Dry Bulk Cargo
25	Whether scrap handling is done at the facility	No
26	Is there a Border Gate? (Yes/No)	Yes
27	Is there a bonded area? (Yes No)	No
28	Cargo handling equipment and capacities	Dry cargo:Electric Industrial Excavator Liquid Cargo:Pipelines
29	Storage tank capacity (m3)	-
30	Open storage area (m2)	-
31	Semi-closed storage area (m2)	-
32	Closed storage area (m2)	-
33	Determined fumigation and/or de-fumigation area (m2)	-
34	Pilotage and tugboat services provider name/title, contact details	Yalova Pilotage Inc. Phone:+90-226 461 20 77 Fax:+90- 226 461 20 76 info@yalovapilotaj.com
35	Has a Security Plan been created? (Yes No)	YEAH
36	Waste Reception Facility Capacity (This section will be arranged separately according to the wastes accepted by the facility)	Dirty Ballast (....m3), Slop (....m3), Sludge (50m3), Bilge Water (10m3), Toxic Liquid Substance (100m3), Wastewater (100m3), Garbage (48m3)
37	Dock/pier etc. properties of fields	

Dock / Pier No	Height (meter)	Width (meter)	Maximum water depth (metre)	Minimum water depth (metre)	The largest ship tonnage and length to berth (DWT or GRT - meters)

Liquid Cargo Dock	365m	10	19	9	Chemical Tanker – LPG & LNG 30,000 DWT
Dry Cargo Pier	373m	15	19	9,5	General cargo and dry bulk vessels with a maximum capacity of 30,000 DWT.
Name of the seabed pipeline (if available at the facility)			Number (piece)	Length (metre)	Diameter of (inch)
-			-	-	-
			Maximum Depth	Minimum Depth	
1					

1.2 LOADING/UNLOADING, HANDLING AND STORAGE PROCEDURES FOR DANGEROUS CARGO HANDLED AND TEMPORARILY STORED AT PORT FACILITIES

Our port facility handles hazardous liquid and solid bulk cargo, which is stored outside the port area.

- For the purpose of detecting gas leaks that may occur, gas detectors have been calibrated and are kept ready for use.
- Necessary warnings and cautionary signs are placed around the handling area in the form of fixed signs.In all operational areas of the company, personnel wear personal protective clothing and equipment that complies with occupational safety and health criteria in hazardous locations and situations.Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas are not employed.
- The equipment used undergoes periodic maintenance, repair, and calibration, and certificates and records documenting this are kept up-to-date.
- In the event of emergencies or accidents, first aid supplies to be used for intervention are stored by personnel in locations known to them and specified in the hazardous materials manual and layout plan.
- In operations involving the unloading of hazardous liquid and solid bulk cargoes, communication equipment suitable for Zone areas, specifically explosion-proof radios, are used, ensuring safe use in flammable or explosive environments.
- Flexible hoses used for unloading bulk liquid cargo;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 are not currently in service but will be used in evacuation operations are stored with their ends sealed to meet the criteria specified in ISGOTT.
- In flexible hoses used for unloading liquid bulk cargo, electrical insulation flanges and insulated flange bolt connections are used to connect them to the ship.
- Dangerous liquid bulk cargoes are handled in a way that eliminates the possibility of interaction with other cargoes, and circuits suitable for the product are used.
- Port authorities and port operators are responsible for ensuring that additional safety and security measures are taken during ship unloading/loading operations throughout their shift hours.
- The responsibilities of port authorities and port operators are defined in the Quality Management System.

- In cargo operations and emergencies, the ship captain, the Ship Operations Manager/Chief, and the Watch Engineer, according to their areas of responsibility.The contractor shall provide the following information regarding hazardous liquid and solid bulk cargoes being loaded/unloaded or transported to the Regional Port Authority and other relevant parties, if deemed necessary.

By the ship captain;

- The appropriate shipping name of the dangerous goods, its UN number (if any), and a description of its physical and chemical properties (including reactivity).
- Load transfer, slop transfer, inerting, ballast intake, ballast discharge, and tank cleaning procedures.

By the Operations Manager;

- Captains of vessels docking at our pier are provided with written documents regarding "Pier Rules" and "Emergency Procedures at the Pier" by the Ship Management Port Operators.
- Ship captains ensure that all personnel on board learn safety precautions and follow the given instructions.
- “Ship/Port Safety Checklist”The information is filled out mutually by the Watch Engineers and the Ship Captain and an agreement is reached.

1.1.1 PROCEDURE FOR HANDLING HAZARDOUS LIQUID CARGOES

This procedure covers the safe handling of hazardous liquid bulk cargoes, which must be observed by all technical and administrative units of our Port Facility, and includes measures to minimize loss of life and property in the event of a potential hazard.

This procedure covers all units of AKSA ACRYLIC Port Facilities.

Dangerous Goods (Dangerous Cargo);As defined in the Regulation on the Maritime Transport of Dangerous Goods and Loading Safety, it refers to packages and cargo units carrying substances and residues of substances that have the potential to cause harm to life, property, the environment, and glass organisms due to their physical, chemical properties, or mode of transport.

Hazardous Liquid Bulk Cargo:It refers to units of cargo defined as dangerous goods that are transported in liquid and bulk form.

At our port facility, areas for the temporary storage and handling of hazardous liquid bulk cargo were determined;Administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other cargo temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response have been taken into consideration.

The additional safety and security measures that need to be taken, and who is responsible for taking these measures, are defined in the TYER, KÖP, ADP and their annexes, which have been prepared in accordance with the Regulation on the Maritime Transport of Dangerous Goods and Loading Safety.

Storage and separation rules for other hazardous materials have been established and are implemented.

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

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

Workers will be standing next to the flexible hoses that will be attached to the ship. It acts together with the ship's personnel in connecting the liquid cargoes to the ship's inlet and outlet manifolds.

Appropriate pressure adjustment is made with the vessel.

Electrical equipment, tools, and devices used in areas where hazardous materials are handled must be calibrated and meet standards suitable for use in flammable, explosive, or combustible environments.During loading operations involving dangerous liquid bulk cargoes, electric lamps other than arc lamps will be used, and these lamps must be gas-tight.

Appropriate personal protective equipment, including sufficient clothing, gear, and gear, will be worn to address the characteristics and potential risks of handling hazardous liquid bulk cargoes.Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas are not employed.

Areas for the temporary storage of hazardous liquid bulk cargoes that release toxic or flammable gases are located within the factory premises outside the port facility.However, when personnel are required to enter ship tanks and confined spaces for any type of work, an effective ventilation system will be installed in the confined spaces and areas adjacent to them.Prior to entry, gas measurements will be taken to check for flammability, explosiveness, and toxicity, and entry procedures for confined spaces will be followed.

In situations requiring entry into confined spaces, a sufficient number of personal protective clothing, equipment, and gear, including gas masks, must be readily available for the person(s) entering those spaces.

Tanks storing hazardous materials should be surrounded by water cannons/hoses and watered to prevent combustion.

During the unloading or loading of liquid bulk hazardous materials from or onto a ship, protective systems (overflow trays and drainage channels) designed to prevent spills due to leakage shall be kept clean and in working order throughout the operation.

Possible occurrences during evacuation;Controls will be carried out to prevent or minimize risks to life, property, and the environment that may be caused by toxic or flammable vapor emissions, hazardous gas releases, oxygen-deficient areas, and substances that are spontaneously flammable or flammable when combined with water, oxidizing agents, and hazardous materials that can interact with each other.

The captain of a vessel discharging hazardous liquid bulk cargo shall submit a detailed discharge plan, including details of the cargo's location and quantity on board, to the shore facility operator before commencing the discharge operation, and an agreement shall be reached.

Flexible Hoses:Flexible hoses used in discharge applications shall only be used for loads where temperature compatibility is suitable, and within a pressure range that does not exceed the working pressure.

After the connection is made, the hose's safety will be ensured against the following problems.

Hoses that have a certificate indicating their burst pressure will be tested before use, and a visual inspection will be performed before each use.

Flexible tubes will be constantly monitored during the operation, and any load inside them will be removed after the operation.After use, it should be stored safely together with other hoses.

The Ship Captain will be informed to ensure that the stoves and similar equipment to be used in the ship's galley do not serve as ignition sources.

The drainage holes on the pier will be closed, and the excess will be directed through a drainage channel to a collection basin and subsequently to disposal.

Supplying electricity from the shore to the vessel will not be permitted under any circumstances, except in emergency situations with the approval of the Regional Port Authority.

No electrical cables or equipment may be placed or operated on the dock, except for those certified for safe use.

Tank cleaning and degassing operations can only be carried out in mandatory situations authorized by the Regional Port Authority and where all necessary precautions have been taken.

The outlet valves of the storage tanks in the facility are always kept secure, and the on/off buttons of the pumps are kept in a location accessible only to authorized personnel.

The Ship Captain and Facility Supervisors will monitor that operations involving the transportation, handling, or discharge of dangerous liquid bulk cargo are carried out in accordance with all national and international regulations.

Written and pictorial (pictogram) warning signs regarding the dangerous goods to be unloaded or loaded will be posted in the area near the operation site or at the pier entrance.

1.1.2 PROCEDURE FOR HANDLING HAZARDOUS SOLID BULK LOADS

This procedure aims to describe the tasks and procedures to be performed by relevant personnel during the unloading of hazardous solid bulk cargoes within the scope of IMSBC.

This procedure;This includes all personnel within the facility who have duties and responsibilities in the process of unloading hazardous solid bulk cargo.

Dangerous goods;As defined in the Regulation on the Maritime Transport of Dangerous Goods and Loading Safety, it refers to packages and cargo units carrying substances and residues of substances that have the potential to cause harm to life, property, the environment, and glass organisms due to their physical, chemical properties, or mode of transport.

Dangerous Solid Bulk Cargo:In the IMSBC Code Appendix 1, the term "B" refers to bulk cargoes that are labeled "A and B" in the group box of the characteristics table.

If coal handling or temporary storage takes place at a coastal facility, the following requirements must be met:

Reactive substances dissolved in water should not be stored below 0°C.

Spontaneously heated materials should be stored away from light, heat sources, moisture, and flammable or combustible materials, in a dry and well-ventilated environment.

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

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

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

Within the zones designated under PKD (Project Control and Prevention Law), the use of open flame lamps and smoking must be strictly prohibited, and explosion-proof equipment must be used and kept under control.

Work that generates sparks, such as welding and steel cutting, should only be carried out under the supervision of authorized personnel and in accordance with hot work permits.

Due to its structure that allows it to remain suspended in the air, coal can contain between 1 and 40 times its volume in methane gas.For this reason, the amount of methane in the silo air should never be allowed to exceed 1%.For such cases, natural ventilation should be preferred instead of an aspirator.Because strong air currents can cause a risk of spontaneous overheating.

As the particle size of the coal increases, the amount of fine particles in the stored coal pile increases, the tendency of the coal to spontaneously combust.Therefore, care must be taken to ensure that coal particles do not break apart and form new layers during storage.

Coal piles should be stored on a flat concrete surface, and care should be taken to prevent air from passing from the bottom to the pile.Before a coal pile is constructed, the ground where the coal will be placed is cleaned of ash, debris, wood chips, and plant residue. The ground is then washed and dried before the coal pile can be made.

If the coal being handled produces excessive dust, a dust-removing chemical from the conveyor belt system is sprayed onto the coal, thus reducing the amount of dust.

To prevent fire risks, the surface of the pile should be checked daily for steam escaping and for surface temperature.To measure the temperature in the heap, metal pipes with a diameter of about 25 mm with a thermometer are immersed in the heap at intervals of 3-4 m.Pipes are inserted up to 30 cm above the base and temperature readings are taken at different levels.Care should be taken that the temperature does not exceed 50°C for lignites and 70° for hard coals.The coal pile is consumed within 10-12 days. In case of a power plant malfunction or a decrease in coal consumption,

if the coal pile is to remain for longer than 30 days, or if the pile temperature exceeds 40°C, the coal pile is coated with a 50% lime solution to slow down the oxidation rate.The temperature of the coal pile is constantly monitored.If the temperature reaches 90°C, the coal is spread out in an open area and water is sprayed to lower the temperature.

The operator must ensure that the dumping height is reduced when unloading hazardous cargo in adverse weather conditions, that the bucket(s) are fully closed after the cargo is lifted, and that bucket operations are stopped in strong winds.

In the event of a potential hazardous cargo accident, personnel involved in the operation must have the necessary personal protective equipment.

It is mandatory to have a water monitor (water cannon) around the storage area in order to be able to deal with spontaneously combustible materials.

Substances or mixtures that release flammable gases upon contact with water should be stored in a dry, cool, and enclosed space, as they are prone to reacting with water and becoming instantly flammable or releasing dangerous amounts of flammable gases.It should be kept away from water, moisture, and oxidizing agents, and stored in accordance with decomposition rules.These cargoes must be handled in dry weather conditions.The storage areas for the relevant cargo must be securely covered with sturdy, airtight lids and bear warning signs such as "keep dry".Humidity measurements should be taken at regular intervals.Their storage facilities must have waterproof floors, pressure-resistant walls, and lightweight roofs.Such loads must be kept away from any equipment and sources that could cause sparks, such as bare, light-emitting hand tools and unshielded light bulbs.

Organic peroxides are thermally unstable substances or mixtures that can undergo spontaneously accelerated exothermic decomposition. Therefore, they should be stored in a dry, well-ventilated warehouse away from heat and flame sources.Cargo should be handled and stored in a way that prevents contamination from corrosive substances (such as acids, alkalis, amines, flammable materials, metals, and reducing agents), flammable or carbon-containing cargoes.Oxidizing agents react violently when they come into contact with organic matter.Therefore, with oxidizers (for example;Necessary precautions should be taken to prevent interaction between organic substances (such as nitric acid, chromic acid, and permanganates, etc.).

2. RESPONSIBILITIES

All parties engaged in the transport of dangerous goods;they have to take all necessary precautions to make transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage when an accident occurs.It uses the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous goods.It makes use of the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these loads.

2.1 RESPONSIBILITIES OF THE CARGO CONTACT PARTY

The responsibilities of the cargo person are as follows:

a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
b) It provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
c) It ensures that dangerous goods are loaded, stowed, and securely fastened in accordance with regulations and in approved packaging and cargo handling units. 3.2 Carrier's Responsibilities

2.2 CARRIER'S RESPONSIBILITIES

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

2.3 RESPONSIBILITIES OF THE SHORE FACILITY OPERATOR

a) It does not dock the ships carrying dangerous goods without the permission of the port authority.
b) It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
c) It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not harm the ships that will dock by planning in this context.
d) It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo.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) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person.The ship does not change the operation without the knowledge of the person concerned.
f) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures for the ship to be safely anchored at the pier and for handling.
g) It controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
h) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.
i) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
j) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
k) It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.

l) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
n) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
o) It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
p) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
q) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be temporarily stored, are transported out of the coastal facility as soon as possible, and applies to the Administration for permission in cases where it is necessary to wait.
r) It stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area.It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.
s) It takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
t) Prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
u) It ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

2.4 RESPONSIBILITIES OF THE SHIP'S OWNER

a) It ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
b) It requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
d) It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
f) It keeps up-to-date lists of all dangerous goods on board and declares them to the relevant parties upon request.
g) It ensures that the loading program, if any, is approved and documented and kept in working condition.
h) It notifies the port authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
i) In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.

j) He notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
l) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
m) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.
n) It provides the requirements for the loading safety of the loads loaded on the ships.

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/IMPLEMENTED BY THE COASTAL FACILITY

The following are a set of general rules applicable to the handling of dangerous goods at AKSA Port.In this context, Port Authorities refers to AKSA port management, the Operations Division manager, the Regional Port Manager, and the Deputy Port Managers.

According to the Regulation on Training and Authorization under the International Code for the Transport of Dangerous Goods by Sea, published in the Official Gazette dated 22/1/2016 and numbered 29601, personnel without the necessary training and certifications are not permitted to work in dangerous goods handling operations or to enter the areas where these operations are carried out.

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

When it comes to the storage, handling and/or transportation of hazardous goods at AKSA Port, human and environmental sensitivities are taken into consideration in the event of hazardous cargo leakage/emission or an accident involving hazardous cargo;Special attention will be paid to the proximity of buildings, distance to people and places not including direct transportation, etc.

The Port Authority will designate special areas with emergency response capabilities for the storage, transport, and handling of dangerous goods.

AKSA port management reserves the right to restrict or refuse entry to its ports if the transportation, handling, storage, or entry of large quantities of dangerous goods threatens port security.The provisions relating to these loads are as follows:It states that dangerous goods classified as 1.1, 1.2, 2.1, 2.3, and 7.1 are unacceptable for transport or storage.

AKSA Port Management has the right to take appropriate and reasonable steps to eliminate risks associated with dangerous goods/hazardous cargo at its facility.The property owner or their representative will be responsible for the resulting expenses.

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

In an emergency, the vessel must move to another location, anchor, or leave the port of AKSA upon the instruction of the authorities.

Ships carrying dangerous goods must always be prepared to maneuver quickly under their own power if there is a risk of harm to people or property outside the ship during loading or unloading, or in the event of an oxygen-depleting accident involving explosives, flammable gases, or liquids.

AKSA Port Management must be informed whenever any hot work needs to be carried out on a pier or vessel where hazardous materials are being transported, handled, or stored.Considering that this process can be done safely, hot works can be done with the permission to be given.Emergency response units are warned with the permission to be given.The duration of the permit must be specified and cannot be more than 24 hours.

AKSA Port Management, the discharge service provider, and the ship's Captain may appoint a certified consultant in accordance with the legislation regulating the transport of dangerous goods for the carriage, storage, and handling of dangerous goods within their respective areas of responsibility.

AKSA Port Management must be informed whenever any maintenance work is required on a pier or vessel where hazardous materials are transported, handled, or stored.When it is thought that this operation can be done safely, maintenance work can be done with the permission to be given.

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

All efforts and precautions must be taken to minimize, prevent, and protect personnel from the formation and dispersion of hazardous vapors or gases.Hand tools are available for measuring the concentrations of vapors and gases present in bulk hazardous cargo.Unprotected personnel are not allowed to enter spaces or areas where toxic or flammable vapors or gases may be present.

Unprotected personnel are not allowed to enter areas where oxygen depletion may occur.

Unauthorized persons are not allowed to enter areas where hazardous materials are transported, handled, or stored.If necessary, corridors where hazardous materials are transported, handled, and stored can be cordoned off.Before authorizing entry into a confined space where oxygen levels may be low or toxic gases may be present, the Captain or the responsible person on land must ensure that no risk will be posed.Before permission is granted for access to an empty space on board a ship or on land, the area must be certified by an authorized person as having been cleared, free of hazardous gases, and safe.

All hazardous materials arriving at AKSA ports must be reported to AKSA within the timeframe specified by legislation.AKSA transmits this information to the unit responsible for the arrival of dangerous goods; preliminary information is then forwarded to the relevant unit using the methods determined by the Regional Port Authority.

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

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

- Ship name and arrival time
- Proper shipping name for the goods
- Class according to IMGD Code
- UN number
- Packaging group (if any)
- Flashpoint Temperature (if applicable)
- Secondary risks (if any)
- Marine pollutant (if classified as cargo)
- EmS instruction
- Becquerel level (if radioactive)
- Quantity and packaging type
- Container identification number or other identification terms
- Quantity of dangerous goods
- (Class 1 Transportation) Explosive material Net weight

- Where is the dangerous cargo stowed on the ship?
- Cargo to be unloaded and transit cargo
- If the goods were disinfected, which disinfectant was used and what date it was disinfected...
- Sender and receiver of goods
- Situations that could negatively affect the safe maneuvering of the ship

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

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

Company personnel will always be familiar with the risks and precautions involved when handling hazardous materials.

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

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

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

Discharge of dangerous cargo will start as soon as possible following the arrival of the ship.Dangerous goods will be transported from the port in a short time unless there is a special permit for storage at the port.

While dangerous goods are being handled, access routes to both the shore and the ship must be free from obstructions by other activities or objects, and must be free of dirt and debris.

Vehicles and transport units shall not obstruct access points for emergency response vehicles, areas near the cargo hold, or access to the gangway.

Dangerous goods are transported in a way that prevents them from falling, sliding, or colliding with other materials and causing damage.

The terminal manager and the captain will ensure that the areas where dangerous goods are handled are adequately lit.

The terminal manager and the captain will place effective signs indicating that smoking is prohibited in the hold, tank yard, deck, and handling areas, and will conduct monitoring/inspection.

The captain will mark the presence and handling of dangerous cargo on his ship in an easily visible place and manner, in accordance with national/international legislation.

While handling hazardous cargo or other cargo, necessary measures will be taken to prevent hazardous cargo leakage immediately and emergency response procedures will be implemented by contacting the terminal manager.

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

Discharge will not be permitted if there are problems on board or in the cargo, such as leaks or missing markings.Such deficiencies must be corrected before evacuation.

Information and prior notification regarding dangerous goods must have been provided to AKSA Port Authority or the relevant party and entered into the system.

Information regarding dangerous goods is provided to the individuals and organizations responsible for the unloading operation no later than along with the manifest.

The procedure for handling the hazardous material in the event of an accident is checked, and the information is kept readily available.

Check that protective equipment is readily available for use in case of any uncertainty.

Check that it is correctly labeled. If there is an error, have it corrected in the waiting area.

Ensure that vehicles and containers move to their designated areas within the port, in that order.

The facility handles only the liquid bulk cargoes processed at our factory, as listed below.

UN NO	**SHIPMENT NAME**	**HAZARD CLASS AND SECONDARY RISKS**
UN 1005	AMMONIA, ANHYDROUS	2.3 (8) P
UN 1093	ACRYLONITRILE, STABILIZED	3 (6.1)
UN 1230	METHANOL	3 (6.1)
UN 1301	VINYL ACETATE, STABILIZED	3
UN 2789	Acetic acid, glacial	8 (3)
	COAL	IMSBC Code – B (and A)

Any deficiencies that could negatively affect the handling of dangerous goods are rectified before entry into the port.

Prior notification of dangerous goods is received by AKSA.

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

The procedure for handling the hazardous material in the event of an accident is checked, and the information is kept readily available.

The marking is checked to ensure it complies with regulations, and any deficiencies are rectified before entry into the port.

Vehicles are directed to their designated areas within the port.

Efforts will always be made to ensure that operations involving hazardous materials are carried out in a sustainable, environmentally safe, and satisfactory manner.

This means that all operations related to the transport of dangerous goods must take precautions specific to the dangerous goods to ensure that they do not cause harm to people, animals, the environment, or property.

Personnel handling hazardous materials will apply company procedures and directives, in addition to possessing the necessary knowledge and training for a safe operation.

Our facility always uses equipment designed for the handling of hazardous materials.

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

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

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

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

4.1 CLASSIFICATION OF HAZARDOUS LOADS

As explained in IMDG Code Volume 1 Part 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**	Combustible Solids
	Class 4.2	Self-Burning Solids
	Class 4.3	Solids Emitting Flammable Gases in Contact with Water
Section 2.5	**Class 5.1**	Oxidizing Agents

	Class 5.2	Organic Peroxides
Section 2.6	**Class 6.1**	Toxic (Toxic) Substances
	Class 6.2	Infectious Substances
Chapter 2.7	**Class 7**	Radioactive Substances
Section 2.8	**class 8**	Corrosive (Corrosive) Substances
Section 2.9	**Class 9**	Different Dangerous Goods and Objects and Environmentally Harmful Substances

Dangerous Goods Classification Table

4.2 PACKAGING AND CONTAINERS OF DANGEROUS GOODS

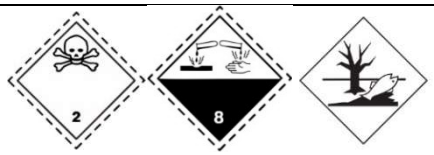
The facility handles bulk liquid hazardous materials via pipeline and stores them in tanks.No packaging is involved.

4.3 PLAQUES, MARKS, AND LABELS RELATING TO DANGEROUS GOODS.

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 DANGEROUS GOODS MARKINGS AND PACKING GROUPS

The facility does not store hazardous materials in packages; handled hazardous materials are stored in closed, fixed tanks outside the port area, and the labeling, marking, and packaging group information is as follows.

UN NO	SHIPMENT NAME	PG	CLASS	LABELING AND MARKING
UN 1005	AMMONIA, ANHYDROUS		2.3 (8) P	
UN 1093	ACRYLONITRILE, STABILIZED		3 (6.1)	

UN 1230	METHANOL		3 (6.1)	
UN 1301	VINYL ACETATE, STABILIZED		3	
UN 2789	Acetic acid, glacial		8 (3)	
	COAL		4.2	

4.5 SEPARATION TABLES OF DANGEROUS CARGOES ACCORDING TO THEIR CLASSIFICATIONS ON BOARD AND AT SHORE FACILITIES

Since our shore facility handles cargo according to the IBC Code, IGC Code, and IMSBC Code, there is no hazardous cargo requiring separation according to the IMDG Code.

4.6 SEPARATION DISTANCES AND TERMS OF DANGEROUS LOADS IN WAREHOUSES

Temporary storage is not permitted at the coastal facility.In silos located on the landward side of the coastline, coal is handled only as dry bulk, so there is no separation distance.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The port facility, which is engaged in the unloading, handling, and temporary storage of hazardous materials, aims to contribute to the safe performance of these activities;

- Classes of dangerous goods,
- Packages of dangerous goods,
- packaging,
- tags,
- marks and packing groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
- Separation distances of dangerous goods in warehouse storage,
- parsing terms,
- Dangerous cargo documents,
- Dangerous loads emergency response action flow chart
- Emergency contact information

- It is designed to be carried in a pocket and includes information on the locations and use of emergency equipment, as well as coastal facility regulations.

This manual has been distributed to employees working at Aksa Akrilik Kimya San. A.Ş port facilities, against their signatures.

6. OPERATIONAL MATTERS

6.1 PROCEDURES FOR THE SAFE DOCKING, MOORING, LOADING/UNLOADING, HARBORING OR ANCHORING OF SHIPS CARRYING DANGEROUS CARGO, DAY AND NIGHT

Approach

Ships are only allowed to dock at Aksa Port during daylight hours.Docking operations Yalova Pilotage Inc.It is performed by Ş.At least one Aksa personnel member will be present on the pier with a VHF radio during the docking process and will supervise the docking maneuver.

The Captain of every vessel arriving at AKSA PORT Facility for dangerous goods operations;

- They will be familiar with the rules that AKSA's facility applies to ships carrying dangerous goods.
- It will control the handling and storage equipment related to the ship, machinery, dangerous goods.
- Whenever possible, it will check that there is no puncture, leakage or deterioration of dangerous goods.
- In case of negativity or deficiency, it will notify the port authority.
- AKSA Port will maintain good communication with the Port and Traffic Station.

Separation

The vessel carrying dangerous goods will depart from the port no later than 3 hours after the departure time given to it by AKSA and the authorities.

Fuel Purchase

Refueling operations are not allowed in our facility.

Watchkeeping / Surveillance

- The Captain of a ship carrying, loading, or unloading dangerous goods shall at all times ensure operational safety and provide necessary equipment, keeping the machinery ready for action in case of an emergency.
- The commissioned officers and crew will have received training in accordance with at least STCW1978 standards.
- Upon request from AKSA facility officials, a lookout meeting the above criteria will be deployed to monitor dangerous goods operations.
- The lookout on board must:
- It should be sufficient to prevent the dangers that may arise due to dangerous loads.
- He will take the necessary precautions within his field of duty and expertise, and will observe against the risks that may come from the environment.
- In case of danger, it will give an alarm and act in accordance with the nature of the situation.

Fire Prevention Measures

In all handling of dangerous goods, the shore-based authority and the Captain shall take all necessary fire and environmental safety precautions.

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

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

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

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

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

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

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

Reporting Events

The ship's captain, within his area of responsibility, must ensure that if the handling of dangerous goods poses a risk to the safety or security of persons, the ship, other ships in the port, or any other goods or environment, the person responsible for handling the goods immediately stops the operation and does not restart it until it is safe to do so and appropriate safety measures have been taken.The ship's captain shall instruct each member of the crew to report any accidents occurring during the handling of hazardous materials to the person responsible for operations and the appropriate authorities.

The ship's captain must ensure that any incident in the port area that risks the safety or security of people or the environment is immediately reported to the port authority.This includes incidents related to the ship, crew, machinery, equipment or devices, or dangerous cargoes or their contents, which may occur in the port area or after notification as specified in Marpol Annex II.

The ship's captain must ensure that any damaged or leaking cargo unit or cargo handling unit containing hazardous materials on board is immediately reported to the dock operator and port authority, and that appropriate remedies are taken.

The Shore Facility Operator shall ensure that, within its area of responsibility, if the handling of hazardous materials poses a risk to the safety or security of persons, vessels, or other vessels in the port, or any other goods or environment, the person responsible for handling the materials shall immediately halt the operation and not restart it until appropriate safety measures have been taken.The company requires each member of its staff to report any accident occurring during the

handling of hazardous materials to the person in charge of the operation and to the appropriate authorities.

The Coastal Facility Operator shall ensure that any incident within the port area or any other property that jeopardizes the safety or security of persons, vessels, or the environment is reported immediately to the port authority.

The Shore Facility Operator shall ensure that any damaged or leaking unit cargo or cargo handling unit containing hazardous materials is immediately reported to the Shore Facility Operator and the regional port authority.

6.2 PROCEDURES REGARDING ADDITIONAL PRECAUTIONS TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR LOADING AND UNLOADING DANGEROUS GOODS

Ships arriving at the shore facility can dock during the day.On days with adverse weather conditions, the Regional Port Authority may close the pier system to ship traffic if deemed necessary.

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

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

Loading/unloading operations are suspended during periods of excessive rainfall to ensure personnel safety.

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

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

If a vessel under operation leaves the buoy due to compelling reasons before the operation is completed, both the Regional Port Authority and the Customs Directorate will be informed.

The procedures related to this matter are specified in the ship/coast guard checklist.

6.3 Procedures for Keeping Flammable, Flammable and Explosive Substances Away from the Operations that Create/Create Sparks and Not to Operate Vehicles, Equipment or Tools that Generate/May Create Sparks in Hazardous Cargo Handling, Stacking and Storage Areas

The ship's captain, after consulting with the dock operator, ensures that, where appropriate, repair and maintenance work that would cause immobility of the ship or its cargo handling equipment, or render safety devices inoperable, is carried out with the permission of the Regional Port Authority.

The ship's captain and those performing the repair or maintenance work must, after consulting with the dock operator, obtain the necessary permits from the port authority for any such work on board, and for any other repair or maintenance work that may pose a hazard due to hot work and dangerous cargo.

The security measures to be taken will include the following:

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 conditions have not changed;and

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.

The permit form and the procedure regarding minimum occupational safety requirements for performing hot work, as well as the hot work form, are applied.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 ALL MANDATORY DOCUMENTS, INFORMATION AND RECORDS RELATED TO DANGEROUS CARGOES AND PROCEDURES FOR THEIR PROVISION AND CONTROL BY RELEVANT PARTIES

Hazardous Materials Form

The consignor offering to transport dangerous goods shall provide the carrier with information applicable to such dangerous goods, including any other additional information and documentation specified in this Code.This information may be included in the hazardous materials transport document or in an e-data form.

When dangerous goods shipping information is provided to the carrier electronically, the sender information can be promptly produced as a printed document in the required order in this section.

Certificate

The transport document for dangerous goods must state that the shipment is acceptable for transport;The goods shall be certified or declared to be in a condition suitable for transport according to applicable regulations, and the goods shall be properly packed, marked and labeled.The text of this certificate is as follows:

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

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

7.2 PROCEDURES FOR MAINTAINING A REGULAR AND COMPLETE LIST OF ALL HAZARDOUS CARGOES AND OTHER RELEVANT INFORMATION AT THE SHORE FACILITY SITE

For the combined transport of dangerous goods by sea, a Dangerous Goods Declaration (DGD) and a Container Packing Certificate (CPC) or a Vehicle Declaration (VD) are required.

For dangerous goods shipments, accurate partial or complete shipping information is required; otherwise, the shipment will not be processed.

DGD should always be written in English.

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

7.3 PROCEDURES FOR ENSURING THAT HAZARDOUS CARGO ARRIVING AT THE FACILITY IS APPROPRIATELY IDENTIFIED, THAT CORRECT SHIPPING NAMES ARE USED FOR HAZARDOUS CARGO, THAT IT IS DUE TO PROPER CLASSIFICATION, DECLARATION, SAFE LOADING ONTO THE CARGO TRANSPORT UNIT, AND TRANSPORTED, AND FOR REPORTING THE RESULTS OF THE INSPECTIONS.

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

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

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

7.4 PREPARATION, STORAGE AND USE OF SAFETY DATA SHEET (SDS)

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

7.5 PROCEDURES FOR RECORDING AND KEEPING STATISTICS ON DANGEROUS GOODS

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

All cargo handled at the port is reported to the Regional Port Authority in a 6-month activity report.

7.6 INFORMATION RELATED TO THE QUALITY MANAGEMENT SYSTEM

At AKSA AKRILIK, all our activities, carried out in line with our continuous improvement goals, are integrated into management systems.Our company holds ISO 9001, ISO 14001, ISO 45001, etc. certifications from relevant authorized certification bodies.They have documents related to management systems.The documents mentioned in this guide are numbered and recorded and made available to the relevant persons within the company.Within the scope of these documents, we are subject to internal and external audits at least once a year, and our activities are carried out to continuously increase our stakeholder satisfaction and the importance we attach to human and environmental health.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 PROCEDURES FOR RESPONDING TO HAZARDOUS LOADS THAT POSE/MAY POSE A RISK TO LIFE, PROPERTY AND/OR THE ENVIRONMENT, AND TO HAZARDOUS SITUATIONS INVOLVING HAZARDOUS LOADS.

At the facility, chemical products such as vinyl acetate, acrylonitrile, acetic acid, methanol, and ammonia, which are necessary raw materials for the production needs of the adjacent factory, are transported via pipeline, while coal, needed for the power plant, is handled in bulk using cranes and conveyor belts.Products are received into storage tanks at the facility via pipelines and conveyor systems, and then transported to the factory's production units as needed.The products do not leave the port facility directly; there is no need for packaging.

Acrylonitrile is used in fabric manufacturing;It is used in the copolymerization of modacrylic and acrylic with methyl acrylate, methyl methacrylate, vinyl acetate, vinyl chloride, or vinyl

denechloride.Also in acrylonitrile-butadiene-styrene (ABS) and styrene-acrylonitrile (SAN) resins.It is used in the manufacture of acrylic fiber, acrylic paint, and nitrile rubber.It can cause cancer.It is flammable.It is toxic when inhaled, comes into contact with the skin, or is swallowed.It irritates the respiratory system and the skin.There is a risk of serious damage if it comes into contact with the eyes.It may cause sensitization upon contact with skin.It has a toxic effect on aquatic organisms.

Ammonia and human health: Ammonia solution is corrosive to all parts of the body.Contact with skin causes severe burns.Contact with eyes can cause serious harm.Swallowing causes immediate irritation and can lead to damage to the gastrointestinal tract.Inhalation of ammonia vapor at 525 ppm is irritating to the respiratory system.The degree of irritation depends on the ammonia concentration.

If inhaled frequently, ammonia can cause pulmonary edema in the lungs within 48 hours, which can be fatal. Ammonia is flammable.However, it is difficult to ignite it outdoors.Ignition of an ammonia-air mixture within its flammability limits in a confined space can lead to a more severe explosion.

Acetic acid, prolonged or repeated exposure to the material may cause severe skin irritation;Upon contact with the skin, it can cause redness, swelling, vesicle formation, peeling, and thickening of the skin.Repeated exposure can lead to the formation of severe ulcers.The product is flammable.It poses a moderate fire and explosion hazard when exposed to heat and flame.Heating can cause expansion and separation in containers, leading to violent tearing.Acids react with metals to form flammable and explosive hydrogen gas.It can emit corrosive fumes.

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

Vinyl Acetate, Highly Flammable.Its vapor is heavier than air.It accumulates at ground level;It is possible for it to ignite.In case of a fire:containers, etc., containing substancesIt is cooled by spraying water.

When handling coal, care must be taken to ensure that the temperature does not exceed 50°C for lignite and 70°C for bituminous coal.If the coal pile is to be stored for longer than 30 days, or if the pile temperature exceeds 40°C, the coal pile is coated with a 50% lime solution to slow down the oxidation rate.The temperature of the coal pile is constantly monitored.If the temperature reaches 90°C, the coal is spread out in an open area and water is sprayed to lower the temperature**.**

At the AKSA port facility, chemicals brought in are transferred to 15 storage tanks via 6 pipelines using ship pumps.Seven of the storage tanks are used by Aksa, and eight are used by Akkim.

Debris

In the event of any accident or chemical spill, the disposal of damaged hazardous materials and waste contaminated with hazardous materials will be carried out in accordance with Section II of the Emergency Management Plan established under the Occupational Health and Safety (OHS) framework.

Large Acid Spills (During Tank Farming or Transfer from Ship) When tanks are punctured or leaking;The spill is collected in a controlled manner into a collection pool and then transferred to another tank.The acid in the leaking tank is pumped into other tanks using a connected vessel system.

In the event of any leaks occurring during the transfer from the ship, the ship will be contacted immediately and the transfer will be stopped.Actions are taken according to the given instructions.

- The scaffolding is equipped with body and eye washes for use in case of contact with chemicals.
- Gas detectors are present.

If there is no situation that could cause a fire at the location of a liquid methanol leak, then in accordance with Section II of the Emergency Management Plan created within the scope of Occupational Health and Safety (OHS):

- Personnel who are not assigned to the area will be removed from it.Anyone entering the illegal area will wear the necessary protective mask, gloves, and other equipment.
- First, a water hose is pulled towards the leak, spraying plenty of water onto it.
- If there is a leak and it has been stopped, it is absorbed with antistatic chemical absorbents and disposed of in a controlled manner.
- If there is a valve that needs to be closed in the area where the leak is occurring, it should be closed carefully.
- If there is absolutely no way to stop the leak, then plenty of water is continuously supplied until the methanol is completely depleted.A breathing apparatus is used to enter the illegal zone.
- The leak is prevented from reaching the drainage lines.If it arrives;To prevent the chemical from escaping into the sea, the leaking pool valve is closed.The chemicals are disposed of in a controlled manner by being filled into IBC tanks via submersible pumps.

Fire

To prevent any fire at a facility handling hazardous materials, all parties shall fulfill their responsibilities as described in Section 3 of this guide.However, in the event of a fire, the response will be carried out in accordance with the instructions in the Fire Safety Instructions created within the scope of Occupational Safety and Health (OSH).

Ship's Draft

During the dangerous goods operation, coordination with YALPAŞ – Yalova Pilotage Inc. and the Towing Station will be carried out to ensure the vessel is moved away from the buoy and does not drift towards the area where the tanks are located, and action will be taken upon the instruction of the Regional Port Authority.

Vehicle Ban

Vehicle entry and exit to and from the port area is permitted only with special permission.

Security Plan

Areas where hazardous materials are handled and stored are designated as restricted zones in the ISPS Security Plan, and entry and exit are prohibited except for authorized personnel.

8.2 INFORMATION REGARDING THE EMERGENCY RESPONSIBILITY, CAPABILITY AND CAPABILITY OF THE COASTAL FACILITY

EQUIPMENT	QUANTITY	FEATURE/CAPACITY
Barrier	750 m	35cm freeboard, round, solid type.
Absorbent Pad (Sorbent Pad)	500 pieces	200 gr/m², 40cm x 50cm
Absorbent Barrier (Sausage Boom)	250 m	Ø20cm x 3m
Gas Measuring Device/Pump	1 pc	Drager
Acrylonitrile Gas Measurement Kit	2 boxes	128 SC
Vinyl Acetate Measurement Kit	2 boxes	
Life Vest	1 unit/person	
Equipment Cleaning Chemical	2 canisters	Biodegradable
Radio	2 pieces	Suitable for Internal Communications
First Aid Kit	1 pc	
Dust Mask	27 boxes	Type P3
Gas Masks	50 pieces	Suitable for full facial chemical application.
ABEKKI Gas Filter	45 pieces	Suitable for Chemical Use
Chemical Protective Coveralls	5 pieces	A Protection
Overalls	200 pieces	Tychem and Tywek (100 units each)
Boot	9 pairs	6 of them are Groin Type (Chemical Suitable)
Glasses	40 pieces	Google/1 item/Person
Portable Pump	1 pc	
Dry Powder Fire Extinguisher	4 pieces	6kg ABC Dry Powder Portable Type
Generator	2 pieces	Gasoline
Pump	2 pieces	Gasoline

8.3 REGULATIONS CONCERNING FIRST AID TO ACCIDENTS INVOLVING DANGEROUS LOADS

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

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

8.4 EMERGENCY NOTIFICATIONS TO BE MADE INSIDE AND OUTSIDE THE FACILITY

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 ACCIDENT REPORTING PROCEDURES

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

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

8.6 COORDINATION, SUPPORT AND COOPERATION METHOD WITH OFFICIAL AUTHORITIES

In any emergency, the response is carried out in coordination with the official authorities.In case of a fire, the local fire department is informed and the fire crew intervenes until the fire crews arrive.In emergencies arising from sabotage and terrorist activities, coordination is ensured with local security forces.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 taken at the facility, and teams will be prepared to assist the neighboring facility.

8.7 EMERGENCY EVACUATION PLAN FOR THE REMOVAL OF SHIPS AND MARINE VESSELS FROM SHORE FACILITIES IN EMERGENCY SITUATIONS

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:

Emergency Conditions

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

- weather opposition
- Conditions requiring fire or emergency on board
- Conditions requiring fire or emergency at the port facility site
- Other reasons
- Fire on the ship or facility located at other facilities
- terrorist acts
- War Situation
- Natural disasters
- Situations deemed necessary by official institutions
- Pollution
- Distortion of ship position
- Failure on board
- medical problems

The reasons for the urgent departure are mentioned.

Emergency Departure Preparation Process

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

The ship's captain and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the Regional Port Authority as soon as possible.Considering the severity of the emergency, if possible, before initiating the emergency separation procedure, a representative from the Port Authority or the Regional Port Authority Head, Port Manager/Operations Officer, Ship Captain, and Pilot will agree on the timing and manner of the separation.

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

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

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

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

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

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

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.

Close coordination and cooperation between the Port Facility, the Vessel, and the Regional Port Authority are required at each stage.

- sounding an alarm
- Vhf, giving information about the emergency via telephone
- Making the first situation assessment between the Ship Captain and the Port Facility Officer
- Stopping the operation
- Implementation of port facility and ship emergency plan measures
- Worsening of the current situation and the existence of the above-mentioned emergency separation conditions
- A situation assessment will be conducted between the Ship Captain, Port Facility Authority, Port Authority or Regional Port Director, and the Pilot.
- Deciding on an emergency separation
- Informing surrounding facilities and other ships

- The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate readiness
- Ship's captain completing the preparations for the ship and stating that it is ready
- Approval to open the release hooks by the authorized person

Emergency separation of the ship should be considered only as a last resort, and the separation hooks should not be released until all precautions have been taken and the above conditions have been met.

After Emergency Departure

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

8.8 PROCEDURES FOR HANDLING AND DISPOSING OF DAMAGED HAZARDOUS CARGO AND WASTES CONTAMINATED WITH SUCH CARGO

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

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

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

8.9 EMERGENCY MANUALS AND THEIR RECORDS

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

8.10 INFORMATION ON FIRE PROTECTION SYSTEMS

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Stationary and mobile foam balls
- Dike-mounted fixed foam dispensers
- Fire Cabinets and Fire Hoses

- Fire alarm detectors and emergency warning lights in the field.
- Electric Fire Pumps
- Diesel Fire Pumps
- Foam pumps
- Emergency documents and supplies:
- Emergency Phone Lists
- Emergency Plan

8.11 PROCEDURES FOR APPROVAL, INSPECTION, TESTING, MAINTENANCE AND COMMISSIONING OF FIRE PROTECTION SYSTEMS

EMERGENCY AND FIRE FIGHTING EQUIPMENT

- Fire Hydrants:Fire systems are kept ready at all times in the terminal.
- Fire Extinguishers: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.
- Checking the tubes of fire extinguishers:It will be done by independent third parties authorized by the Turkish authorities.All valid certificates and inspection records obtained will be kept and maintained by the port.
- Fire Cabinets and Fire Hoses:He will keep a list of all fire cabinets.
- Fire Alarm Detectors, Emergency Warning Lamps in the Fields:Maintenance and attitudes will be done by the Maintenance Department on a scheduled basis and all records will be kept by this department.
- Electric Fire Pumps:Maintenance and attitudes will be made by the Maintenance Department according to the maintenance program and all records will be kept by the Maintenance Department.
- Diesel Fire Pumps:Maintenance and attitudes will be made by the mobile team according to the maintenance program and all records will be kept by the Maintenance Department.

8.12 PRECAUTIONS TO BE TAKEN IN CASE OF FIRE PROTECTION SYSTEMS NOT WORKING

In cases requiring emergency intervention and when fire protection systems are not functioning, the competent authorities mentioned in Section 8.6 are contacted and the nearest team is notified.

8.13 OTHER RISK CONTROL EQUIPMENT

There are no additional points to consider.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 OCCUPATIONAL HEALTH AND SAFETY MEASURES

Whether or not written in this instruction, the Occupational Health and Safety Rules posted on the workplace bulletin board or in various parts of the workplace shall be read and complied with.

Employees shall comply with the written and verbal rules communicated by the Occupational Health and Safety Board and participate in scheduled or periodic internal and external training programs planned by the employer.

The factory has an occupational health and safety unit.This unit has an occupational physician and health personnel on duty during each shift.The workplace health unit has one patient transport vehicle.

In various locations of the workplace for various purposes;

- Security
- Health
- Forbidden
- Information
- imperative
- Stimulant
- First aid
- Sign
- Illuminated
- sound
- Symbol etc.

The safety and health signs that have been hung for this purpose will be read one by one and the warnings on these signs will be strictly followed.

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

9.2 INFORMATION ON PERSONAL PROTECTIVE CLOTHING AND PROCEDURES FOR ITS USE.

Personal protective equipment provided to you as part of your job, for example;helmet (helmet), safety (safety) belt, work gloves, boots, overalls, rubber boots, glasses etc.Use it constantly.If these materials are old, broken or lost, a new one will be taken from the warehouse by informing your supervisor and obtaining permission.It will not be possible to start work without these protectors, which are very necessary for the work to be done and for their own safety.

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

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

Aksa Acrylic Chemical Industry.a.S.The company possesses ISO 9001 Quality Management System, ISO 14001 Environmental Management System, OHSAS 45001 Occupational Health and Safety Management System, Responsible Care Management Systems, and ISPS Code certifications, as well as equipment,

plans, and training in accordance with Law No. 5312 on Emergency Response and Compensation for Damages in Cases of Oil and Other Harmful Substance Pollution of the Marine Environment.

9.3 MEASURES AND PROCEDURES FOR ENTRY PERMITS TO CLOSED AREAS

The ship's captain must ensure that no one enters any confined space, such as cargo areas, cargo tanks, space around tanks, cargo handling areas, ballast tanks or other restricted or enclosed areas, which contains or may contain dangerous vapors or oxygen-depleting cargoes, unless dangerous vapors are present in the area, oxygen is available, and entry is authorized by the person responsible for entry.The responsible person must be trained in field testing of applicable equipment and must have the knowledge to correctly interpret the results obtained.The responsible person should record the actions taken.

Where it is necessary for operational purposes to enter an area that cannot be cleared of hazardous vapors for a reasonable period of time, or where such clearing is not possible, entry shall only be permitted by personnel wearing a self-contained breathing apparatus and any other necessary protective equipment and clothing.The entire operation must be carried out under the direct supervision of the responsible person, who will be provided with self-contained breathing apparatus, protective equipment and rescue gear.Breathing apparatus, protective and rescue equipment shall not be of the flammable type in a vacuum.

10. OTHER MATTERS

10.1 VALIDITY OF THE DANGEROUS CARGO COMPLIANCE CERTIFICATE

The Dangerous Goods Compliance Certificate is valid until February 10, 2026.

10.2 DEFINED DUTIES FOR HAZARDOUS MATERIALS SAFETY ADVISORS

As stated in section 2.6.

10.3 PROVISIONS FOR THOSE CARRYING DANGEROUS GOODS ARRIVING AT OR LEAVING A COASTAL FACILITY BY ROAD

Mandatory documents that must be present in the vehicles are the ADR conformity document, the vehicle's vehicle card, and the vehicle's license.The documents that drivers should have are driver's license, SRC 5 certificate, driver's Psychotechnical report and health report.No cargo arrives at Aksa Port Facility by road as part of current operations.

10.4 PROVISIONS FOR CARRIERS OF DANGEROUS GOODS ARRIVING AT OR DEPARTING FROM A SHORE FACILITY BY SEA

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

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

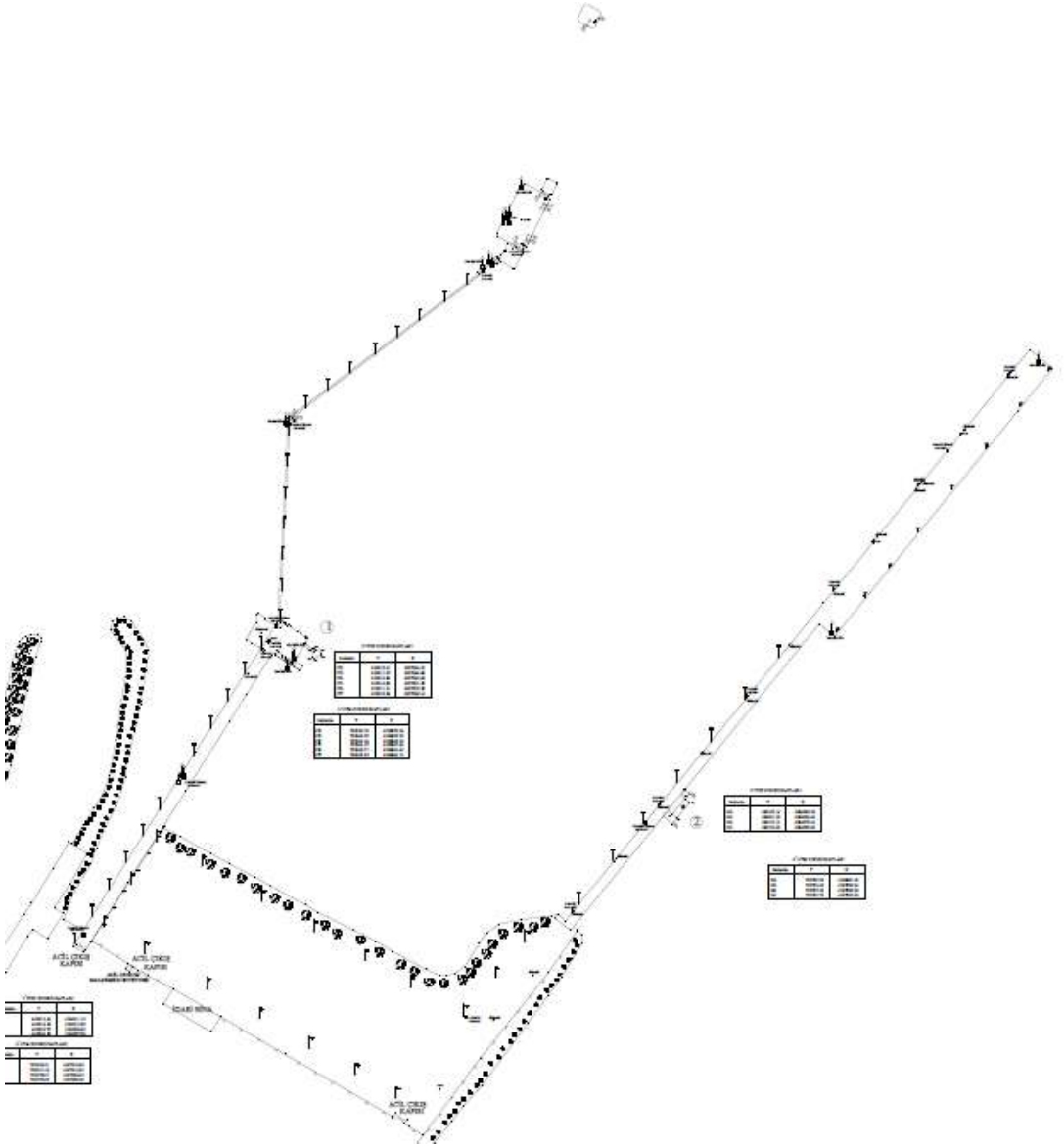
- Daytime:“B” flag (I am taking, unloading or carrying dangerous cargo) and

- At night, a strobe-free red light, visible from 360°

10.5 OTHER MATTERS TO BE ADDED BY THE SHORE FACILITY

There are no other issues.

APPENDIX-1 GENERAL LAYOUT PLAN OF THE COASTAL FACILITY



APPENDIX-2 GENERAL VIEW PHOTOGRAPHS OF THE COASTAL FACILITY

APPENDIX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

UNIT NAME	TELEPHONE	MOBILE PHONE	FAX
AKSA	SATELLITE PHONE Factory :00870776435386 PTT PHONE NUMBER 0.226.3532545	530 281 00 90	226.8141855 226.3533307
AKSA SHIFT SUPERVISOR		0536 2674174	
Türkiye EMERGENCY MANAGEMENT GENERAL DIRECTORATE	0.312.4199946-47 (24 HOURS) 0.312.4251890 (WORKING HOURS)		
GOVERNOR	8141001		8137462
DEPUTY GOVERNOR	8136301		
GOVERNORATE CRISIS MANAGEMENT TEAM	8116255		

YALOVA PROVINCIAL DISASTER MANAGEMENT CENTER (YALOVA AFAD)	8114606 Satellite Phone 00882 166 110 5440		
PROVINCIAL ENVIRONMENT AND URBAN PLANNING DIRECTORATE	8136961 8136962		8138358
PROVINCIAL GENDARMERIE COMMAND	8141220		8132400
PROVINCIAL POLICE DIRECTORATE	8142821 8143241		8127300
HELLO COAST GUARD	158		
COAST GUARD COMMAND	0.312.4175050		0.312.4172 845
AKKIM	0226 815 33 00 Satellite Phone 00882 166 110 0597		

DOWAKSA – SHIFT SUPERVISOR	0226 353 25 45	0530 6994749	
YALKIM OSB	0226 353 25 45		
Al-Aqsa Elephant	0.226.353 2545		
AK INITIATIVE	0226 353 25 45		
AKTEK	0226 353 25 45		

UNIT NAME	**TELEPHONE**	**MOBILE PHONE**	**FAX**
COAST GUARD MARMARA AND STRAITS REGIONAL COMMAND	2122429710		2122423093
IZMIT PORT AUTHORITY	2625283754		2625285104
YALOVA REGIONAL PORT DIRECTORATE	8135410		8133586
GOVERNOR OF ÇİFTLİKKÖY	3527059		3525645
GOVERNOR'S PRIVATE SECRETARY	8136307		8137462

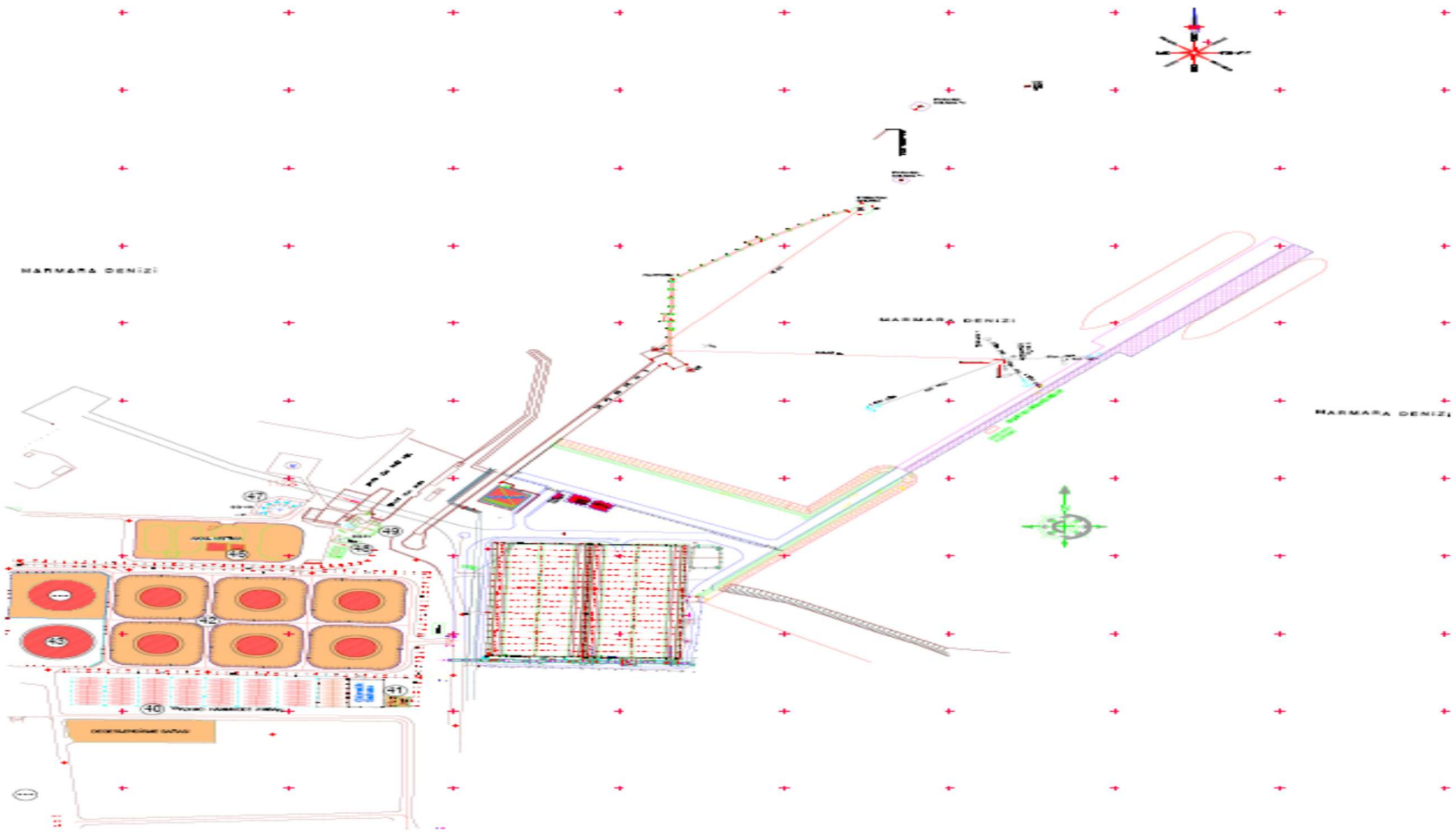
COMMANDER OF THE ÇİFTLİKKÖY DISTRICT GENDARMERIE	3533030 3528225		
CHIEF PUBLIC PROSECUTOR	8141069		
YALOVA MUNICIPALITY	8141008		8141462
YALOVA FIRE DEPARTMENT	8142535		
PROVINCIAL HEALTH DIRECTORATE	8135952 8135955		8135954
ARMAGAZ YALOVA IBRAHIM ASCI	0226 814 01 01 0226 813 78 20 - 22	0533 4626216	
TEDAŞ/YALOVA	8112425 8136385		8141406
TEDAŞ Special Customers Directorate	8136385		
SINGLE FAULT	186 8141228		

TELECOM/YALOVA	555 57 32		8145603
PROVINCIAL DIRECTORATE OF SERVICES FOR VILLAGES	8338262-63 8337747		8338642
FORESTRY MANAGEMENT DIRECTORATE	8149355 8143874		8143861
METEOROLOGY DIRECTORATE	8141690		8141690
TDI. TOPCULAR PIER MD.	3533835 3533833		2626555853
PROVINCIAL AGRICULTURE DIRECTORATE	8141711		8141158
PROVINCIAL CUSTOMS DIRECTOR	8143428		8149917
YALOVA STATE HOSPITAL	8115200		
ÇİFTLİKKÖY DISTRICT GOVERNOR'S OFFICE	3527059		

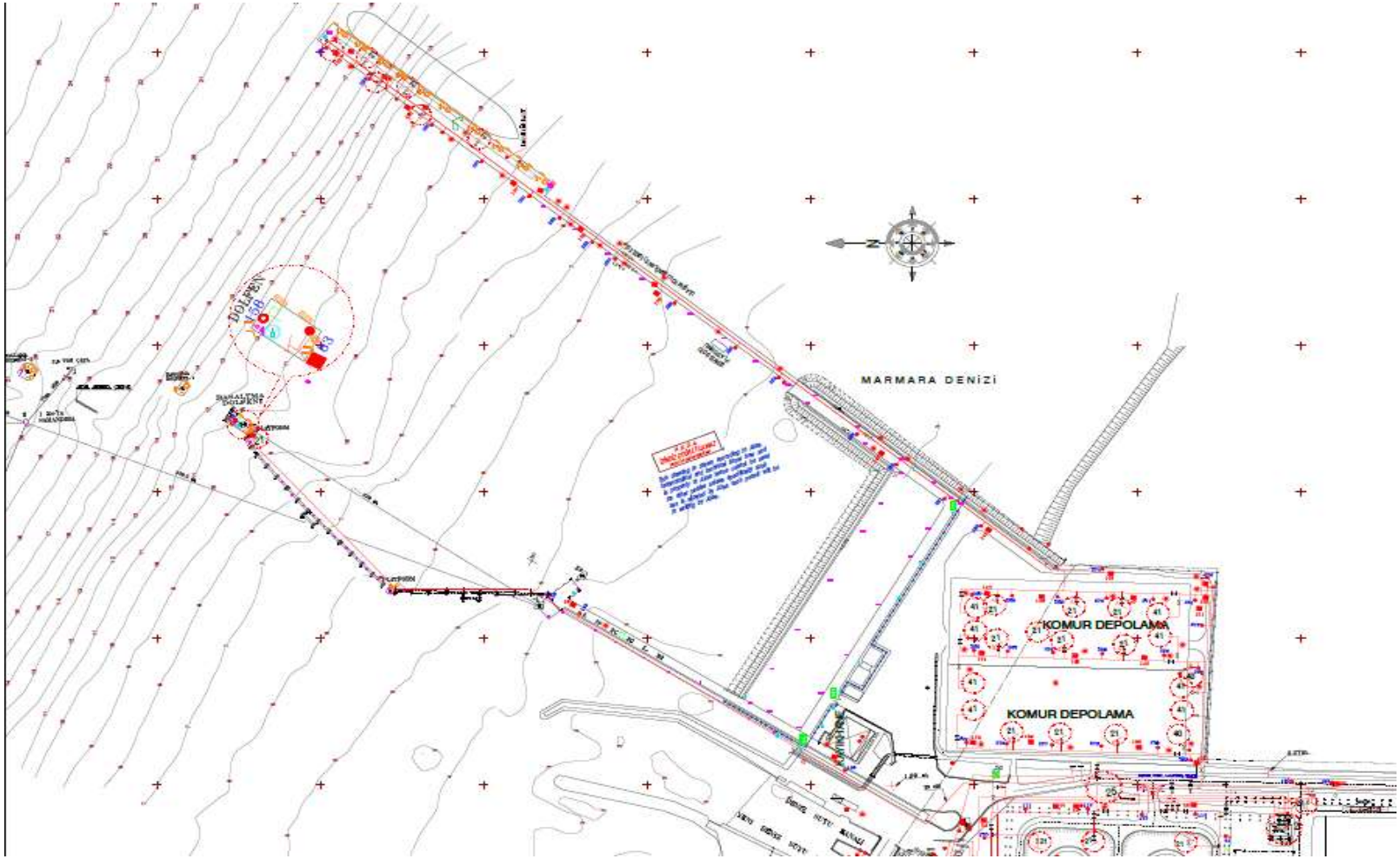
Çiftlikköy Municipality	3526010 - 3526204		3527940
Çiftlikköy Fire Department	3527272		
UNIT NAME	TELEPHONE	MOBILE PHONE	FAX
Çiftlikköy Health Center	3525933		
Çiftlikköy Police Department	3520189		
TAŞKÖPRÜ MUNICIPALITY	3532079		
TAŞKÖPRÜ GENDARMERIE	3533030		
TAŞKÖPRÜ HEALTH CENTER	3532029		
NEW NEIGHBORHOOD (ALTINKUM) VILLAGE HEADMAN	3532615		
ALTINOVA MUNICIPALITY	4612045		
TAVŞANLI MUNICIPALITY	4656059		4656932
SUBAŞI MUNICIPALITY	4632224 4612526		

KAYTAZDERE MUNICIPALITY	4628333		
THERMAL MUNICIPALITY	6757079		
Esenköy Municipality	2436021 2437119		
ARMUTLU MUNICIPALITY	5314205		
NAVAL COMMAND	2624146601		
KARAMURSELBEY TRAINING CENTER COMMAND	4628310		4628294
YALOVA CENTRAL COMMAND	8141815 - 8141102		
AIRFIELD COMMAND	3533211 - 3533131		3533210

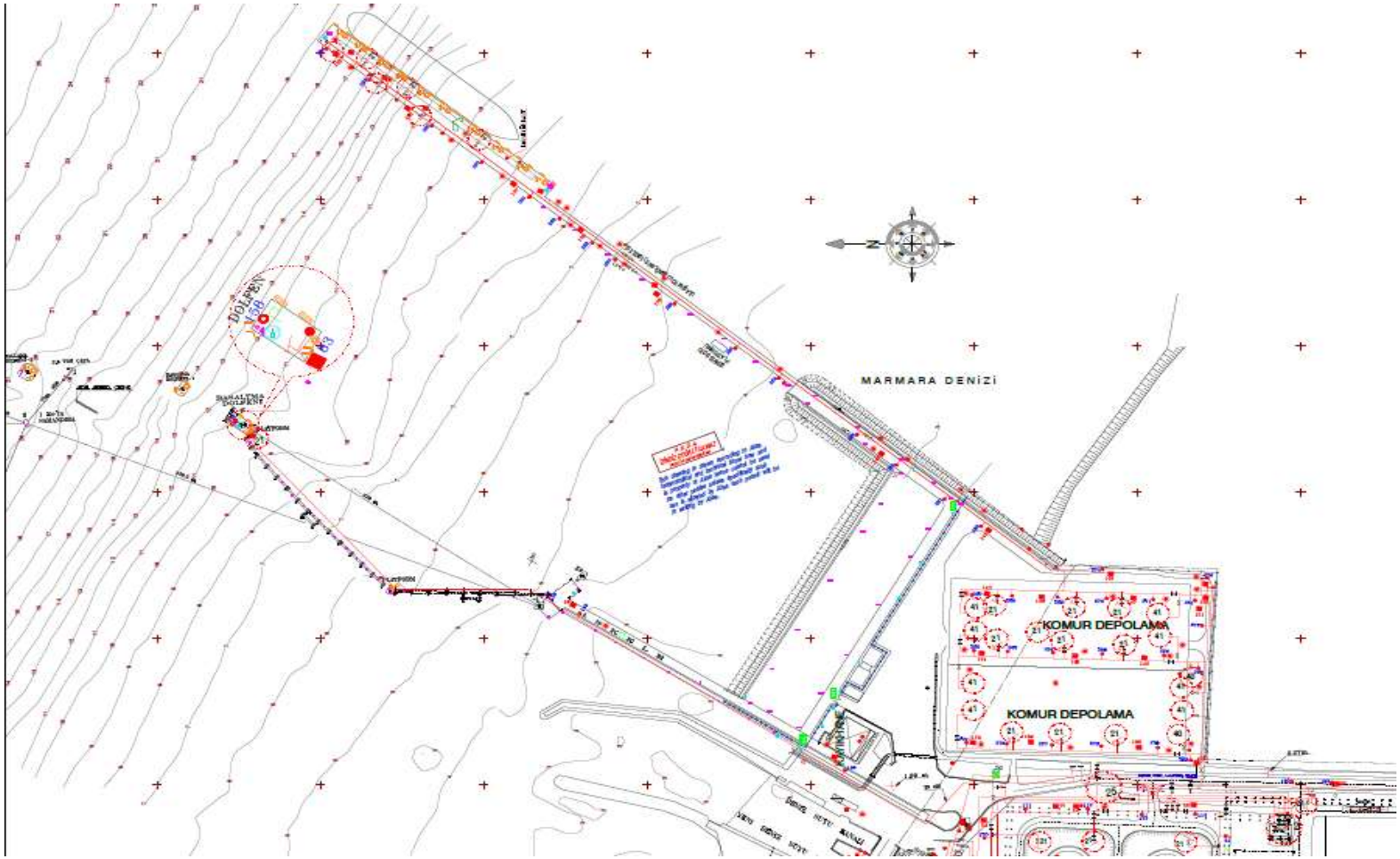
ANNEX-4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS



APPENDIX 5 FIRE PLAN FOR AREAS WHERE HAZARDOUS CARGO IS HANDLED



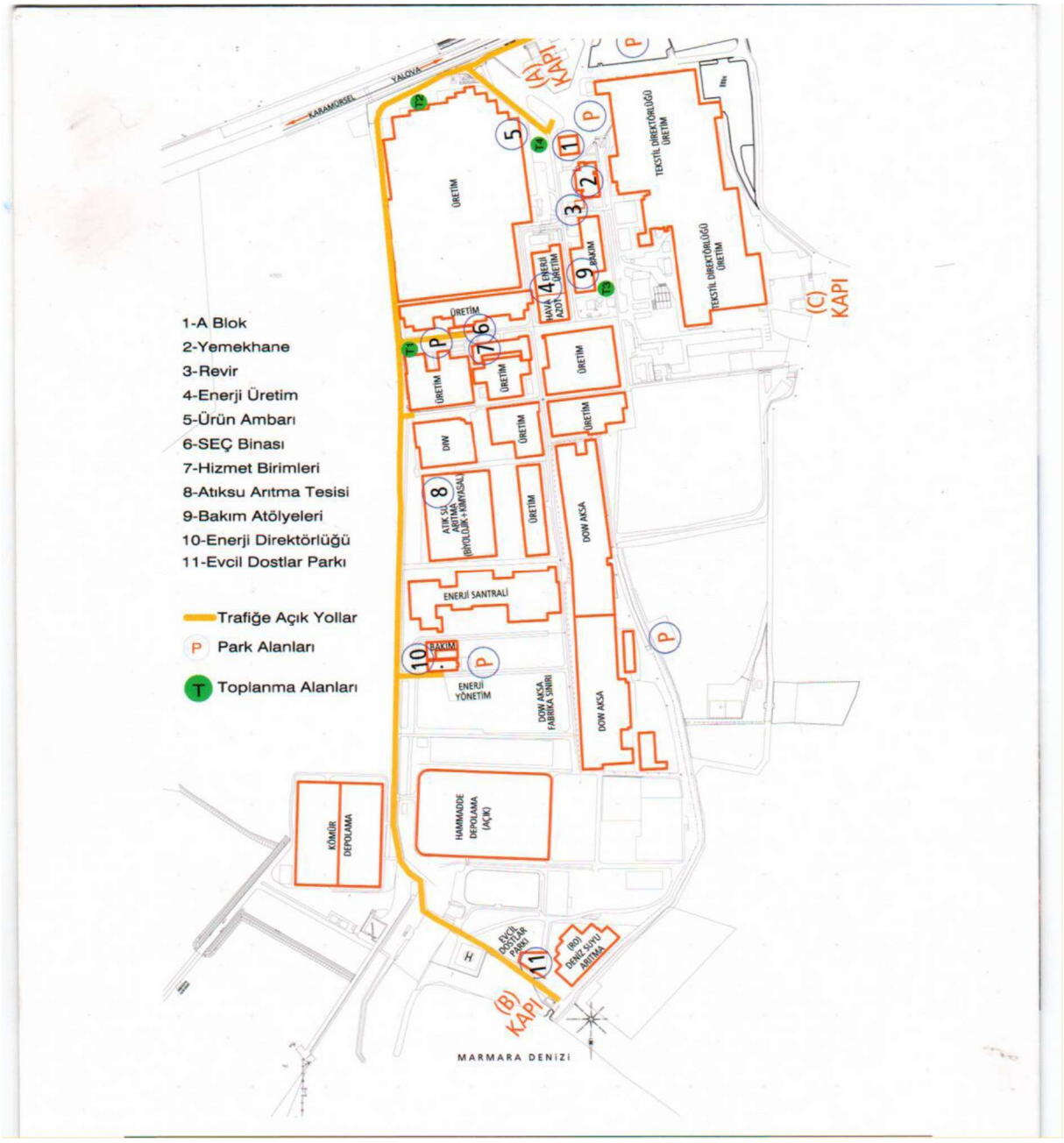
APPENDIX-6 GENERAL FIRE PLAN OF THE FACILITY



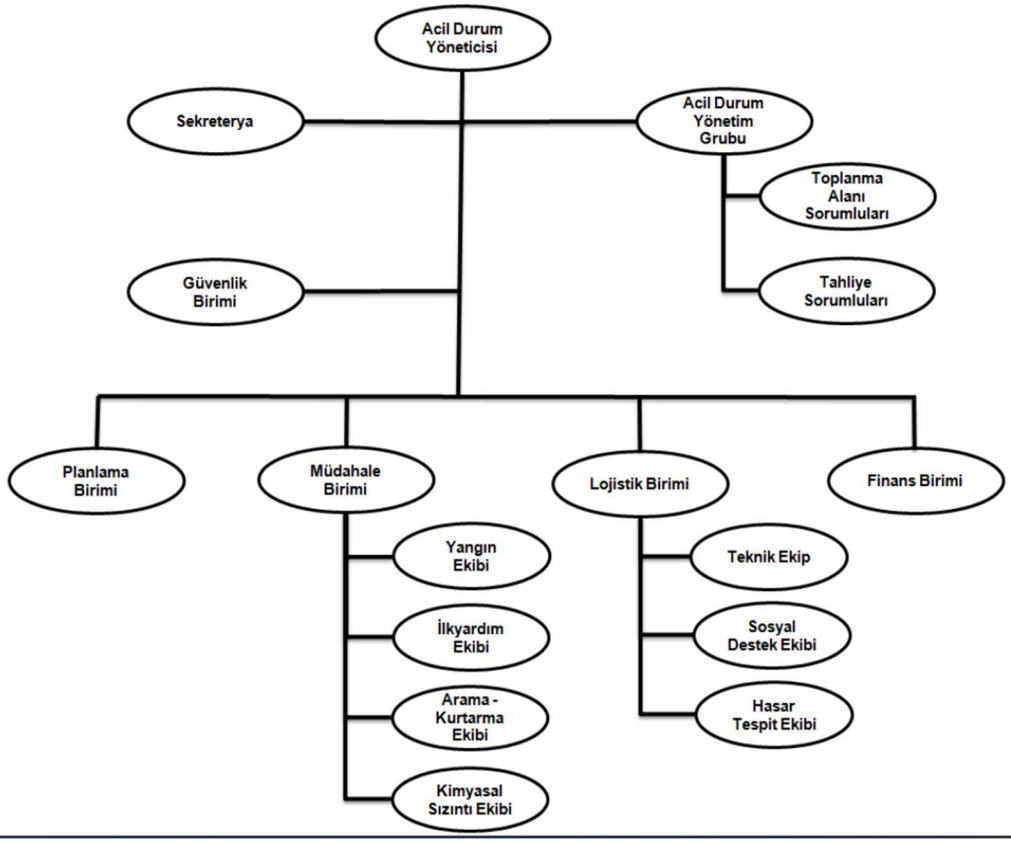
APPENDIX-7 EMERGENCY PLAN

As stated in the ADP.

APPENDIX-8 EMERGENCY ASSEMBLY POINT PLAN



APPENDIX-9 EMERGENCY MANAGEMENT CHART



APPENDIX-10 DANGEROUS GOODS HANDBOOK

DANGEROUS SUBSTANCE

AKSA

AKSA ACRYLIC CHEMICAL INDUSTRY INC.

PORT FACILITY

2022

Major Revision Date:02/2022

APPENDIX-11 LEAKAGE AREAS AND EQUIPMENT FOR CTUs AND PACKAGES, INLET/OUTLET DRAWINGS

It is not included because it is not needed.

ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

Not available.

APPENDIX 13: COORDINATES OF THE ADMINISTRATIVE BOUNDARIES, ANCHORING AREAS, AND PILOT CAPTAIN BOUND-OFF/DISASSEMBLY POINTS OF THE YALOVA REGIONAL PORT AUTHORITY.

A) Port Administrative Area Boundary: The port administrative area of Yalova Port Authority is the sea and coastal area within the line formed by the following coordinates.

a) 40º 41' 12" N – 029º 33' 36" E

b) 40º 44' 48" N – 029º 32' 30" E

c) 40º 44' 57" N – 029º 30' 57" E

ç) 40º 43' 00" N – 029º 23' 24" E

d) 40º 43' 00" N – 029º 21' 18" E

e) 40º 43' 30" N – 029º 21' 18" E

f) 40º 43' 30" N – 028º 43' 24" E

g) 40º 33' 00" N – 028º 43' 24" E

g) 40º 33' 00" N – 028º 47' 30" E

B) Anchorage areas

a) Anchorage area no. 1:The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.1) 40º 41' 30" N – 029º 18' 24" E

2) 40º 40' 30" N – 029º 18' 24" E

3) 40º 41' 00" N – 029º 20' 30" E

4) 40º 42' 12" N – 029º 20' 30" E

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

1) 40º 41' 00" N – 029º 20' 30" E

2) 40º 42' 12" N – 029º 20' 30" E

3) 40º 42' 24" N – 029º 22' 51" E

4) 40º 42' 54" N – 029º 22' 36" E

C) Pilot boarding and disembarkation points

a) 40° 43´ 24" N – 029° 21´ 24" E (Receiving Location)

b) 40° 44´ 24" N – 029° 21´ 24" E (Drop Point)

APPENDIX 14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION LOCATED AT THE COASTAL FACILITY

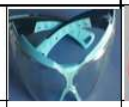
Dolgu/Çit Tipi Bariyer Çapa Seti ve Çekme Başlığı  Tambur ve Güç Ünitesi 	*2009/6 Genelge B Bendi 3. Madde C Fıkrasına göre bariyer seçimi yapılmıştır.* Dolgu/çit tip bariyer, Min. 35 cm fribord olan en az 85 cm yüksekliğinde, Seçilen bariyerin ayrılmaz parçası olarak yeterli miktarda tambur, güç ünitesi veya depolama konteyneri ile.
Emici Bariyer 	13 cm veya 20cm (çap) x 3m ebadında
Emici Pad 	Min. 200 gr/m^2, 40 x 50 cm ebadında ve her bir pakette 100 adet

Fırça Tip Yağ Sıyırıcı  Vakum Tip Yağ Sıyırıcı 	Fırça tipi veya vakum tipi en az 12 m^3/h kapasitede, dizel güç ünitesi, hortumları ve yedek parçaları ile birlikte.

APPENDIX 15 PERSONAL PROTECTIVE EQUIPMENT MAP

İSG LİSTELERİ

KİŞİSEL KORUYUCU DONANIM DAĞITIM MATRİS TABLOSU

	GÖZ KORUYUCULAR								KULAK KORUYUCULAR			
												
STANDARD NO	EN166	EN166	EN166	EN166	EN166	EN-175	EN-175	EN166	EN 352-1	EN352-2	EN352-2	EN 352-2
KKD	10-7-002-001-063 İŞ GÖZLÜĞÜ /AR-AN PROTECTİON KORUYUCU ZİYARETÇİ GÖZLÜK ŞEFFAF)	10-7-002-001-033 3 M İŞ GÜVENLİĞİ (3 M 2800)	10-7-002-001-011 İŞ GÜVENLİĞİ GÖZÜĞÜ(UVEX 9301.714 TAM KORUMALI	10-7-002-001-002 İŞ GÜVENLİĞİ GÖZLÜĞÜ(BARET E TAKILABİLEN(PE L V6E ŞEFFAF LENS	10-7-002-001-142 İŞ GÖZLÜĞÜ(1912 MOOD İTHAL KORUYUCU GÖZLÜK)MARKA:T DX	10-7-002-001-118 BARET İÇİN SİPERLİK UV.606.02.00.00	10-7-002-001-119 SİPERLİK RENKLİ CAM UV.607.AO.00.050	10-7-002-001-163 UVEX PHEOS CX 2-GÖZLÜK	10-7-002-001-021KULAK TIKACI UVEX X-FIT REFILL(PAKETTE 200 ADET)	10-7-002-001-080 KULAKLIK-PELTOR H510 B OPTIME ENSE BANTLI	10-7-002-001-177 PELTOR OPTIME 11 H520A BAŞ BANTLI KULAKLIK	10-7-002-001-235 YIKANABİLİR İPLİ KULAK TIKACI-ÜRÜN KODU:1271-3 M

	KORUYUCU BAŞLIKLAR		SOLUNUM YOLLARI KORUYUCULARI											
														
STANDARD NO	EN 397	EN 397	EN 149	EN 140	EN 403	EN143	EN143	EN 136	EN 136	EN-149	EN-149	EN140	EN140	EN403
KKD	10-7-002-001-014 BARET BEYAZ RENK(3 M PELTOR 3001 CUV)	10-7-002-001-045 BARET KIRMIZI RENK(3 M PELTOR 3001 CUV)	10-7-002-001-100 YARIM YÜZ MASKE DRAGER X-PLORE 3300	10-7-002-001-165 YARIM YÜZ MASKE FİLTRESİ DREGER X-PLORE A1B1E1 FİLTRE BAYONET	10-7-002-001-167 GAZ VE BUHAR TAM YÜZ MASKE FİLTRESİ 3 M 6057 ABE FİLTRE	10-7-002-001-010 KOMBİNE GAZ FİLTRESİ VİDALI TİP A2B2E2K2 HG P3(X-PLORE)	10-7-002-001-152 KOMBİNE GAZ FİLTRESİ DRAGER X-PLORE A1B2E2K1 HG CO NO P3 PİLTRE	10-7-002-001-004 TAM YÜZ GAZ MASKE(R55 800 DRAGER X-PLORE 6300)	10-7-002-001-166 TAM YÜZ MASKE 3 M 6800	10-7-002-001-007 VENTİLLİ FFP3 TİPİ TOZ MASKESİ(X-PLORE 1730) EGE MARKA	10-7-002-001-181 VENTİLSİZ MASKE SOLUNUM KORUYUCU(EN-149/FFP2VEYA FFP3) EGE MARKA	10-7-002-001-007 VİDALI FFP3 TİPİ TOZ FİLTRESİ(DRAGE R 680 P3)	10-7-002-001-101 P3 FİLTRE BAYONET-DRAGER X-PLORE 93 FİLTRE BAYONET	10-7-002-001-127 DRAGER PARAT 3200 KAÇIŞ MASKESİ
SAHİL DEPOLAMA ÜNİTESİ														

AKSA

	EL KORUYUCULAR													
														
STANDARD NO	EN--388-KESİLME DİRENCİ:1	EN388 (MUADİL)--KESİLME DİRENCİ:1	EN374 (MUADİL)	EN 374	EN388-EN374-KESİLME DİRENCİ:3	EN388-EN374 Sadece ACN-KESİLME DİRENCİ:1	EN388-KESİLME DİRENCİ:4	EN388-EN374-KESİLME DİRENCİ:1	EN388-EN374-KESİLME DİRENCİ:1	EN374 (MUADİL)	EN388-EN374 (MUADİL)KESİLME DİRENCİ:1	EN388-EN374 (MUADİL)KESİLME DİRENCİ:1	EN388-EN374 (MUADİL)KESİLME DİRENCİ:1	EN 388-KESİLME DİRENCİ: 1
KKD	01-4-009-001-190 ATG MAXİFLEX ENDURANCE 34-844 ELDİVEN	01-4-009-001-260 UVEX 6006.0/09 PHYNOMIC M1 WET İŞ ELDİVENİ	10-7-002-001-159 MAPA TRİLİTES 994 ELDİVEN	10-7-002-001-190 ANSELL MİCROFLEX 93-260	01-4-009-001-141 POWER GRAB ELDİVEN ISIYA DAYANIKLI(KEV THERMO)	01-4-009-001-154 KİMYASAL ELDİVEN MAPA BUTOFLEX 650	01-4-009-001-171 LASTİK ELDİVEN(MAPA MARKA TEMP COOK 476)	01-4-009-001-178 ST İNTEGRA 50 G52L ASTARSIZ PVC ELDİVEN	01-4-009-001-191MAPA TRİDENT 285 KİMYASAL ELDİVEN	01-4-009-001-072 ELDİVEN 87-955(EXTRA EL KORUYUCU)ANSELL	01-4-009-001-192 KİMYASAL ELDİVEN ATG MAXİCHEM GAUNLET 56-635	01-4-009-001-193 KİMYASAL ELDİVEN YEŞİL ANSELL 37-675	01-4-009-001-224 KİMYASAL ELDİVEN ANSELL MARIGOLD ME 104)	01-4-009-001-232 İŞ ELDİVENİ EL-K7 SARI (BEYBİ)
SAHİL DEPOLAMA ÜNİTESİ														

									
STANDARD NO	EN388-KESİLME DİRENCİ: 1	EN388-KESİLME DİRENCİ:1	EN388-KESİLME DİRENCİ:1	EN388-KESİLME DİRENCİ:4	ISO-EN 204/1 :2003	ENISO13982-13034-11495	ENISO13982-13034-11495	EN1149-ENISO1368:2013	EN13034-13982-14126-11495
KKD	01-4-009-001-283 İŞ ELDİVENİ-MaxiDry 56-425	01-4-009-001-059 İŞ ELDİVENİ SARI - ELTEKS	01-4-009-001-258 ALPHATEC 87-029 EX ASTROFLEX	01-4-009-001-275 İŞ ELDİVENİ MEDOP 91168 CUT-4 ELDİVEN	10-7-002-001-196 REKLEKTİF İŞ GÜVENLİĞİ YELEĞİ(Fosforlu Turuncu)	10-7-002-001-234 DUPONT TYCHEM 2000 C BOX ÖNLÜK	10-7-002-001-012 DUPONT TYCHEM C TULUM	10-7-002-001-078 KORUYUCU TULUM (GRİ RENK) 3 M 4570	10-7-002-001-013 TYWEK KLASİK TULUM
SAHİL DEPOLAMA ÜNİTESİ									

APPENDIX 16 HAZARDOUS LOAD INCIDENT REPORTING FORM

LOCATION WHERE THE ACCIDENT OCCURRED

BOAT	PORT FACILITY

Section 1 - Ship / Port Information

Ship Name		Pier number	
IMO Number		Location	
Flag State		Shift supervisor	
Port of Mooring		Operations Manager Company	
Captain's Name			
Shipowner Name - Address Telephone / Fax e-mail			

Operating Organization Name – Address, Tel / Fax e-mail	

Section 2 - Hazardous Materials Information

UN Number		Hazard Class and Subclass	
Proper Shipping Name		If applicable, Packaging group	
Quantity		Marine pollutant properties	
Sign and label details		Packaging number, if any.	
Manufacturer of Hazardous Material			
Sender of Hazardous Material			
Carrier of Dangerous Goods			
Hazardous Material Receiver			

Chapter 3 - Event Details

DATE OF EVENT (day, month, year)		AT THE TIME OF THE ACCIDENT	
☐1. Conflict	☐2. Fire or explosion/	☐3. Contact with the Pier	☐4. Overflow
☐5. Pipe burst/rupture	☐8. Other (please specify)		
DAMAGE TO THE SHIP		DAMAGE TO OTHER OBJECTS	
☐The complete loss of the ship. ☐Structural Total Loss ☐Partial loss		Briefly describe the damage.	
THE CURRENT SITUATION OF PEOPLE			
Number of fatalities and their cause.		Number and cause of serious injuries.	

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

Wind direction and strength:	
The Force of the Sea and the Current	

Atmospheric conditions		Opinion	Heat

Chapter 5 - Environmental Consequences

5.1. Bulk-liquid chemical substances		**5.2. Packaged hazardous materials**			
(Appendix to Annex II of MARPOL 73/78)		Class	Name	UN number	Amount spilled
Name	Amount spilled				

5.3. Oils used as fuel		**5.4 Load oils**	
Type of oil	Amount spilled	5.3.2.1 Type of oil	Amount spilled
Heavy fuel		Diesel	
Lubricating oil		Other	

6. Accident Details (Applicable to all incidents.)

What happened before and after the incident, and the details of the incident:

7. Emergency Response Procedures Performed

The person filling out the form;First Name, Last Name
Title
Signature

APPENDIX 17 Inspection Results Report for Dangerous Goods Transport Units (CTUs)

No CTU handling is carried out in the port area.

APPENDIX 18 - OTHER APPENDICES REQUIRED

Annex 19 Dangerous Goods Handling Guide Additional Cargo Declaration (where required)

not applicable