POLİPORT KİMYA SAN. VE TİC. A.Ş.

DANGEROUS GOODS HANDLING GUIDE BOOK

DATE: 23.05.2022

SELÇUK DENİZHAN
(AUTHORIZED PERSON)

SIGN
SEAL

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REVISION PAGE

Item Number	Revision Number	Revision Content	Revision Date	Person	
				Name Surname	Sign
1	Rev. 1	Control and information update	20.02.2024	Mustafa Revan	
2	Rev. 2	Control and information update	08.05.2025	Mustafa Revan	
3	Rev. 3	Information update	20.06.2025	Mustafa Revan	
4	Rev. 4	Information update	18.06.2026	Mustafa Revan	
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1. INTRODUCTION

1.1 General Information About Company

Poliport provides Bulk Liquid Cargo Storage, Type A General Warehouse and Dry Cargo / General Load Vessels Loading - Unloading services to its customers. Handling of hazardous substances/dangerous goods subject to the IMDG Code is accomplished in Liquid Cargo Terminal. Solid hazardous Cargo-coal and ferrosilicon are handled in Solid Cargo Terminal, and bulk cargo handled varies according to customer demand. Therefore, in this context it is focused on dangerous goods handled in Liquid Cargo Terminal and coal handles in Solid Cargo Terminal.

1	**Port Authorized Person Name/Title**	Poliport Kimya San. Ve Tic. A.Ş.		
2	**Port Authorized Person Contact Information (adress, telephone, fax, e-mail and web page)**	Dilovası Organize Sanayi Bölgesi 1.Kısım Liman Caddesi No:07 Dilovası/KOCAELİ 0 (216) 678 56 00, sdenizhan@poliport.com http://www.poliport.com/		
3	**Company Name**	Poliport Harbour		
4	**City**	Kocaeli		
5	**Company Contact Information (adress, telephone, fax, e-mail and web page)**	Dilovası Organize Sanayi Bölgesi 1.Kısım Liman Caddesi No:07 Dilovası/KOCAELİ 0 262 679 71 00 poliport@poliport.com http://www.poliport.com/		
6	**Geographical area of Company Location**	Marmara		
7	**Port Authority and Contact Details**	District Harbour Master of KOCAELİ Address: Atalar Mah.Sahil Yolu Cad.No:26 Yarımca-Körfez/KOCAELİ Tel: 0 262 528 37 54 / 0 262 528 46 37 Fax: 0 262 528 47 90 / 0 262 528 51 04 E-Mail: kocaeli.liman@uab.gov.tr		
8	**Municipality and Contact Details**	Dilovası Municipality Presidency		
9	**Organized Industrial Zone**	Dilovası Organized Industrial Zone		
10	**Validity Date of Temporary Operating Permit**	26.07.2026		
11	**Operating Status of Company**	Self-load and Third Party (…)	Self-Load (…)	Third Party (X)
12	**Port Authorized Person Name/Surname and Contact Information (adress, telephone, fax, e-mail and web page)**	Selçuk Denizhan/General Manager sdenizhan@poliport.com 0 (532) 686 95 01		

13	**Dangerous Goods Operations Responsible Name/Surname and Contact Information (telephone, fax, e-mail)**	Erdoğan Akdeniz/ Terminal and Operations Planning Manager eakdeniz@poliport.com 0 (530) 600 32 02
14	**Dangerous Goods Safety Advisor Name/Surname and Contact Information (telephone, fax, e-mail)**	Mustafa Revan/ DGSA mrevan@poliport.com 0 (538) 854 76 11
15	**Coordinates of Port**	40^0 46^{I} 10^{II} K-029^0 31^{I} 20^{II} D
16	**Dangerous Goods Types handled in Port (MARPOL Appendix-1,IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code)**	See Section 4.1
17	**Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)**	-
18	**Classes for cargo handled, subject to IMDG Code**	Class 3, Class 4.3, Class 6.1, Class 8, Class 9
19	**Groups in characteristic table for handled cargo subject to IMSBC Code**	Goup B, Group (B and A)
20	**Ship types that can be docked**	General Cargo Ship Bulk Carrier Petroleum Ship (Crude Oil/ Product Tanker) Chemical Tanker
21	**Distance to the highway (kilometer)**	TEM 1 km E-5 1,8 km
22	**Distance to the railway (kilometer) or connection to the railway (Yes/No)**	Company is located within the railway boundaries, but there is no connection.
23	**Distance to the Airport (kilometer)**	Sabiha Gökçen Airport 32 km
24	**Load Handling Capacity of Port (Ton/Year; TEU/Year; Vehicle/Year)**	Liquid Cargo: 2.500.000 Ton/Year Bulk Carrier: 3.000.000 Ton/Year General Cargo: 2.500.000 Ton/Year

<table>
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<tr><td>34</td><td>Pilotage Service Provider Name and Contact Information</td><td>Sanmar Shipyards – Towage Services
Aydıntepe Mah., Guzin Sok., No:31, İçmeler, Tuzla/İstanbul
Turkuaz Klavuzluk Hizmetleri A.Ş. - Pilotage Services
Ömer Avni mah., İnebolu Sk., No: 47, İç Kapı No:2, Setüstü – Kabataş, Beyoğlu/İstanbul</td></tr>
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(Bu bölüm tesisin kabul ettiği atıklara göre ayrı ayrı düzenlenecektir.)</td><td>Waste Type</td><td>Capacity (m^3)</td></tr>
<tr><td>MARPOL 73/78 APPENDIX-II
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<tr><td>37</td><td colspan="3">Dock etc. Area Information</td></tr>
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Dock No	Length (meter)	Width (meter)	Max water depth (meter)	Minimum water depth (meter)	The largest tonnage and length of ship (DWT or GRT-meter)
Finger Dock No. 1 (Liquid cargo) (İzmit side)	250	12	21	10	40.000 DWT 200 m
Finger Dock No. 2 (Liquid cargo) (İstanbul side)	250	12	21	9,4	40.000 DWT 200 m
Finger Dock No. 3 (General Cargo) (İzmit side)	230	40	27	10	100.000 DWT 230 m
Finger Dock No. 4A (General Cargo) (İstanbul side)	200	40	27	10	15.000 DWT 250 m
Finger Dock No. 4B (General Cargo) (İstanbul side)	250	40	27	10	100.000 DWT 250 m

Name of Pipeline (If it is available)	Quantity	Length (meter)	Diameter (inç)
See Section 18. INTERMEDIATE TRANSFER PIG LINES	30	-	6
PIG DOCK LINES	23	-	6
INTERMEDIATE TRANSFER LINES	2	-	4
INTERMEDIATE TRANSFER LINES	45	-	6
TRANSFER LINES	4	-	4
TRANSFER LINES	12	-	6
TRANSFER LINES	1	-	8
TRANSFER LINES	1	-	14

Poliport General Information

Owned by Polisan Holding, Poliport was established in 1975 at Dilovası where the plants of the group are located, for providing bulk liquid storage services. Being one of the largest private ports of Turkey today, Poliport provides Bulk Liquid Cargo Storage, Type A General Warehouse and Dry Cargo / General Load Vessels Loading - Unloading services to its customers. Annual handling capacity of Poliport is 8.000.000 (Bulk liquid and solid terminals) tons.

Liquid Cargo Terminal

Terminal has a capacity of 271.827 $m^3$the tank capacities ranging between 100 m³ to 9.300 m³. All tanks are made of carbon steel or stainless steel material. According to the properties of stored chemicals, tanks can be coated or modified for heating, cooling or insulation.

All kind of bulk liquid chemicals and petroleum products can be stored in the tanks. Terminal is a bonded area and is appropriate for import and transit business. Poliport is an independent storage terminal and has no involvement with the trading of chemicals.

Vessel Loading and Discharge Procedures

The length of the terminal jetty is 250 meters, it is 12 meter wide, and has a draft changing between 10 to 21 meters and suitable for mooring of vessels up to 40.000 DWT. At the jetty 4 vessels can be moored and loaded/discharged at the same time. Transfer operations are carried out with transfer pipelines running from the tank farm to the four jetty manifolds. Transfer operations are carried out with transfer pipelines running from the tank farm to the manifolds. There are product vapor return lines and scrubber systems for product specific transfer operations.

Tanker Truck Loading

Tanker truck loading operations are performed at loading platforms equipped with sprinklers and electronic grounding systems. All tanker trucks are controlled prior to loading in checkpoints. Truck loadings can be done in a closed circuit (with vapor return line) when necessary and can be monitored with computer system.

Barge Loading

Beside bulk chemicals, Poliport also provides fast and reliable barge loading services for bunker supply to transit vessels. Electronic flow meters and computer controlled level control systems are used for precise loading.

Waste Reception and Waste Management

Hazardous chemical wastes which are discharged from vessels and collected during terminal operations – dated 26.12.2004 and numbered 25682, According to the Regulation on Receiving Waste from Ships and Control of Wastes - are packaged, labeled and stored in an appropriate area at the waste reception facilities. All waste is send to waste disposal/re-cycling plants by licensed vehicles. Two distillation units are utilized for recycling of hazardous wastes to reduce waste formation at the source. Poliport has Vessel Waste Reception License (Waste Receiving Facility) and authorized to receive below types of wastes.

Storage

Customers can monitor their stock quantities and movements through Poliport web site supported with SAP. Each tank has its dedicated ex - proof transfer pumps and dedicated loading and discharging pipelines. Temperatures, levels, densities and vapor pressures in the tanks are monitored through SAAB Radar System from the control room. Storage tank constructions are in compliance with API standards. Each tank is equipped with NFPA compliant, fire protection systems (sprinkler and and foam lines). The number of fire water pumps and the fire water flow capacities are designed according to the worst case scenario.

Blending

Poliport provides automatic in-line blending services for bunker supply to barges.

Dry Cargo Terminal

Its annual handling is 5.500.000 tons. Handling of many types of bulk and general cargo loads including coal, aluminum, steel plate, steel roll, grain is performed.

A Type Bounded Warehouse

Poliport warehouses are “A Type General Warehouses” which are under control of Dilovasi Custom Authority within the Custom Act 4458 of Warehouse Regime. Annual storage capacity is 500.000 tons on average with 1/month turnover.

Poliport offers in its “A TYPE” bonded general warehouses the storage and logistic services for product incoming by road to its customer by also providing webtool services in which our customers can easily follow up their stock levels and movements at all times. In our open 8.600 m^2 and indoor 2.045 m^2bounded warehouses, various type of materials including general cargo such as ferrous&non-ferrous, mining products, all type of packaged materials as well as flammable and hazardous products can be safely stored.

1.2 Loading/Discharge, Handling and Storage Procedures Regarding Dangerous Goods Handled and Stored Temporarily on Port

Poliport consists of Bulk Liquid Cargo Terminal, Type A General Warehouse and Dry Cargo / General Load Terminal. Handling of hazardous substances/dangerous goods subject to the IMDG Code is accomplished in Liquid Cargo Terminal. Solid hazardous Cargo-coal is handled in Solid Cargo Terminal, and bulk cargo handled varies according to customer demand.

In addition, Dangerous goods incoming by road to the site are stored in A type Bounded Warehouse 56. Procedures, Instructions and Forms of Poliport are as follows:

TERMİNAL

PT.001	PROCEDURE FOR PRODUCT DESCRIPTION AND TRACEABILITY
PT.002	PROCEDURE FOR TERMINAL OPERATIONS PLANNING AND APPLICATION
PT.003	PROCEDURE FOR PROCESS CONTROL
PT.004	PROCEDURE FOR TRANSPORTATION, STORAGE, PACKAGING AND SHIPPING
PT.005	SERVICE PROCEDURE
PT.006	PROCEDURE FOR COLOR CODES OF LINE AND EQUIPMENTS
PT.007	TANK AND LINE CLEANING PROCEDURE
PT.009	PROCEDURE FOR SAMPLE STORAGE CONDITIONS AND TIME
PT.010	IMPROPER PRODUCT CONTROL PROCEDURE
PT.011	AGREEMENT PROCEDURE
PT.012	SAFE HANDLING OF LIQUID BULK DANGEROUS GOODS OPERATION PROCEDURE
TT.001	INSTRUCTION FOR TANK TO ROAD TANKER FILLING
TT.002	INSTRUCTION FOR TANK TO SHIP PRODUCT TRANSFER
TT.003	INSTRUCTION FOR TANK TO TANK PRODUCT TRANSFER
TT.004	INSTRUCTION FOR TANK TO ROAD TANKER TDI-MDI FILLING
TT.005	INSTRUCTION FOR CLOSE FILLING AND TANK TO ROAD TANKER PRODUCT TRANSFER
TT.006	INSTRUCTION FOR TANK TO ROAD TANKER HMD FILLING
TT.007	INSTRUCTION FOR SHIP TO TANK HMD TRANSFER
TT.008	INSTRUCTION FOR SHIP TO TANK PRODUCT TRANSFER
TT.009	INSTRUCTION FOR SHIP TO TANK PRODUCT TRANSFER -TDI&MDI
TT.010	SAMPLE STORAGE INSTRUCTION
TT.011	INSTRUCTION FOR STORAGE OF INHIBITOR CONTAINING PRODUCTS
TT.012	INSTRUCTION FOR METHANOL DENATURATION OPERATION
TT.013	INSTRUCTION FOR PIG LINES USAGE
TT.014	DAILY CONTROL INSTRUCTION FOR HMD TANK
TT.015	NEUTRALIZATION OPERATION FOR HMD SPILLAGE
TT.016	PUMP USAGE INSTRUCTION
TT.017	INSTRUCTIONS FOR ENCLOSED FILLING FROM TANK TO TRUCK (ENG)
TT.018	HOSE USAGE AND TEST INSTRUCTION
TT.019	HOSE USING AND TESTING MANUAL_ENG
TT.020	INSTRUCTIONS FOR PRODUCT TRANSFER BUSINESS UNITS
TT.021	BARRELLING OPERATIONS INSTRUCTION
TT.022	SHIPPING INSTRUCTION
TT.023	HMD SAMPLING INSTRUCTION
TT.024	SAMPLING INSTRUCTION
TT.025	TANK CLEANING INSTRUCTION
TT.026	CRANE USAGE INSTRUCTION
TT.027	CLEANING AND ORGANIZATION INSTRUCTION

FPT.002-01.00	SHIP FILE
FPT.002-02.00	TANK OPERATION CARD
FPT.002-03.00	DUTIES AND INFORMATION FORM
FPT.002-04.00	CONTROL FORM FOR TANKS AND LINE BEFORE OPERATIONS
FPT.002-05.00	PRE-SHIP PREPARATION FORM
FPT.002-06.00	PRE-ARRIVAL INFORMATION EXCHANGE FORM_EN
FPT.002-07.00	PRE-ARRIVAL INFORMATION EXCHANGE FORM
FPT.002-08.00	SHIP-SHORE SAFETY CHECK LIST (GEMİ VE SAHİLDE EMNİYET KONTROL FORMU)
FPT.002-09.00	PRE-TRANSFER MEETING FOR LOADING DISCHARGING
FPT.002-10.00	MANIFOLD CARD DELIVERY PROTOCOL
FPT.002-11.00	SHIP OPERATION TANK DETERMINATION FORM
FPT.002-12.00	CUSTOM APPLICATION FOR TANK TRANSFER
FPT.002-13.00	CUSTOM DECLARATION BEFORE UNLOADING
FPT.002-14.00	CUSTOM DECLARATION BEFORE LOADING
FPT.002-15.00	PILOT BERTHING REQUEST
FPT.002-16.00	BARGE- SHORE SECURITY CONTROL FORM
FPT.002-17.00	CUSTOM DECLARATION BEFORE ISOCONTAINER UNLOADING
FPT.002-18.00	DUTIES AND INFORMATION FORM (FOR PRODUCT TRANSFER TO BUSINESS UNIT)
FPT.002-19.00	CONTROL FORM FOR TDI-MDI LOADING TO ROAD TANKER
FPT.002-20.00	CONTROL FORM FOR HMD LOADING TO ROAD TANKER
FPT.002-21.00	ROAD TANKER LOADING/UNLOADING CONTROL FORM
FPT.002-22.00	MANIFOLD CARD
FPT.002-23.00	PRODUCT ANALYSIS REPORT
FPT.002-24.00	TERMINAL PUMPING LOG FOR DISCHARGING
FPT.002-25.00	TERMINAL PUMPING LOG FOR LOADING
FPT.002-26.00	RECORD FOR TANK DETERMINATION
FPT.002-27.00	NEW EMPTY BARREL CONTROL FORM
FPT.002-28.00	FILLED BARREL CONTROL FORM
FPT.002-29.00	DUTIES AND INFORMATION FORM (FOR METHANOL DENATURATION OPERATIONS)
FPT.003-01.00	PROCESS CONTROL CARD FOR INHIBITOR CONTAINING PRODUCTS
FPT.003-02.00	HOSE PERIODIC CONTROL CARD
FPT.003-03.00	TANKER LOADING PLATFORM MONTHLY CONTROL CARD
FPT.003-04.00	PIER AND EQUIPMENTS CONTROL FORM
FPT.003-05.00	MONTHLY CONTROL FORM FOR HMD TANKI (TANK-5)
FPT.003-06.00	DAILY CONTROL CARD FOR DAILY VALVE
FPT.004-01.00	FILLING AND LOADING ORDER
FPT.004-02.00	SAMPLE LABEL
FPT.004-03.00	A TYPE GENERAL BOUNDED WAREHOUSE PRODUCT DELİVERY DOCUMENT
FPT.011-01.00	POLİPORT STORAGE AGREEMENT_DRAFT
FPT.011-02.00	STORAGE AGREEMENT_DRAFT_EN

BOUNDED WAREHOSE

PA.001	BOUNDED WAREHOUSE SERVICES PEROCEDURE
PA.002	BOUNDED WAREHOUSE PRODY IN / OUT PROCEDURE
PA.003	SAFE HANDLING OF PACKAGED DANGEROUS GOODS OPERATİON PROCEDURE
TA.001	BOUNDED WAREHOUSE PRODY IN / OUT INSTRUCTION
TA.002	INSTRUCTION FOR UNLOADING/LOADING OPERATIONS INSTRUCTION
FPA.002-01.00	STATUS DETERMINATION RECORD
FPA.002-02.00	DELIVERY DOCUMENT – A TYPE GENERAL BOUNDED WAREHOUSE
FPA.002-03.00	LOADING ORDER-SAP
FTA.002-01.00	TRUCKS SAFETY CHECKLIST
FTA.002-02.00	BOUNDED WAREHOUSE CONTROL CARD

DRY CARGO TERMINAL

PL.001	PORT SERVICES PROCEDURE
PL.002	PORT CONTRACTORS SERVICES PROCEDURE
PL.003	SAFE HANDLING OF HAZARDOUS SOLID BULK LOADING OPERATION PROCEDURE
TL.001	PORT OPERATIONS INSTRUCTION
TL.002	WEIGHING MACHINE INSTRUCTION
TL.003	INSTRUCTION FOR CHECKER
TL.004	INSTRUCTION FOR CRANE DRIVER
FPL.001-01.00	PORT SERVICES AGREEMENT
FPL.001-04.00	CUSTOM APPLICATION LETTER
FPL.001-05.00	PORT DOCKING / SHIFTING DEMAND
FPL.001-06.00	SUBCONTRACTOR WORK REQUEST
FPL.001-07.00	PORT SERVICES INFORMATION DOCUMENT
FPL.001-08.00	SHIP FILE
FPL.001-10.00	LOADING UNLOADING CHECK MARK
FPL.001-11.00	LOADING UNLOADING REPORT
FPL.001-12.00	BILLING REPORT
FPL.001-13.00	WEIGHING LIST
FPL.001-14.00	PIERS PLANNING SCHEDULE
FPL.001-15.00	SHIFT REPORT
FPL.002-02.00	HEALTH, SAFETY AND ENVIROMENTAL POLICIES FOR TRANSPORTATION COMPANIES

2. RESPONSIBILTIES

According to the Regulation on Maritime Transport of Dangerous Goods and Loading Safety, dated 14.11.2021 and numbered 31659, Part 3 (Responsibilities and Training):

2.1 General Responsibilites

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

b) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.

c) They benefit from the Medical First Aid Guide (MFAG) in the 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 cargoes.

2.2 Load Responsibilities

Here Load (Dangerous Goods) Responsible means shipper, receiver, agent and transportation commission agent. Responsibilities for the coastal facility are specified in 2.2 respectively.

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

b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.3 Responsibilities of the Carrier

a) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.

b) Controls the compliance of dangerous goods classified, packaged, marked, labeled and placarded by the cargo person with the legislation.

c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and cargo transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.4 Port Operations Responsible

Here Port Operations Responsible means person who organises dangerous goods operations. At this point, Liquid Cargo Terminal Manager and Terminal Operations Manager fulfill the following responsibilities. Please see job description for details. On the other hand, Dangerous Goods incoming by road are stored at Bounded Warehouse 56. For Bounded Warehouse 56 and Dry Cargo Terminal responsible is Bounded Warehose Manager/Dry Cargo Terminal and Operations Planning Manager. Those responsible for direct related to these persons are the Operation Officer at the Liquid Cargo Terminal and the Shift Supervisors at the Dry Cargo Terminal. See job descriptions for information.

a) Do not berth the ships carrying dangerous goods without the permission of the District Harbour Master of KOCAELİ.

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

c) It does not handle dangerous goods for which it has not received a handling permit from the Administration, and it does not make the ships that will berth suffer by planning in this context.

d) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.

e) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.

f) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.

g) 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 certified by receiving the necessary training, and does not assign the personnel who do not have the documents in 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) 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) Keeps an up-to-date list of all dangerous goods on board the vessels berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

n) Notifies the District Harbour Master of KOCAELİ of the instant risk posed by the dangerous goods that it handles or temporarily stores in its facility and the measures it takes for it.

o) Notifies the District Harbour Master of KOCAELİ of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.

p) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the District Harbour Master of KOCAELİ.

q) Provides the transport of Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage, out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

r) Temporarily stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.

s) Obtains permission from the District Harbour Master of KOCAELİ before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

t) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the District Harbour Master of KOCAELİ and informs the relevant people about the plan approved by the District Harbour Master of KOCAELİ

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

2.5 Responsibilities of Ship Person

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

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

f) Keeps the up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.

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

h) It notifies the District Harbour Master of KOCAELİ and the coastal facility about the instant risk posed by the dangerous cargoes on the ship approaching the coastal facility and the measures taken for it.

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

j) Notifies the District Harbour Master of KOCAELİ of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.

k) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the District Harbour Master of KOCAELİ.

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 during handling.

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

2.6 Education

a) The procedures and principles regarding the trainings required by the personnel working in the coastal facilities handling the cargoes within the scope of this Regulation are determined by the Administration.

b) Necessary studies for the implementation of IMO trainings, which are mandatory by IMO or if deemed appropriate by the Administration, are carried out by the Administration.

c) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out at the coastal facilities, the Administration may request the repetition of the trainings.

d) For the practical applications of the trainings within the scope of this article, the opportunities of the Ministry are primarily utilized.

2.7 Responsibilities of Dangerous Goods Safety Advisor

Obligation to employ DGSA for sea transport begins as of 2018. An employee is DGSA for road transport, by railway trasport (RID) and by sea transport (IMDG CODE). See job description of Dangerous Goods Safety Specialist for details.

2.8 Responsibilities of Third Parties

Responsibilties are designated under PH.045 Subcontractor Management Procedure. Employees of Third Parties such as agent, Customs officials, Inspection Agency, Sanmar Shipyards – Towage Services and Anadolu Kılavuzluk A.Ş. (Ankaş)- Pilotage Services, Mare Sea Cleaning Companies, Shipping Companies should comply with safety rules and related regulations. These rules are explained at the entrance of site.

3. RULES AND MEASURES TO BE FOLLOWED ON PORT

According to Regulation about Carriage of Dangerous Goods by Sea Article 12 following measures are taken in Poliport:

a) Port Managers provides transportation of dangerous goods that couldnt be stored in the business field to the outside of the facility.

b) Dangerous Goods are properly packaged and these packages are labelled with labels that include risk information to identify the hazardous materials and safety precautions.

c) Personnels wear proper protection equipment that is suitable for physical and chemical properties of dangerous goods during loading, discharging and storage operations.

ç) Personnel who is responsible for fighting with fire in case of any accident during handling dangerous goods should be equipped with a fireman's outfit and fire extinguishers, first aid units and equipments should be ready to use.

d) Port Managers prepare emergency evacuation plan for evacuation of ships and submit this plan to the District Harbour Master of KOCAELİ for approval.

e) Port Managers ara responsible for taking fire, security and safety measures.

g) Personnel who does not have training certificate can't enter to the area where dangerous goods are handled and can't work such areas.

3.1 Berthing

3.1.1. Suitable and safe mooring devices have been provided for the anchoring of the ship.

3.1.2. Safe and sufficient transportation facilities have been provided for personnel passage between the ship and the land.

3.2 Observation and Controls

3.2.1. Storage areas and operation areas are regularly checked and observed for leaks or damage. In the event of any leaks or damage, interventions are carried out only under the supervision of authorized and responsible personnel.

3.2.2. It is ensured that vehicles carrying hazardous materials are not intervened unless there is a valid and reasonable justification. If such vehicles (e.g. tankers) need to be opened, the person performing the operation is informed about the hazards that may arise from their contents.

3.2.3. All equipment, whether motorized or non-motorized, used in material handling and stacking activities are checked according to the maintenance procedures determined by the manufacturer. It is verified that the equipment is in proper working order and meets the relevant safety standards before use.

3.3 Identification, Packaging, Marking and Documentation

3.3.1. Dangerous goods entering the port area shall be verified to ensure their contents are correctly identified, appropriately packaged, and that all required markings and labels have been applied. These goods shall be declared or approved by the shipper or relevant parties in accordance with applicable national or international transport regulations — preferably the IMDG Code or the regulations governing the relevant mode of transport.

3.4 Safe Stowage and Segregation

3.4.1. It shall be ensured that at least one competent person with knowledge of the applicable national or international regulations — including the transport of dangerous goods and the segregation of incompatible cargoes — is assigned to operations.

3.5 Emergency Management

3.5.1. It shall be ensured that necessary arrangements have been made to respond to potential emergency situations within the port facility, and that these arrangements have been communicated to all relevant parties. In this context, the following shall be addressed:

3.5.1.1. Installation of appropriate alarm systems capable of providing emergency signals,

3.5.1.2. Immediate notification of relevant response units both within and outside the facility,

3.5.1.3. Timely notification of both shore-side and marine users and administrative authorities,

3.5.1.4. Provision of emergency response equipment appropriate to the nature of the dangerous goods,

3.5.1.5. Ensuring the necessary coordination for the safe departure of the vessel in the event of an emergency,

3.5.1.6. Availability of clear and safe escape routes at all times.

3.5.2. Taking into account the properties of the dangerous goods handled, it shall be considered that a safe and swift evacuation plan must be established for the facility.

3.5.3. The Medical First Aid Guide (MFAG), included as an appendix to the IMDG Code, shall be used as the reference for providing appropriate first aid in the event of health-related incidents arising from accidents involving such cargoes.

3.5.4. The Emergency Response Procedures (EmS), included as an appendix to the IMDG Code, shall be used to guide response actions in incidents involving dangerous goods.

3.5.5. The locations of first aid equipment shall be communicated to personnel in advance, and such equipment shall be stored in easily accessible locations.

3.6 Emergency Information and Access

3.6.1. All characteristics of dangerous goods present within the port area — including type, quantity, and location — shall be recorded. This information shall cover the proper shipping name, technical name where applicable, UN number, class, relevant subdivision, subsidiary risk class(es) (if any), packing group (if applicable), and detailed location of the areas where the cargo is held.

3.6.2. Persons responsible for storage areas or cargo handling zones shall be informed of the status of dangerous goods within their areas of responsibility and shall keep this information readily available for immediate use in the event of an emergency.

3.6.3. Competent personnel responsible for the loading and unloading of dangerous goods shall have — and shall have ready access to — the information required regarding precautions to be taken in the event of accidents involving such cargoes.

3.6.4. Electronic systems or automated data processing and transmission methods may be employed to ensure information is shared in a timely and accurate manner.

3.6.5. Safety Data Sheets (SDS) for dangerous goods are generally obtainable from manufacturers. Direct access to electronic data sources containing emergency response information may also be arranged for use when required.

3.6.6. Emergency response plans and relevant contact numbers shall be posted in conspicuous locations within areas where dangerous goods are held or handled.

3.6.7. Fire suppression systems and pollution response equipment shall be clearly marked and indicated with visible warning signs.

3.6.8. Masters of vessels carrying dangerous goods shall be fully informed of the emergency plans and services in effect at the port.

3.7 Fire Prevention Measures

3.7.1. The following fire protection arrangements shall be ensured to be in place within the facility:

3.7.1.1. Mooring points in berthing areas shall remain accessible to emergency response teams at all times when required,

3.7.1.2. Audible and/or visual alarm systems shall be installed at appropriate locations and communication equipment shall be kept ready for emergency use,

3.7.1.3. All areas where dangerous goods are present shall be maintained in an orderly, clean, and safe condition,

3.7.1.4. The Master shall be informed of the location of the nearest means of communication for contacting emergency services prior to cargo operations,

3.7.1.5. In areas where dangerous goods are present, lighting and electrical equipment suitable for use in explosive or flammable atmospheres shall be employed,

3.7.1.6. Areas where smoking is prohibited shall be clearly designated,

3.7.1.7. No-smoking signs shall be posted in visible locations, and designated smoking areas shall be maintained at a safe distance from hazardous zones,

3.7.1.8. Equipment used in flammable or explosive atmospheres shall be of a type safe for use in such environments and shall not produce sparks,

3.7.1.9. Empty cargo transport units shall be treated with caution, as residual substances or vapours may still present a risk,

3.7.1.10. Portable electrical appliances connected by extension leads shall not be used in locations where explosive gases or vapours may accumulate.

3.8 Firefighting

3.8.1. Vessels engaged in the loading or transport of dangerous goods shall be ensured to carry firefighting equipment that has been inspected and is in serviceable condition, in accordance with the criteria established by the relevant competent authority.

3.8.2. Personnel involved in such operations shall be ensured to have received the necessary training in the correct use of firefighting equipment and to participate in fire drills at regular intervals.

3.9 Environmental Protection Measures

3.9.1. Dangerous goods shall only be transported within designated areas in accordance with the rules established by the competent authorities.

3.9.2. During the loading or unloading of bulk cargoes, necessary physical and operational precautions shall be taken to prevent any spillage or leakage from reaching the sea.

3.9.3. Measures shall be implemented to prevent dangerous goods handled within the port area from entering the soil, surface waters, or drainage systems. These measures shall be planned and applied specifically for areas containing pipelines and bunkering systems.

3.10 Pollution Response Measures

3.10.1. A sufficient quantity of appropriate response equipment shall be maintained to minimise environmental damage in the event of a spill of dangerous goods.

3.10.2. Such equipment shall include items such as cleaning materials, portable spill containment receptacles, oil spill booms, condensate collection devices, absorbent materials, and neutralising agents.

3.10.3. Personnel involved in the transport and handling of dangerous goods shall be ensured to possess the knowledge and practical experience necessary to operate pollution response systems in accordance with the standards established by the relevant authorities.

3.11 Incident Reporting and Response

3.11.1. In the event of an incident during cargo operations involving dangerous goods that may endanger the safety of a vessel at berth, the environment, property, or operational personnel, operations shall be immediately suspended. Activities shall not resume until all necessary safety measures have been implemented. Furthermore, all personnel are required to immediately report any potential accident to the person in charge.

3.11.2. To enable a rapid and effective response — including the treatment of injured personnel and the minimisation of damage — a brief and accurate description of the incident shall be conveyed to the emergency response unit as promptly as possible.

3.11.3. If the incident poses a risk to the vessel, the environment, or personnel safety, the situation shall be reported to the Kocaeli Regional Directorate of Maritime Affairs at the earliest opportunity.

3.11.4. Upon identification of any leaking or damaged packaging, container, or transport unit containing dangerous goods, the situation shall be reported to the Kocaeli Regional Directorate of Maritime Affairs and

confirmation shall be obtained that appropriate corrective actions have been taken.

3.12 Inspection Activities

3.12.1. The operations officer or duty supervisor shall, where appropriate, carry out the following inspection activities:

3.12.1.1. Verify the validity of documents and certificates relating to the safe transport, packaging, and shipment of dangerous goods,

3.12.1.2. Confirm that the necessary safety measures are in place within the port area and carry out regular checks to ensure the safety of the transport operation,

3.12.1.3. Where an inspection reveals any deficiency that may affect the safety of dangerous goods, the port operator shall notify all relevant parties without delay and shall require that such deficiencies be rectified prior to commencement of cargo operations,

3.12.1.4. Necessary facilities and support shall be provided to persons or organisations authorised to carry out joint inspections with the Kocaeli Regional Directorate of Maritime Affairs.

3.13 Hot Work and Other Maintenance/Repair Activities

3.13.1. No maintenance or repair work that may render emergency or firefighting equipment inoperative shall be carried out without the prior approval of the Kocaeli Regional Directorate of Maritime Affairs.

3.13.2. Necessary consultations shall be held with the port operator and the Master regarding any hot work planned to be carried out on board. It shall be verified that the firm undertaking the repair holds a valid work permit issued by the Kocaeli Regional Directorate of Maritime Affairs prior to commencing any such work that may present a risk due to the presence of dangerous goods.

3.13.3. Advance notification shall be provided regarding the duration, scope, or equipment limitations of hot work activities, so that response teams such as the fire brigade can be informed in a timely manner and additional safety measures can be implemented if deemed necessary. Prior to hot work in enclosed spaces or cargo holds in particular, an on-site risk assessment shall be conducted by specialist personnel to determine whether specific safety procedures are required.

3.14 Enclosed Space Entry Procedure

3.14.1. Entry into enclosed or confined spaces — such as cargo tanks, holds, spaces surrounding tanks, or any area where oxygen deficiency or the

presence of harmful vapours may exist — shall not be permitted unless such spaces have been adequately ventilated and oxygen levels have reached an appropriate level. Prior to entry, the necessary checks shall be conducted and entry authorisation granted by a responsible person who is competent in the use of measuring instruments and capable of correctly interpreting the results. All safety measures taken shall be recorded.

3.14.2. If hazardous gases within a space cannot be eliminated or the space cannot be rendered gas-free within a reasonable period, only persons equipped with the required personal protective equipment — including appropriate protective clothing and self-contained breathing apparatus — shall be permitted to enter. The operation shall be conducted under the supervision of an authorised person equipped with suitable apparatus and rescue equipment. All equipment used shall be selected so as not to produce sparks.

3.14.3. Enclosed space entry operations shall be planned and conducted in accordance with relevant international standards and applicable guidelines.

3.15 Contaminated Waste

3.15.1. Waste that has come into contact with dangerous goods shall be collected and disposed of without delay and in compliance with applicable statutory regulations.

3.16 Alcohol and Drug Use

3.16.1. It shall be ensured that no person under the influence of alcohol or drugs participates in any activity involving the handling or transport of dangerous goods.

3.16.2. Such persons shall at all times be kept away from areas where dangerous goods are present or being transported.

3.17 Weather Conditions

3.17.1. Transport and handling operations shall be suspended in situations where adverse weather conditions may pose a serious risk to the safety of dangerous goods.

3.18 Lighting

3.18.1. Adequate and appropriately positioned lighting shall be provided in all areas where dangerous goods are being handled, prepared, or accessed.

3.19 Cargo Handling Equipment

3.19.1. It shall be ensured that all equipment used in the transport of dangerous goods is fit for purpose and is operated only by trained personnel.

3.19.2. Cargo handling equipment in use shall be verified to consist of approved models, to be maintained in appropriate condition, and to have been tested in accordance with relevant national or international standards.

3.20 Protective Equipment

3.20.1. It shall be ensured that personnel engaged in the transport of dangerous goods are provided, when required, with a sufficient quantity of appropriate protective equipment.

3.20.2. The equipment provided shall be verified to offer protection appropriate to the properties of the goods being transported and to consist of approved products.

3.21 Warning Signs for Dangerous Goods

3.21.1. The port authority shall determine whether vessels carrying or loading specific dangerous goods are required to display special visual warning signals within the port area, whether during the day or at night.

3.21.2. Such marking requirements may apply to the following categories of dangerous goods:

3.21.2.1. Liquids in closed packages with a flash point below 60°C,

3.21.2.2. Flammable and/or toxic gases.

3.21.3. The use of such signals is necessary to ensure that other vessels and personnel within the port area are made aware of the existing hazard and to enhance safety. Vessels displaying such signals may be subject to specific procedures established by the Kocaeli Regional Directorate of Maritime Affairs.

3.21.4. The circumstances under which warning signals are to be applied shall be assessed according to the following four scenarios:

3.21.4.1. Vessel at anchor during daytime,

3.21.4.2. Vessel at anchor during night-time,

3.21.4.3. Vessel underway during daytime,

3.21.4.4. Vessel underway during night-time.

3.21.5. Specific berths may be designated, or differential port dues may be applied, for vessels carrying dangerous goods that are subject to signalling requirements. The following special restrictions may also apply:

3.21.5.1. Boarding and access to vessels,
3.21.5.2. Radio and radar communications,
3.21.5.3. Use of anchorage areas during vessel transits,
3.21.5.4. Passages in the vicinity of anchored or moored vessels.

3.21.6. The Kocaeli Regional Directorate of Maritime Affairs shall plan the safe departure of vessels required to display such signals and shall take measures to ensure that prescribed distances are maintained within the port. Special regulations may be imposed on the movements of such vessels in narrow channels and manoeuvring areas.

3.21.6.1. During daytime: International Code Flag "B" (Bravo) shall be displayed.
3.21.6.2. During night-time: A fixed red light shall be shown.

3.22 Communication Procedures

3.22.1. Port management shall ensure that all vessels carrying dangerous goods maintain continuous and effective communication with port authorities. This communication shall be maintained via VHF radio equipment in accordance with SOLAS Regulation IV/7, the performance criteria established under IMO Resolution A.609(15), and applicable administrative requirements.

3.23 Area Arrangements

3.23.1. Dangerous Goods Handling Areas

3.23.1.1. Appropriate monitoring and alarm systems shall be installed in areas where dangerous goods are handled, to enable continuous surveillance by relevant facility personnel and security teams,
3.23.1.2. In areas used for temporary storage, necessary arrangements shall be made for the proper segregation and stowage of goods,
3.23.1.3. Where temporary storage is carried out in enclosed areas, the following shall be provided: emergency exits, adequate ventilation, drainage systems, spill containment sumps, fire suppression and alarm systems, appropriate lighting, and fire-resistant walls and doors,
3.23.1.4. Dangerous goods areas shall be equipped with the necessary equipment and means to provide protection against the risks posed by such substances,

3.23.1.5. Adequate access and egress for emergency response shall be provided at dangerous goods areas; access routes to cargo units stored within the area shall be kept clear at all times; and necessary equipment and facilities for emergency response shall be maintained in a state of readiness on site.

3.24 Training Programmes

3.24.1. It shall be ensured that personnel engaged in the loading and unloading of dangerous goods at the port facility receive regular training — appropriate to their job descriptions and areas of responsibility — covering emergency response (fire, explosion, spillage, etc.), occupational health and safety, security awareness under the ISPS Code, and safety procedures.

4. DANGEROUS GOODS CLASSES, TRANSPORTATION, LOADING/DISCHARGE, HANDLING, SEPERATION AND STORAGE

4.1 Dangerous Goods Classes

Dangerous Goods List handled at Poliport Liquid Cargo Terminal is communicated to relevant authorities.

In addition, Coal with not having the UN Code is handled at Dry Cargo Terminal. Dangerous goods transported by road are stored in Bounded Warehouse 56 where is affiliate of Poliport. These are communicated to relevant authorities.

These products are carried in accordance with ADR. Bounded Warehouse 56 is not covered by the Hazardous Material Conformity Certificate. Hazardous goods packed are not handled in the coastal facility.

Name	Name and Description	UN No	Class	Classfication code	PG	Subsidiary Risk
Asetik Asit	Acetic Acid, Glacial or Acetic AcidSolution, more than %80 acid, by mass	2789	8	CF1	II	8, +3
Acetone	Acetone	1090	3	F1	II	3
Acrylonitrile	Acrylonitrile, stabilized	1093	3	FT1	I	3, +6,1
Artık Denizcilik Yakıtları	Enviromentally Hazardous Substance, Liquid, N.O.S.	3082	9	M6	III	9
B.Acrylate	Butyl Acrylates, Stabilized	2348	3	F1	III	3
Butyl Acetate	Butyl Acetates	1123	3	F1	III	3
Damıtık Denizcilik Yakıtları	Gas Oil or Diesel Fuel or Heating Oil, Light (flash-point more than 60 C and not more than 100 C)	1202	3	F1	III	3
Denatüre Etanol, Denaturated Synthetic Ethyl Alcohol	Ethanol (Ethyl alcohol) or Ethanol Solution (Ethyl Alcohol Solution)	1170	3	F1	II	3
Denature Metanol, Metanol	Methanol	1230	3	FT1	II	3, +6,1
Ethyl Acrylate	Ethyl Acrylate, Stabilized	1917	3	F1	II	3
Ethyl Acetate	Ethyl Acetate	1173	3	F1	II	3
Ethyl Proxitol	Ethers, N.O.S.	3271	3	F1	III	3

Formik Asit	Formic Acid with more than 85% acid by mass	1779	8	CF1	II	8, +3
Heptane	Heptanes	1206	3	F1	II	3
Hexane	Hexanes	1208	3	F1	II	3
Isobuthanol	Isobutanol (Isobutyl Alcohol)	1212	3	F1	III	3
Isopropanol	Isopropanol (Isopropyl Alcohol)	1219	3	F1	II	3
M.E.K	Ethyl Methyl Ketone (Methyl Ethyl Ketone)	1193	3	F1	II	3
Metanol	Methanol	1230	3	FT1	II	3, +6,1
Methyl Acetate	Methyl Acetate	1231	3	F1	II	3
Methylene Chlorid	Dichloromethane	1593	6,1	T1	III	6,1
Metil Proxitol	1-Methoxy-2-Propanol	3092	3	F1	III	3
M. Methacrylate Mono. (MMA)	Methyl Metacrylate Monomer, Stabilized	1247	3	F1	II	3
N-Butanol	Butanols	1120	3	F1	III	3
N-Propanol	n-Propanol (Propyl Alcohol, Normal)	1274	3	F1	II	3
N-Butil Asetat	Butyl Acetates	1123	3	F1	III	3
Phenol	Phenol Solution	2821	6,1	T1	II	6,1
Solvent Naphta (Solgad 100)	Petroleum Distilates, N.O.S. or Petroleum Products, N.O.S.	1268	3	F1	III	3
Solvent Naphta (Solgad 150 ULN)	Enviromentally Hazardous Substance, Liquid, N.O.S.	3082	9	M6	III	9
Strene Monomer	Styrene Monomer, Stabilized	2055	3	F1	III	3
HMD Sulu H.Methylene Di.	Hexamethylene-Diamine Solution	1783	8	C7	III	8
TDI	Toluene Diisocyanate	2078	6,1	T1	II	6,1
Toluene	Toluene	1294	3	F1	II	3
VAM	Vinyl Acetate, Stabilized	1301	3	F1	II	3
White Spirite	Turpentine Substitute	1300	3	F1	III	3
Xylene	Xylenes	1307	3	F1	III	3

4.2 Dangerous Goods Packages

Poliport Coastal facility does not have container transportation, packaged hazardous material is not handled.

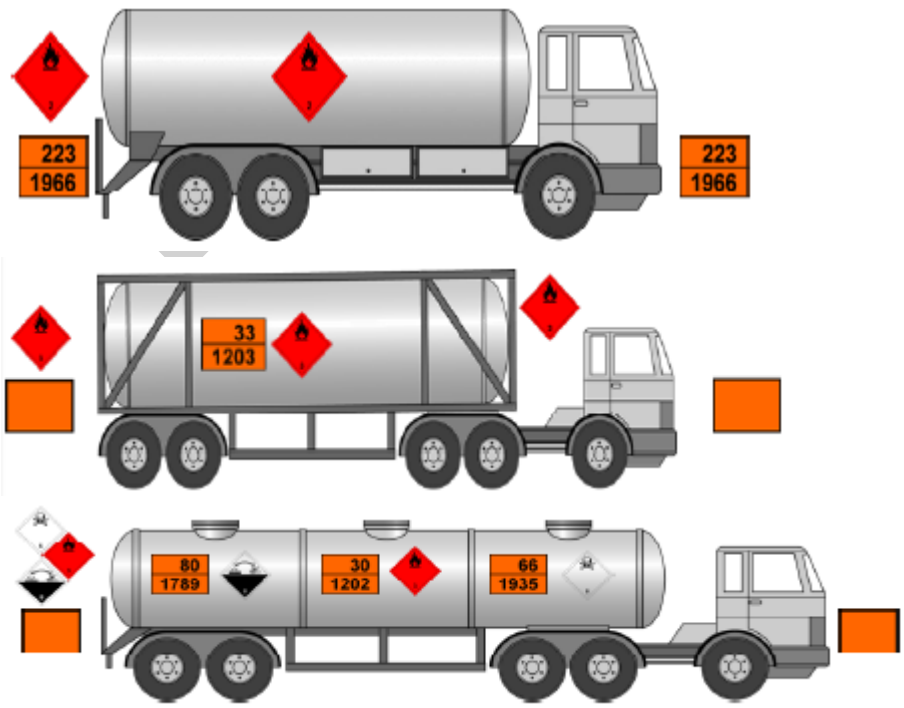
4.3 Placards, Plates, Brands and Labels Regarding Dangerous Goods

Packaged dangerous goods are not shipped to Poliport Liquid Cargo Terminal by sea and are not shipped from Poliport Liquid Cargo Terminal. These are mentioned in Section 4.2. According to IMDG Code and ADR labeling should be as follows:

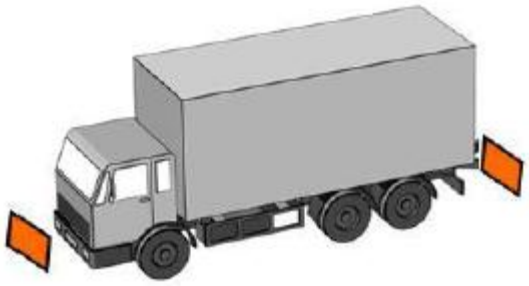
- Packaging must bear the marking of the UN standards,
- Danger signs of transported products should be included,
- Directional arrows must take place outer packaging of liquid product,
- If product is dangerous for the environment, dangerous sign should take place on packaging.
- UN number and proper shipping name of dangerous goods should take place on packaging.

According to ADR It should be provided to control road tanks that transport dangerous goods from Poliport to Product owner or Customer of Product Owner. According to ADR labeling of road tanks should be as follows:

- Orange plate that shows UN number of dangerous goods and hazard characteristics should take place on,
- Danger signs should be placed on 3 sides of the tank.



Dangerous goods transported by road to Bounded Warehouse 56 has the following marking criteria:



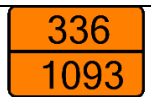
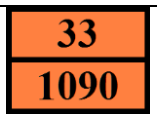
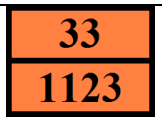
4.4 Dangerous Goods Labels and Packaging Groups

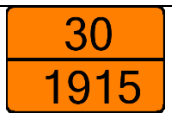
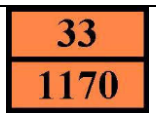
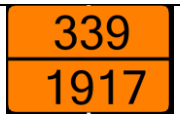
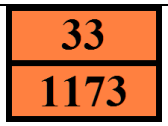
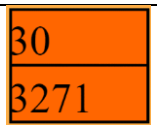
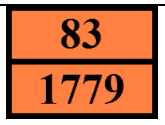
Dangerous Goods List handled at Poliport Liquid Cargo Terminal and their labels and packing groups are communicated to relevant authorities.

In addition, dangerous goods transported by road are stored in Bounded Warehouse 56 where is affiliate of Poliport. Bounded Warehouse 56 is not covered by the Hazardous Material Conformity Certificate. Hazardous goods packed for sea transportation are not handled in the coastal facility. Dangerous goods transported by road and stored Bounded Warehouse 56 are communicated to relevant authorities.

Coal is a dangerous load with self-burning capability. There is no temporary storage at the coastal facility. Product belonging to the customer is transported by road. It does not have an UN Number mentioned in IMSBC code, but causes oxygen depletion in cargo area, has igniton and Water-based warm-up feature. Therefore, it must be stored away from high temperature source, moisture and separately from dangerous substances of Classes 4 and 5.1. These information and the following information must be transferred to the customer: The load of more than 55 degrees including the coal fragments is not shipped and ventilated before shipment. Ship must have Fire-resistant cargo compartments and gas measuring equipment (methane, carbon monoxide, oxygen). The SDS for the hazard should be requested from the customer. There are no dangerous classes in the SDSs requested for coal handled at the coastal facility.

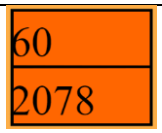
NAME	UN NO	PG	LABELS	ORANGE PLATE
2. E HEKZANOL	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
ACETIC ACID	UN 2789	PG II		83 2789

ACRYLONITRILE (ACN)	UN 1093	PG I		
ASETON (ACETONE)	UN 1090	PG II		
ARCOL - DESMOPEN 1905	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
ARCOL POLYOL 1107	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
ARCOL POLYOL 1108	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
B. CELLOSOLVE	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
B. CARBİTOL	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
BASE OİL T-46	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
BASE OİL C-11	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
BASE OİL AK-15	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
BUTYL ACETATE	UN 1123	PG II		
BA - 15 PPM MEHQ/BULK BUTHYL ACETATE	UN 2348	PG III		
CARADOL SP 30-47	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
CARADOL SP 42-15	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
CARADOL ED 56-200	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
CARADOL SP 37-25	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
CARADOL SP 44-10V	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			

CARADOL SC 48-08	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
CYCLOHEXANONE	UN 1915	PG III		
DENATÜRE ETANOL	UN 1170	PG II		
DENATÜRE METANOL	UN 1230	PG II		
Dİ-İZODESİL FTALAT (DIDP)	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
DİETİLEN GLİKOL	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
Di-İZONONİL FTALAT (DINP)	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
DOWANOL (DPNB)	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
ETİL AKRİLAT (ETHYL ACRYLATE)	UN 1917	PG II		
ETHYL ACETATE	UN 1173	PG II		
ETHYL PROXİTOL	UN 3271	PG III		
FORMİK ASİT	UN 1779	PG II		
ARTIK DENİZCİLİK YAKITLARI (HSFO)	UN 3082	PG III		

ARTIK DENİZCİLİK YAKITLARI (VLSFO)	UN 3082	PG III		90 3082
DAMITIK DENİZCİLİK YAKITLARI	UN 1202	PG III		30 1202
HEPTANE	UN 1206	PG II		33 1206
HEXANE	UN 1208	PG II		33 1208
ISOBUTANOL	UN 1212	PG III		30 1212
ISOPROPANOL	UN 1219	PG II		33 1219
L.A.B	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
METİL ETİL KETON (M.E.K)	UN 1193	PG II		33 1193
METHYLENE CHLORİDE (MEC)	UN 1593	PG II		60 1593
M. ETİLEN GLİKOL	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
MDI (DESMODUR 44 V 20 L)	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
METHYL ACETATE	UN 1231	PG II		33 1231

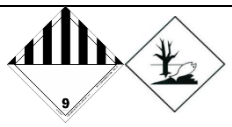
METİL PROKSİTOL	UN 3092	PG III		30 3092
MMA - 20 PPM AO-30/BULK (METİL MET AKRİLAT)	UN 1247	PG II		339 1247
N-HEXANE	UN 1208	PG II		33 1208
PROETİLEN GLİKOL	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
PHENOL	UN 2821	PG II		60 2821
PHOSPHORIC ACID	UN 1805	PG III		80 1805
SHELLSOL D60	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
SAPEG-400 (Polyethylene Glycol)	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
SOLVENT NAFTA (SOLGAD 100)	UN 1268	PG III		30 1268
SOLVENT NAPHTA (SOLGAD 150 ULN)	UN 3082	PG III		90 3082
STRENE MONOMER	UN 2055	PG III		39 2055
SULU H.METHYLENE DI. (HMD)	UN 2280	PG III		80 2280

TDI (DESMODUR T-80)	UN 2078	PG II		
TOLUENE	UN 1294	PG II		
EOA TEA 99% PMLA BULK-TRIETHANOLAMINE	IT IS NOT CONSIDERED HAZARDOUS ACCORDING TO THE ADR REGULATION.			
V.A.M	UN 1301	PG II		
XYLENE	UN 1307	PG III		

In addition, Warehouse No. 56, which is connected to the Poliport port facility but is not located within the coastal facility and is not included in the Dangerous Goods Compliance Certificate (Warehouse No. 56 is located outside the coastal facility but is under the Poliport company), stores the following products for dangerous goods arriving by road:

The types of hazardous materials can vary depending on customer requirements.

NAME	UN NO	CLASS	PG	LABEL
NITROCELLULOSE	UN 2556	4.1	PG II	
FERRO SİLİS	UN 1408	4.3	PG III	
NICKEL CHLORİDE	UN 3288	6.1	PG III	
NICKEL SULPHATE	UN 3288	6.1	PG III	
RESORCINOL	UN 2876	6.1	PG III	

LONZACURE™ DETDA 80	UN 3082	9	PG III	

Coal is a hazardous cargo with the property of spontaneous combustion. Temporary storage is not permitted at the shore facility. The customer's product is shipped by vehicles. Although it does not have a UN number in the IMSBC Code, it must be stored away from heat and humidity and separately from hazardous materials of classes 4 and 5.1 due to its potential to cause oxygen depletion in the cargo area, its flammability, and its warming properties upon contact with water. This information, including that coal pieces should not be loaded at temperatures exceeding 55 degrees Celsius, that the cargo should be ventilated before shipment, and that fire-resistant cargo compartments and equipment, as well as gas measurement equipment (methane, carbon monoxide, oxygen), must be communicated to the customer. An MSDS regarding the hazardous properties should be requested from the customer. The requested MSDS for coal handled at the shore facility does not include any hazardous class.

The following hazardous materials are handled at the dry cargo terminal according to the IMSBC code:

Coal:

Description:

Coal (bituminous and antracite) is a natürel, solid, combustible material consisting of amorphous carbon and hydrocarbons.

Characteristics:

Physical properties			
Size	**Angle of repose**	**Bulk Density (kg/m^3)**	**Stowage Factor**
Up to 50 mm	Not applicable	654 to 1,266	0,79 to 1.53
Hazard Classification			
Class	**Subsidiary hazard(s)**	**MHB**	**Grup**
Not applicable	Not applicable	CB and/or SH and/or WF and/or CR	B (and A)

Hazard:

Coal may create flammable atmospheres, may heat spontaneously, may deplete the ocygen concentration, may corrode metal structures. This cargo may liquefy if shipped at a moisture content in excess of its transportable moisture limit (TML). See sections 7 and 8 of this Code.

Ferrosilicon:

Description:

Ferrosilicon is an extremely heavy cargo.

Characteristics:

Physical properties			
Size	**Angle of repose**	**Bulk Density (kg/m^3)**	**Stowage Factor**
Up to 300 mm briquettes	Not applicable	1,389 to 2,083 (1,111 to 1, 538 for briquettes)	0.48 to 0.72 (0.65 to 0.90 for briquettes)
Hazard Classification			
Class	**Subsidiary hazard(s)**	**MHB**	**Grup**
4.3	6.1		B

Hazard:

In contanct with moisture or water it may evolve hydrogen, a flammable gas which may form explosive mixtures with air and may, under similar circumstances, produce phosphine and arsine, which are highly toxic gases.

This cargo is non-combustle or has a low fire risk.

4.5 Dangerous Goods Segregation Tables on Ship and Port

There is no stacking operations of dangerous goods at the port. However, following stowage plan and cleaning information are requested from each ship:

STOWAGE PLAN (ARR)

(Delete as applicable)
To be submitted as complete & when required

Voyage No. : 80
: 14-Dec-15

Ship's Name : M/T ORIENTAL FREESIA
PORT : GEBZE, TURKEY

Tankwise-Grade/Metric tons/Loading port/Discharge port

10P	334.185	9P	639.620	8P	1210.696	7P	339.283	6P	1211.742	5P	1211.511	4P	1210.793	3P	338.625	2P	1212.681	1P	638.937	
CASTOR 280.969 MT 293.699 M³ 89.1% KDL/MARSEI		ETHANOL 453.369 MT 528.277 M³ 90.4% KRCH/RVNA		MEG 1,241.285 MT 1123.843 M³ 92.8% SHUB/ GBZ		ETHANOL-B 282.558 MT 309.855 M³ 91.2% KRCH/RVNA		CASTOR 1,074.216 MT 1138.182 M³ 93.9% KDL/MARSEI		MEG 1,227.916 MT 1111.739 M³ 91.8% SHUB/ GBZ		ETHANOL-B XXX.XXX MT 1126.56 M³ 93.9% KRCH/RVNA				ETHANOL 865.278 MT 1103.671 M³ 91.1% KRCH/RVNA		CASTOR 571.314 MT 605.334 M³ 94.7% KDL/MARSEI		P
M-XYLENE		SBO		IPA		SBO		M-XYLENE		HEXANE		SBO		DIDP		SBO		OTF		S
		CASTOR 520.930 MT 551.950 M³ 88.2% KDL/MARSEI		ETHANOL 849.395 MT 1071.932 M³ 89.3% KRCH/RVNA		MEG 326.432 MT 295.547 M³ 90.3% SHUB/ GBZ		MEG 1,216.328 MT 1101.680 M³ 91.9% SHUB/ GBZ		CASTOR 1,052.629 MT 1115.309 M³ 93.1% KDL/MARSEI		ETHANOL-B XXX.XXX MT 1110.81 M³ 93.4% KRCH/RVNA		MEG 327.123 MT 296.173 M³ 90.7% SHUB/ GBZ		ETHANOL 857.965 MT 1094.343 M³ 91.3% KRCH/RVNA		MEG 624.762 MT 565.651 M³ 90.9% SHUB/ GBZ		
M-XYLENE		FLY 1108		SBO		HEXANE		SBO		M-XYLENE		SBO		DIDP		CRDL 3045		CRDL 4808		
10S	325.673	9S	626.058	8S	1197.209	7S	327.176	6S	1198.307	5S	1198.057	4S	1197.365	3S	326.522	2S	1197.981	1S	622.015	

Total capacity in 100 % volume : 16,563.836 M³

Cargo	Customer	Nominated Quantity	Option	Max	Loadable	S.G / TEMP.	Corr. Factor	L/Port	D/Port	Stowage	B/L Figure	Ship's Figure
MEG	EQUATE	5000	MAX/2% LCO	5000.000 MT	5290.000 MT	1.1045 35		SHUAIBA	GEBZE	1S, 3S, 5P, 6S, 7S, 8P	4969.811 MT	4964.246 MT
CASTOR	ARKEMA	3500	2% HOLCO	3570.000 MT	3707.000 MT	0.9438 42		KANDLA	SARSEILLES	1P, 5S, 6P, 9S, 10P	3500.000 MT	3500.049 MT
NET ETHANOL	MITSUBISHI	3000	5% HOLCO	3150.000 MT	3263.000 MT	0.7840 25		KARACHI	RAVENNA	2W, 8S, 9P	3025.300 MT	3017.007 MT
ETHANOL-B	SILCOMPA	2000	2% HOLCO	2040.000 MT	2110.000 MT	0.7840 25		KARACHI	RAVENNA	4W, 7P	1999.815 MT	1996.505 MT
	TOTAL	10700MT		13760.000 MT	14370 MT						13494.926 MT	13477.807 MT

Cargo	UN	Pol. Cat	IMDG	Comp. Group	MP	FP	BP	Viscocity	Pre-wash	N2 Blanket / Purging	Heating Req	Heating L	Heating V	Heating D	Heat Adjacent	Cooling Req.	Miscibility	Fire Ext.	Max Fill
MEG	NA	Y	NA	20	-13	111	197	20/20C	NO	YES	NO	NO	NO	NO	38C	NDA	NDA	Dry chem., CO2, Foam Water Fog	98%
CASTOR	NA	Y	NA	34	-10	229	313	232/40C	YES	NO	YES	30	30	42	YES	NDA	NDA	Dry chem., CO2, Foam Water Fog	98%
ETHANOL	1170	Z	3.2	20	-114	12	78	1.19/20C	NO	NO	NO	NO	NO	NO	38C	NDA	NDA	Dry chem., CO2, Foam Water Fog	98%

Port Rotation		GEBZE, TURKEY	
		ARR	DEP
Draft	Fore	8.32	6.09
	Aft	9.18	7.19
	Mean	8.75	6.64
	Trim	0.86	1.10
Displacement		18,548	18,532

THAR OO SHWE

Approved by Master : CAPT SAW HTOO AUNG

LAST THREE CARGO AND CLEANING METHOD

MIT ORIENTAL FREESIA
PORT : Gebze,Turkey

VOY. No. 80
DATE : 14-Dec-15

1) PREVIOUS CARGO

TANK NO	GRADE	LOAD CARGO	LAST CARGO	2nd LAST CARGO	3rd LAST CARGO	COATING
1P	Y	Castor Oil	Transformer Oil	NEXBASE 3043	PYGAS	SUS-316L
1S	P	Mono Ethylene Glycol	Caradol 4808	NEXBASE 3043	Mono Ethylene Glycol	SUS-316L
2P	J	Ethannol	Soyabean Oil	Caradol 4610	NEXBASE 3043	SUS-316L
2S	H	Ethannol	Caradol SP3045	NEXBASE 3043	PYGAS	SUS-316L
3P			Di-iso decyl phthalate	CORE 150	Sunflower Oil	SUS-316L
3S	J	Mono Ethylene Glycol	Di-iso decyl phthalate	NEXBASE 3043	CORE 2500	SUS-316L
4P	J	Ethannol	Soyabean Oil	White Spirit	NEXBASE 3043	SUS-316L
4S	J	Ethannol	Soyabean Oil	Hexane	NEXBASE 3043	SUS-316L
5P	C	Mono Ethylene Glycol	Hexane	NEXBASE 3060	PYGAS	SUS-316L
5S	C	Castor Oil	Mixed xylene	NEXBASE 3060	PYGAS	SUS-316L
6P	C	Castor Oil	Mixed xylene	NEXBASE 3043	PYGAS	SUS-316L
6S	J	Mono Ethylene Glycol	Soyabean Oil	Xylene	NEXBASE 3043	SUS-316L
7P	J	Ethannol	Soyabean Oil	Toluene	NEXBASE 3043	SUS-316L
7S	C	Mono Ethylene Glycol	Hexane	NEXBASE 3060	CORE 150	SUS-316L
8P	D	Mono Ethylene Glycol	Iso-propyl alcohol	NEXBASE 3043	PYGAS	SUS-316L
8S	J	Ethannol	Soyabean Oil	White Spirit	NEXBASE 3043	SUS-316L
9P	J	Ethannol	Soyabean Oil	Hexane	NEXBASE 3043	SUS-316L
9S	P	Castor Oil	Polyol 1168	NEXBASE 3043	PYGAS	SUS-316L
10P	C	Castor Oil	Mixed xylene	NEXBASE 3043	PYGAS	SUS-316L
10S			Mixed xylene	PYGAS	Acetone	SUS-316L

2) CLEANING METHOD

C
1) Butterworthing with cold sea water 2 Cyl
2) Butterworthing with warm Fresh water (60C) 2 Cyl
3) Draining of tank, line and pump
Ventilation until odor free and drying/mopping

D
1) Butterworthing with cold sea water 2 Cyl
2) Flushing with fresh water
3) Draining of tank, line and pump
Ventilation until odor free and drying/mopping

J

H
1) Butterworthing with cold sea water 4 Cyl
2) Butterworthing with hot sea water (60C) 2 Cyl
3) Flushing with fresh water
4) Draining of tank, line and pump
Ventilation until odor free and drying/mopping

P
1) Butterworthing with warm warm (50C)sea water 2 Cyl
2) Flushing with fresh water
3) Draining of tank, line and pump
4) Ventilation until odor free and drying/mopping

Y

Thar Oo Shwe
CHIEF OFFICER

Loading operations are decided in accordance with this information. Ships are controlled by relevant surveillance company before berthing and conformity certificate is requested (Tank Cleaning Certificate). The ship that does not have cleaning certificate is not allowed to be landed.

4.6 Dangerous Goods Segregation Distance and Terms In case of Warehouse Storage

Poliport Liquid Cargo Terminal does not have warehouse storage. However, the distance between the tank is designed in accordance with relevant standards and planning of dangerous goods in the tank are made according to hazardous

properties. In the same way products dangerous goods in bounded warehouse are stored in accordance with the storage matrix.

Bulk coal in the dry cargo terminal is shipped directly with the vehicles.

4.7 Dangerous Goods Documents

Necessary documents for dangerous goods handled in Liquid Cargo Terminal are listed in FPT.002-01.00 Ship File. For Dry Cargo Terminal, T required documents are stated in the FPL.001-08.00 Ship File. Refer to TA.001 Bounded Warehouse Input / Output Instruction for Bounded Warehouse.

5. DANGEROUS GOODS HANDBOOK

Available handbok includes the information on hazardous substances, first aid, points to be considered at port under the Life Saving Rules title. Refer to DT.011 Ship Operations Manual.

Shore facilities engaged in the loading, unloading, handling, and temporary storage of dangerous goods have prepared a pocket-sized Dangerous Goods Handling Handbook to contribute to the safe conduct of these operations. The handbook covers the following subjects:

- Classification of dangerous goods,
- Package types and packaging methods for cargoes,
- Principles of labelling and marking,
- Information on packing groups,
- Segregation tables applicable on board vessels and within facilities, arranged by class of dangerous goods,
- Segregation distances to be observed in the case of underdeck stowage,
- Definitions of segregation terms in use,
- Required documentation for dangerous goods being transported,
- Emergency response flowcharts,
- Contact details of personnel to be notified in the event of an incident,
- Locations of emergency response equipment and instructions for their use,
- Safety and operational rules specific to the shore facility.

This handbook is distributed to all personnel on duty in the field and they are required to keep it on their person at all times.

6. OPERATIONAL ASPECTS

6.1 Procedures on Day and Night Safely Berthing, Loading/Discharge, Mooring of Ships Carrying Dangerous Goods

6.1.1. The authority and responsibility for guiding a ship carrying dangerous goods on its deck regarding the location and timing of its anchoring, mooring with tugboat support, berthing, or remaining in the port area, taking into account factors such as the type and quantity of goods carried, environmental conditions, population density, and weather conditions, belongs to the relevant Kocaeli Regional Port Authority.

Operations are carried out according to PL.001 Port Services Procedure, TL.001 Port Operation Instructions, FPT.002-01.00 Ship File, FPT.002-08.00 Ship and Shore Safety Checklist, FPT.002-16.00 Barge-Shore Safety Checklist that are linked to PT.002 Terminal Operation Planning and Implementation Processes Procedure. Ships are not allowed to berth at night. In addition, Refer to DT.002 Port Information Manual for Tankers.

6.1.2. In an emergency, the movement of a vessel carrying hazardous materials on its deck within the port area or its removal from the port area to ensure the safety of the vessel and its personnel is carried out at the request of the ship captain, based on the assessment of the port operator and the approval of the Kocaeli Regional Port Authority.

6.1.3. The Kocaeli Regional Port Authority is responsible for determining any additional measures that may be deemed necessary, taking into account the quantity and characteristics of the hazardous materials being transported and regional conditions.

6.1.4. The coastal facility guarantees that the following are provided:

6.1.4.1. Providing adequate and safe mooring facilities for the vessel,

6.1.4.2. Ensuring safe and uninterrupted passage between the vessel and the facility.

6.2 Procedures Regarding Additional Measures According to Climatic Conditions During Loading, Discharging and Limbo Operations

Loading operations for bulk liquid cargoes are not carried out in stormy weather or in open, unprotected containers that would react dangerously if they come into contact with water or rain.

Operations are carried out according to PL.001 Port Services Procedure, TL.001 Port Operation Instructions, FPT.002-01.00 Ship File, FPT.002-08.00 Ship and Shore

Safety Checklist, FPT.002-16.00 Barge-Shore Safety Checklist that are linked to PT.002 Terminal Operation Planning and Implementation Processes Procedure.

6.3 Procedures on Keeping away Combustible, Flammable and Explosive Materials from Operations creating sparks and Procedures on Spark Creator Equipments Usage at Dangerous Goods Handling and Storage Area

Refer to PH.PPOÇ.EK POLİSAN HOLDİNG OPERATION MANUAL FOR FLAMMABLE - EXPLOSIVE ENVIRONMENTS and PH.043 EKED PROCEDURE, TH.026 HOT WORK INSTRUCTION, TH.045 WORK PERMIT INSTRUCTION. No hot work is done during hazardous material handling.

6.3.1. Prior to the commencement of any hot work activity within our facility, the authorised personnel of the company undertaking the work are required to hold a written permit issued by the port authority. This permit encompasses not only the scope of the work to be performed, but also the safety measures to be observed and the specific characteristics of the area in which the work is to be carried out.

6.3.2. In addition to the mandatory safety precautions stipulated by the Kocaeli Regional Directorate of Maritime Affairs, prior to the commencement of hot work, the representative of the company performing the work and the responsible parties of the vessel and/or shore facility shall convene to ensure that any additional safety measures are identified and implemented.

6.3.3. Such additional measures may include the following:

6.3.3.1. Gas measurements conducted by authorised bodies to confirm the absence of explosive or flammable atmospheres and oxygen deficiency in and around the work area, together with the frequency at which such measurements are to be renewed,

6.3.3.2. Removal of dangerous goods and combustible materials — including lime, mud, sediment, and similar substances — from the work area and its surroundings,

6.3.3.3. Implementation of precautions to prevent ignition of combustible structural elements — such as timber walls, doors, decking, and deckhead linings — by sparks or heat,

6.3.3.4. Closing and insulating of openings, pipe penetrations, valves, joints, and similar features to prevent the spread of sparks, flames, or hot metal fragments to other areas.

6.3.4. Copies of the permit and the safety measures specified therein shall be posted at the entrance to the hot work area and in adjacent areas. These documents shall be

positioned in a manner that ensures they are clearly visible and legible to all personnel involved in the work.

6.3.5 During hot work, the following practices shall be observed:

6.3.5.1. Regular checks shall be conducted throughout the operation to confirm that working conditions have not changed,

6.3.5.2. At least one appropriate fire extinguisher or firefighting appliance shall be kept readily available at the work site for immediate emergency use.

6.3.6. Upon completion of hot work and for a defined period thereafter, effective fire watch shall be maintained in and around the hot work area, in recognition of the risk of fire developing in surrounding areas through heat conduction.

6.3.7. For detailed guidance and procedural requirements relating to hot work, the International Safety Guide for Oil Tankers and Terminals (ISGOTT 6) shall serve as the primary reference. Operations at the facility and its interfaces shall be conducted in accordance with ISGOTT 6 and the applicable Permit to Work Procedure.

6.3.8. The Shore Facility shall fulfil the necessary preventive and protective measures within the scope of its Occupational Health and Safety Procedures.

6.4 Procedures on Fumigation, Gas Measurement and Gas Decontamination Operations

Refer to TH.025 TANK CLEANING INSTRUCTION, TH.024 INSTRUCTION FOR ENTRANCE TO THE CLOSE SPACES and FTH.024-01.00 PERMIT FORM FOR ENTRANCE TO THE CLOSE SPACES for other operational controls. In addition, as mentioned Section 4.5, stowage plan and cleaning certificate is requested from ship and added to the ship file.

Ships are controlled by relevant surveillance company before berthing and conformity certificate is requested (Tank Cleaning Certificate). The ship that does not have cleaning certificate is not allowed to be landed.

7. DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures on All Mandatory Documents Related with Dangerous Goods and Supplying, Controlling of These Documents by Competent Person

7.1.1. The following documents regarding hazardous materials are kept up-to-date:

MARPOL 73/78, as amended, International Convention for the Prevention of Pollution from Ships, 1973/78

SOLAS 74, as amended, International Convention for the Safety of Life at Sea, 1974

ISGOTT, International Safety Guide for Oil Tankers and Terminals

Controls are carried out according to PL.001 Port Services Procedure, TL.001 Port Operation Instructions, PT.002 Terminal Operation Planning and Implementation Processes Procedure. On the other hand, Necessary documents and information for dangerous goods transported from Liquid Cargo Terminal Poliport and Boundary Warehouse 56 by road are listed in control forms mentined in Section 10.3.

7.1.2. Regarding Dangerous Goods handled in our port, the Operations Department shall:

- Create and maintain complete records of all dangerous goods arriving at the port,
- Goods departing from the port,
- Goods stored in the terminal,
- Goods temporarily stored in the port, and present them upon request.
- Dangerous goods records are limited to personnel who need to know them.

7.2 Procedures on Keeping Dangeorus Goods List and Related Other Information Regularly

7.2.1 Records of dangerous goods handled in our port are kept up-to-date by the Operations Department in the dangerous goods inventories, including the following information:

- UN Number,
- PSN Name (Proper Shipping Name),
- Class (including sub-hazards),

• Whether it is a marine pollutant,
• Receiver,
• Sender,
• Seal number,
• Additional Information (Flammability, viscosity, etc.),
• Where it is stored in the port area,
• Duration of stay in the port

7.2.2 This information is kept in a computer environment or file format accessible only to authorized personnel and is shown upon request.

For each product decided to be stored at the facility, the relevant documents are requested from the product owner. One of these documents is the Safety Data Sheet (SDS) for the product. The product's MSDS is examined, and the transportation-related classification information is added to the ZPOL_MM_UN_CLASS – UN Numbers/Classification table in SAP. The validity of the SDSs is checked every 3 years, and updated SDSs are requested from the product owner. This list is kept up-to-date.

7.3 Procedures on Control Operations Regarding Identification Incoming Dangerous Goods Properly, Usage Correct Proper Shipping Name, Certification, Packaging, Labeling and Declaration, Safe Loading to Approved Packages or other Transportation Units, Safe Transportation and Reporting Procedures of These Control Operations

7.3.1 Planning and Operations Coordination: The following information is verified on the Dangerous Goods Document issued by the Shipper for Dangerous Goods to be Accepted at the Port:

• UN Number,
• PSN Name (Appropriate Shipping Name),
• Class (including sub-hazards),
• Whether it is a Marine Pollutant,
• Additional Information (Flammability, viscosity, etc.),
• Where it will be stored within the Port Area

7.3.2 This information is checked by Coastal Facility personnel.

For each product to be stored, documents related with this product are requested from product owner and samples are taken under the supervision by inspection officers. One of these documents is Material Safety Data Sheet of Product. After SDS examined, classification information is added to the SAP table about transportation,

ZPOL_MM_UN_SINIF. All operations related with transport is carried out in accordance with this information. These products transported as bulk are sent to the customer of product owners by road. This process is mentioned in PH.063 CHEMICAL MANAGEMENT PROCEDURE and TH.014 GENERAL SAFETY INSTRUCTIONS FOR ROAD TANKERS AND TRUCKS.

7.4 Procedures on Supplying Safety Data Sheets (SDS)

7.4.1 As of January 1, 2014, Turkish law requires that all dangerous goods transported via road, rail, air, and sea transport must include a Dangerous Goods Safety Data Sheet (SDS) containing the following information:

- UN Number,
- PSN Name (Proper Shipping Name) (Required for sea transport),
- Class (including sub-hazards),
- Packing Group (Class 3, 6, 1, 8, 9),
- Whether it is a marine pollutant,
- Tunnel Restriction Code (Required for road transport).

7.4.2 For all dangerous goods to be accepted at the port, it is checked that this document is present along with the dangerous goods.

Documents related with products to be stored are requested from product owner. According to PT.011 CONTRACT PROCEDURE, If product is stored for the first time in Poliport Liquid Cargo Terminal; product safety data sheets, product quality report indicating the physical and chemical characteristics, the product storage standards are requested from product owner and these information is shared with ralted departments. In addition to the existing storage conditions Necessary infrastructure works are determined. Product owner is informed about these works.

Preparation Before Handling Dangerous Goods

(1) Planning and preparation related to the handling and temporary storage of the dangerous good that are coming to our coastal facility are made by taking into consideration the information that is stated in the preliminary notification and the safety data sheet and the related personnel are informed.

(2) The responsible department in our coastal facility asks for the safety data sheet of the dangerous goods, it takes the measures to be taken for first aid and emergency preparedness and the safety data sheet for handling and temporary storage applications into the account. The safety data sheet is prepared by safety data sheet makers and the safety data sheets that do not meet these requirements are not accepted by our coastal facility.

7.5 Procedures on Keeping Records and Statistics of Dangerous Goods

Necessary records regarding dangerous goods handling in Liquid Cargo Terminal are kept with the documents required in FPT.002-01.00 Ship File. Refer to TA.001 Bounded Warehouse Input / Output Instruction for Bounded Warehouse. Although dangerous goods are not handled in Dry Cargo Terminal, necessary records are kept in FPL.001-08.00 Ship File.

In addition, all other records related with annual handling information and products are monitored by the module on the SAP system.

Dangerous Cargo Notification

Before the dangerous goods arrive at the coastal facility, our coastal facility is informed by cargo respective party about the dangerous goods that come to the coastal facility by road or rail. The notices should include the following information and documents:

The Notices for loads under the IMSBC Code cover the following information:

1) Operation type,

2) Port of freight,

3) Shore facility to be loaded or evacuated,

4) Existence of the safety data sheet,

5) UN number if available,

6) Load group,

7) Bulk cargo shipment name,

8) Warehouse number on board,

9) Stack factor,

10) Quantity,

11) Final Buyer Company,

12) Final buyer firm tax number.

In the scope of IBC Code and MARPOL 73/78 Annex-I Notices of the products include the following information:

1) Operation type,

2) Port of freight,

3) Shore facility to be loaded or evacuated,

4) Existence of the safety data sheet,

5) Load name,

6) Tank number on ship,

7) Flash point if available,

8) Quantity,

9) Final Buyer Company,

10) Final buyer firm tax number.

Notification Storage:

(1) The notifications that are made to our coastal facilities shall be kept in physical or electronic environment for 3 years and shall be made available for the inspections of the General Directorate of Dangerous Goods and Combined Transport or the related District Harbour Master of KOCAELİ.

7.6 Information on Quality Management System

Poliport has ISO 9001 Quality Management System. Liquid chemical storage and liquid chemical; It covers the operations of transferring from ship to tank, from tank to ship, from tank to barge, from tank to tank, from tank to land tanker and from ISO tank container to land tank, warehouse services and loading and unloading of general cargo products. As a result of the audit, it has proven that it has met the ISO 9001:2015 conditions.

8. EMERGENCY SITUATIONS, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Procedures on Intervention to Dangerous Goods Posing Health and/or Environmental Risk and Intervention to Hazardous Situations Caused by Dangerous Goods

8.1.1 Decision-Making

The selection of protective measures may vary depending on the nature of the incident and the prevailing circumstances. In some scenarios, evacuation may be the most appropriate course of action, while in others, sheltering individuals in place may prove to be a more effective approach. In certain cases, both methods may be applied concurrently.

During emergencies, competent authorities must provide rapid and clear directions to those affected. Whether sheltering in place or being evacuated, these individuals require a continuous flow of information and instructions.

The key factors determining the suitability and effectiveness of an evacuation decision or a shelter-in-place strategy are set out below. The relative priority of these factors may vary according to the nature of the incident. Additional factors specific to different types of emergency must also be taken into account. This list is intended to indicate what types of information may be required during the initial assessment phase:

Factors Relating to Dangerous Goods

- Level of risk to human health
- Chemical and physical characteristics of the substance
- Quantity released or contained
- Status of containment or limitation of spread
- Rate and direction of vapour or gas dispersion

Factors Relating to the Exposed Population

- Physical location of persons
- Total number of individuals affected
- Time available for response and evacuation
- Capacity to manage the evacuation or shelter-in-place process
- Type and number of available structures
- Situation of vulnerable groups or communities with special needs

Meteorological Conditions

- Effect of weather events on the movement of vapours or clouds

- Possibility of changes in weather conditions
- Weather-related factors influencing evacuation or shelter-in-place decisions

8.1.2 Protective Measures and Response Process

Protective actions encompass the steps to be taken to safeguard the health and safety of both individuals at the scene and response teams in the event of an incident involving dangerous goods. These actions shall be carried out in accordance with the Emergency Response Tables set out in Annex 5, which are arranged according to the properties of the relevant dangerous goods.

Isolating the area where the hazardous incident has occurred and strictly preventing unauthorised access is of paramount importance. All individuals not directly involved in the emergency response shall be removed from this area. Furthermore, response teams that do not possess the required protective equipment and training shall not be permitted to enter the isolated zone.

8.1.3 Evacuation

The instruction to "Evacuate" indicates that all persons in a threatened area must be moved to a safer location. For evacuation to be carried out effectively, sufficient time must be available to inform individuals and to allow them to leave the area safely. Where adequate time is available, evacuation is the most effective means of protection.

In the first instance, persons in closest proximity to the hazard zone and within the line of sight shall be evacuated immediately. As support teams arrive, the evacuation shall be extended — taking into account wind direction and the direction from which the wind is blowing — at minimum to the distances specified in the Emergency Response Tables in Annex 5. Even upon reaching the recommended distances, evacuated persons shall not be considered entirely safe; accordingly, these individuals shall not be permitted to congregate in large groups.

Evacuated individuals shall, where possible, be directed along pre-determined routes to distances that preclude the need for further relocation, taking wind direction into consideration.

Within the terminal area, safe assembly points to which personnel are to proceed in the event of an emergency have been pre-identified and designated as Emergency Muster Stations.

Refer to Procedure PH.034 Accident Management, Procedure PH.035 Management of Environmental Activities, and Emergency Response Plan PP.ADPEK.01. In addition, for marine spill response, a working arrangement is in place with MARE Marine Cleaning.

8.1.4 Shelter in Place

Shelter in place refers to the protective measure whereby individuals remain inside a building and take shelter until the hazard has passed, without venturing outside. This measure is preferred in situations where evacuation would pose a greater risk under the prevailing conditions, or where evacuation is not feasible.

Particular attention shall be given to the shelter-in-place strategy in the following circumstances:

- Where vapours are of a flammable nature,
- Where the dispersal of gas from the area is expected to take considerable time,
- Where complete insulation of buildings cannot be achieved.

Maintaining regular and effective communication with persons taking shelter is critically important. These individuals must be clearly advised to keep away from windows due to the risk of fire or explosion, as the scattering of glass or metal fragments may cause serious injury.

Every dangerous goods incident presents its own unique set of circumstances. Accordingly, the method to be employed for the protection of persons must be selected with careful consideration of the specific nature of the incident.

8.2 Information about Emergency Response Capability and Capacity of Port

There are approximately 2 Doctor, 4 Health Personnel, 77 First Aid Personnel in Polisan Holding Dilovası location.

Emergency Response Team (ADME) is a team of volunteers, as determined by the Facility manager, OHS Departmant Manager and Site Doctor. Emergency Response Team responds all fire and other emergency situations in Polisan Site area by selecting appropriate method. ADME personnel work together with OHS staff as team in all emergency and recovery operations. This team participates in weekly, yearly refreshing training.

ADME team members have professional equipments to respond fire and spill and these equipments are kept at ADME room in the site area. ADME personnel checks his personal protective equipments that registered in his name once a week and signs ADME Personal Protective Equipment Control Form. These equipments are:

ADME EQUIPMENTS
Radiotelephone
Megaphone
Fire Hose

Lances and nozzles
Backup foam concentrate
Extended safety belt
Air tube breathing apparatus
Chemical resistant gloves
Nomex firemen clothing
Heat-resistant boots
Tychem chemical clothing
Spill response kit
Gas detector (drager pomp)
Dregaer Tubes(for different chemicals)
Ex lighting apparatus

There is more information about First Aid and ADME teams in Emergency Plan.

8.3 Organization Regarding First Respond to Accidents Involving Dangerous Goods

Operations are carried out in accordance with the PH.034 Accident Management Procedure. There are 1 medical personnel including 1 doctor and 24 first aid personnel. First aid personnel and medical personnel patch injured person up. If necessary, person is transferred to the nearest health center by ambulance. Duties of First Aid Personnel are to support persons who are injured, sick and shock, to patch them up, to transfer them to the nearest heath center. They are also responsible for making correct application until ambulance and medical personnel come to the accident area.

Following first aid applications are done in case of dangerous goods/chemicals accidents:

- The patient must be removed to the open air, oxygen is supplied. If necessary, oxygen tube is provided.
- The product name and exposure type is determined.

a) If there is destruction on eye and body, they are washed with water.

b) For preventing shock, the patient is kept warm, covered with a blanket if necessary.

c) The patient must be sent to the infirmary, if necessary he is transferred without delay to the hospital. Material Safety Data Sheet (MSDS) are analyzed and these information is explained to the doctor.

- In accordance with all regulatory requirements Ministry of Labour is informed.

- In case of death, environment, equipment, materials or any other thing are not touched. Accident area is surrounded with safety bands in order to prevent interference and site responsibles are immediately notified.
- Relevant official bodies are notified about accident.

8.4 Necessary Inside and Outside Notifications In case of Emergency Situations

In case of emergency, sirens and announcements, 7777 emergency line are used and Medical Centre, ADME Team, First Aid Team, Site responsibles, Security Supervisors, Occupational Health and Safety, Environment Managers are notified. DT.002 Port Information Manual and PP.ADPEK.01 Emergency Plan Information include Terminal Emergency Contact Information. Operations are carried out in accordance with the PP.ADPEK.01 Emergency Plan and PH.034 Accident Management Procedure.

a) Time of the accident,

b) How and why the accident occurred, if known,

c) Location of the accident (shore facility and/or vessel), position and area of impact,

d) Information of the vessel involved in the accident, if any (Name, flag, IMO no, owner, operator, cargo and quantity, captain's name, etc.),

e) Meteorological conditions,

f) UN number of the hazardous material, appropriate shipping name (based on the legislation specified in the hazardous material definition) and quantity,

g) Hazard class or sub-hazard division of the hazardous material, if any,

h) Packing group of the hazardous material, if any,

h) Additional risks of the hazardous material, such as marine pollutant, if any,

h) Details of the markings and labels of the hazardous material,

i) Characteristics and number of the packaging, cargo unit and container in which the hazardous material was transported, if any,

j) Producer, sender, carrier and recipient of the hazardous material,

k) Extent of the damage/pollution that occurred,

k) Number of injured, dead and missing, if any,

l) Emergency response by the shore facility regarding the accident. intervention practices

If you are unable to control fire, the fire department is notified.

In accordance with all regulatory requirements Ministry of Labour is informed.

Relevant official bodies (poliçe soldier, poliçe, fire department) are notified about suspected issues and traffic accidents immediately.

In case of chemical spills, due to danger of fire neighboring facilities and due to shipping District Harbour Master of KOCAELİ and cleaning company MARE, Provincial Department of Environment are informed.

8.5 Reporting Procedures of Accidents

Operations are carried out in accordance with the PH.034 Accident Management Procedure.

a) Time of the accident,

b) How and why the accident occurred, if known,

c) Location of the accident (shore facility and/or ship), position and area of impact,

d) Information about the ship involved in the accident, if any (Name, flag, IMO no, owner, operator, cargo and quantity, captain's name and similar information),

e) Meteorological conditions,

f) UN number of the hazardous material, appropriate transport name (based on the legislation specified in the hazardous material definition) and quantity,

g) Hazard class or sub-hazard division of the hazardous material, if any,

h) Packing group of the hazardous material, if any,

h) Additional risks of the hazardous material, such as marine pollutant, if any,

h) Details of the markings and labels of the hazardous material,

i) Characteristics and number of the packaging, cargo unit and container in which the hazardous material was transported, if any,

j) Producer, sender, carrier and recipient of the hazardous material,

k) Extent of the damage/pollution that occurred,

k) Number of injured, dead and missing, if any,

l) Shore facility information regarding the accident Emergency response procedures carried out by [the organization/institution].

8.6 Coordination, Support and Cooperation Method with the Authorities

See Section 8.4.

8.7 Emergency Evacuation Plan for the Evacuation of Ships and Vessels

Refer to Ship Evacuation Scenario in case of Ship Fire, Ship Evacuation Scenario in case of Jetty Fire, Chemical Spills into the sea Scenario, Oil / Petroleum Spills into the sea Scenario in PP.ADPEK.01 Emergency Plan.

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

Dangerous waste operations are carried out according to PH.035 Environmental Operations Management Procedure and Waste Disposal Plan, TH.013 Waste Area Operating Instructions.

8.8.1 Waste Collection and Transport

8.8.1.1 Generated waste is collected in separate waste containers according to type, transported appropriately, and placed in designated temporary storage areas. This practice also applies to waste arising from maintenance activities.

8.8.1.2 If a new waste type is identified in addition to the existing waste classes, this category shall be integrated into the waste management system.

8.8.2 Waste Disposal

8.8.2.1 Collected waste is dispatched to licensed recovery or disposal facilities by licensed transport vehicles, in accordance with its hazardous or non-hazardous classification.

8.8.2.2 The competence of all subcontractors and carriers involved in the waste management process to transport and/or dispose of waste by appropriate methods shall be verified.

8.8.2.3 Transport, sale, recovery, or disposal operations carried out through contractor firms shall be assessed with respect to the firm's compliance with its legal obligations and its capability to carry out operations without causing environmental harm.

8.8.2.4 Documentation pertaining to all disposal operations shall be recorded and archived.

8.8.3 Contaminated Packaging and Contaminated Waste

8.8.3.1 Contaminated packaging generally includes materials such as empty drums. Such waste shall be deposited in the contaminated packaging area. Within the timeframe prescribed by applicable legislation, it shall be registered by the Environmental Consultant via the MOTAT (Mobile Hazardous Waste Tracking System) and dispatched from the facility using a licensed transport company. MOTAT forms and associated documents shall be retained in the environmental records folder.

8.8.3.2 Contaminated waste comprises used gloves, wiping rags, absorbent materials, soiled workwear, and similar items. Such waste shall be collected within the facility in drums or bulk bags labelled with the waste designation, transported to the temporary waste storage area, entered into the MOTAT system within the timeframe required by applicable legislation, and removed from the facility by a licensed company. MOTAT documentation shall likewise be archived in the environmental records folder.

8.9 Emergency Practice and Their Records

If necessary, Emergency Response Team is trained by external organizations about fire prevention, firefighting, rescue and first aid operations and cooperation and organization with firefighters. Also with exercises, knowledge and skills are increased. In addition, all workers are trained how to use the fire fighting equipment and how to reach the fire department. Personel arasında iş bölümü ve müdahale hazırlıkları, malzeme kullanımı, haberleşmenin sağlanması için düzenli olarak tatbikatlar yapılır. Exercises are done regularly for work sharing, response preparation, use of materials and communication.

Facility manager is responsible for organization of exercises.

Following criteria in relation to the exercise is determined at exercise meeting.

a. Exercise/Practice Area

b. Exercise/Practice Date/Time

c. Changes on Scenario

d. Informedly or Uninformedly

e. Persons who will informed

f. The duties of team

g. Observers and their places

Prepared exercise scenario should be close to real life as possible. These exercises cover emergency response team of the company, managers, employees and public or private organization team. General details of the exercise is located in the PP.ADPEK.01 Emergency Plan. In additon, 2 times a year, sea spill exercise is performed. Exercises are planned annually.

8.10 Information on Fire Protection Systems

Fire protection systems is discussed in TH.044 Instruction about Controls of Fire Prevention and Fighting Equipments.

8.11 Procedures for Approval, Control, Test, Maintenance and Availability of Fire Protection System

Related controls are carried out according to TH.044 Instruction about Controls of Fire Prevention and Fighting Equipments and checklists of this instruction, and TH.048 Fire Hose Testing and Maintenance Instruction.

8.12 Necessary Measures in case of Malfunction of Fire Protection System

According to TH.044 Instruction about Controls of Fire Prevention and Fighting Equipments and checklists of this instruction, OUT OF USE CARD is inserted to the inappropriate equipments. OHS Department, Project and Maintenance Department are informed and Removal of faults is provided as soon as possible.

8.13 Other Risk Control Equipments

Risk control equipments and their controls are discussed in PH.036 Legal Periodic Controls (Equipment_Machine) Procedure and TH.044 Instruction about Controls of Fire Prevention and Fighting Equipments.

9. OCCUPATİONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

Occupational Health and Safety Measures is discussed following procedures and instructions:

PH.034	ACCIDENT MANAGEMENT PROCEDURE
PH.036	LEGAL PERIODIC CONTROLS (EQUIPMENT_MACHINE) PROCEDURE
PH.039	RISK ASSESSMENT AND ENVIRONMENTAL IMPACT ASSESSMENT PROCEDURE
PH.040	PROCEDURE FOR MAKING BLUE COLLAR WORKERS ROUNDS AND TRANSFER TO HOSPITAL
PH.042	SITE AREA RESPONSIBILITIES PROCEDURE
PH.043	EKED PROCEDURE
PH.044	ENVIRONMENTAL AND SAFETY, ORGANIZATION, CLEANING PROCEDURE
TH.010	INSTRUCTION FOR PERSONAL PROTECTIVE EQUIPMENT IN OPEN AREA
TH.011	TRAFFIC SAFETY
TH.012	INSTRUCTION FOR SMOKING IN SITE AREA
TH.014	GENERAL SAFETY INSTRUCTIONS FOR TRUCK AND ROAD TANKERS
TH.015	INSTRUCTION FOR SAFE FORKLIFT USAGE
TH.016	INSTRUCTION FOR SAFE MOBILE CRANE USAGE
TH.017	INSTRUCTION FOR WORKING AT HEIGHT
TH.020	SAFETY AND BASIC COLOURS APPLICATION
TH.021	FIRE-FIGHTING EQUIPMENT USAGE
TH.022	EMPLOYMENT EXAMINATION
TH.023	HYGIENE INSTRUCTION IN THE WORKPLACE
TH.024	INSTRUCTION FOR ENTRANCE TO CLOSE AREAS
TH.025	EXCAVATION INSTRUCTION
TH.026	HOT WORK INSTRUCTION
TH.027	DISINFECTION CHEMICAL USAGE INSTRUCTION

TH.028	FIRST AID CABINET CONTROL INSTRUCTION
TH.029	AMBULANCE MAINTENANCE INSTRUCTION
TH.030	PERSONEL PROTECTION EQUIPMENT USAGE INSTRUCTION
TH.032	FIRE PREVENTION AND FIGHTING INSTRUCTION
TH.033	POLİPORT LIQUID CARGO TERMINAL AUTOMATIC FIRE FIGHTING SYSTEM RESPONSE WITH WATER AND FOAM
TH.034	POLİPORT BLADER FILLING FOAM TO THE TANK
TH.035	POLİSAN HOLDİNG TANK ÇİFTLİKLERİ OTOMATİK KÖPÜKLÜ SİSTEM DELUGE (BASKIN) VANA KURULUM TALİMATI
TH.036	POLİSAN HOLDİNG TANK FARMS AUTOMATIC FOAM FIRE FIGHTING SYSTEM AND DELUGE VALVES CONTROL AND TEST INSTRUCTION
TH.037	POLİSAN HOLDİNG TANKS LATERAL AREA COOLING SYSTEM THAT HAS LIQUID SPRAY WITH NOZZLE USAGE INSTRUCTION
TH.040	FOAM CELLS OPERATING INSTRUCTION FOR POLİPORT TANK FARM 5, TANKS 78-79-80
TH.041	FOAM CELLS OPERATING INSTRUCTION FOR POLİPORT TANK FARM 5, TANKS 81-82-83-84
TH.042	FOAM CELLS OPERATING INSTRUCTION FOR POLİPORT TANK FARM 5, TANKS 85-86
TH.043	TANK POOL FOAM FIRE FIGHTING SYSTEM OPERATING INSTRUCTION FOR POLİPORT TANK FARM 5
TH.044	CONTROL INSTRUCTIONS FOR FIRE PREVENTION AND FIGHTING EQUIPMENTS
TH.045	WORK PERMIT INSTRUCTION
TH.046	FIRE DETECTION SYSTEM OPERATING INSTRUCTION
TH.047	AUTOMATIC FOAM SPRINKLER SYSTEM INSTRUCTION
TH.048	FIRE HOSE HYDROSTATIC TEST AND MAINTENANCE INSTRUCTION
TH.049	DIESEL FIRE PUMP OPERATING INSTRUCTION
TH.212	FOAM FIRE FIGHTING SYSTEM OPERATING INSTRUCTION FOR POLİSAN HOLDİNG TANKS
TH.213	FIRST AID INSTRUCTION FOR PHYSICAL AND CHEMICAL BURNS

9.2 Information about Personal Protection Equipments and Procedures for Usage of These Equipments

Personal Protection Equipment Usage is discussed in TH.030 Personel Protection Usage Instruction and TH.010 Instruction for Personel Protection Usage at Open Area.

10. OTHER ASPECTS

10.1 Dangerous Goods Compliance Certificate Validation

Poliport has 26.07.2026 (document expiry date) Coastal Plant Temporary Operating Permit . Responsibles will apply for Dangerous Goods Conformity Certificate during the renewal process of Operating Permit. 22.07.2028 (document expiry date) DGM.806497.TYUB.561 There is a Dangerous Goods Conformity Certificate depending on this document.

10.2 Responsibilities of Dangerous Goods Safety Advisor

Dangerous Goods Safety Advisor training, examination, authorization, duties, and responsibilities related matters are determined by the Ministry. In this regard, ADR Dangerous Goods Safety Advisor job description is as follows:

- To ensure monitoring compliance with the obligation for carriage of dangerous goods.
- To provide advice to facilities on transport of dangerous goods.
- Preparation of annual reports, keeping 5 years and submission to the related departments if requested.
- To control procedures for the detection of dangerous goods.
- To control special requirements for transport vehicles related to dangerous goods.
- To provide control methods for equipments related to transportation, loading, unloading of dangerous goods.
- To provide proper training and information to the employees, and to keep record of training.
- To implement appropriate emergency procedures in case of accident during carriage of dangerous goods, loading and unloading.
- To carry out research on accident occurred during transportation, loading or unloading of dangerous goods, and to prepare report about accident. To take necessary measures against recurrence.
- To take into account legal rules regarding selection of suppliers or sub-contractors transporting dangerous goods.
- To prepare and implement security plans according to dangerous goods properties.
- To follow the regulations on the management of chemicals.
- To carry out operations in accordance with the relevant regulations on the management of chemicals and to guide about this issue.
- To monitor developments related to the management systems of the company and to ensure compliance.

10.3 Aspects for Transporter/Carrier of Incoming/Forwarded Dangerous Goods by Road

Handled products Poliport Liquid Cargo Terminal are products that are shipped to the Poliport by sea in bulk and in the form of isocontainer and stored in tanks. After storage process these products are transported with road tankers to the customer that is determined by product owner. Therefore, dangerous goods are transported in package. These dangerous goods are subject to (ADR) Regulation during the carriage of dangerous goods by road tanker.

Road tankers are tankers to be directed by product owner to our site. Thus, before tankers or trucks enter to the site, controls are carried out according to section 5.2 of ADR and other technical criteria. These checks are done daily and monthly according to TH.014 checklists. Sample checklists including labeling and other technical criteria are as follows:

Poliport

TANKERLER İÇİN GENEL EMNİYET KONTROL FORMU

NAKLİYECİ FİRMA :		TARİH : / /	
ARAÇ PLAKASI :			
SÜRÜCÜ ADI SOYADI :			
TANKER EMNİYET KONTROL KART NO :			
SÜRÜCÜ KİŞİSEL KORUYUCU EKİPMANLARI		**EVET**	**HAYIR**
A) Baret var mı ?	D) Google tip tam sızdırmaz koruyucu gözlük var mı ?		
B) İş eldiveni var mı ?	E) Yarım yüz gaz maskesi var mı ?		
C) İş elbisesi var mı ?	F) Antistatik iş emniyet ayakkabısı var mı ?		
1-Sürücünün geçerli ve uygun tehlike sınıfında bir ADR sertifikası,ehliyeti ve fotoğraflı kimliği var mı?			
2-Sürücü fiziksel ve zihinsel olarak iyi durumda mı? Uykusuz ve alkollü olmamalıdır			
3-Sürücü sigortalı mı? Sigorta bildirimi var mı?			
TANKER GENEL EMNİYET TEDBİRLERİ			
4-Tanker üst kapakları sızdırmaz durumda mı? conta vb. sızdırmazlık elemanları sağlam mı?			
5- Egzost borusunun kasadan izolasyonu ve dışarı verilme şekli uygun mu? ALEV GİZLEYİCİ var mı?			
6- Topraklama lamasının malzemesi ve tanka bağlantısı uygun mu? KAYNAK BAĞLANTILI OLMALI			
7- Elektrik donanımı uygun mu ? Kısa devre,kontak yapmayacak,kıvılcım oluşturmayacak şekilde olmalıdır.			
8-Farlar,sinyal lambaları ve aynaları sağlammı ,çalışıyor mu ?			
9-Akü ve akü muhafaza kabini uygun durumda mı?			
10- Akü şalteri çalışır durumda mı? Kapalı durumda iken devre dışı düzeni ikaz lambaları devreden çıkıyor mu?			
11-Yakıt tankı akü yakıt tankından ayrı, sızdırmaz ve yeterince korumalı mı?			
12- Yangın söndürücüleri mevcut mu? Mühürlü ve kullanma tarihleri güncel mi?			
13- Lastikler sağlam mı, mevsime göre kış lastiği gerekiyor mu? ; Stepne,Takoz, üçgen reflektör ve EXPROOF el fe			

14- Araç arkasına monte edilmiş şekilde DOLU-BOŞ uyarı levhası var mı?		
15- Araç ve tank üzerinde taşınacak kimyasal maddeye ait TEHLİKE İŞARETİ ve UN numarası var mı?		
16-Geçerli Karayolları Motorlu Araçlar Zorunlu Mali Sorumluluk Sigortası (Trafik Sigortası) var mı? Aracın model yılı nedir?		
17-İlgili bakanlık tarafından lisanslandırılmış temizleme tesisinden alınmış TANKER TEMİZLİK BELGESİ var mı ?		
18- Araç üzerinde taşıyıcı firma etiket bilgileri ve tel. no yazılı mı?		
19- Tahliye vanalarında KÖR TAPA var mı?		
20- Boşaltım vanası minimum 2 adet, seri bağlanmış, birbirinden bağımsız kapama cihazı ile donatılmış mı? Tank üzerinde bulunan vana mümkün olduğunda tank gövdesine yakın ve korunaklı mı?		
21- Manifolt toplama haznesi ürün sızdırmazlığı sağlanmış mı?		
22- Tank üzerinde TEHLİKELİ MADDE / KİMYEVİ MADDE yazıları ve KIRMIZI BEZ BAYRAK var mı?		
23- Tankın GÜNCEL HİDROSTATİK BASINÇ TEST SERTİFİKASI var mı?		
24- Tankın Akredite kuruluştan muayene sertifikası var mı? Bu sertifikada toplam kapasite ve göz olması durumunda göz göz kapasiteler yer almalıdır.		
25- Tank üzerinde dara (Kg), toplam kapasite (m^3) ve göz bölme kapasiteleri yazılı mı? Bu bilgiler araç üzerindekiler ile uyuşuyor mu?		
26- Tank üzerinde üst havuz gider hotumları varmı ? Hortum ucunda emniyet vanası mevcut mu?		
27- Tank ve kasa herhangi bir ezilmeye maruz kalmamış,sağlam,kontrüksüyon güvenilir durumda mı?		
28- Tank şasi bağlantısı uygun mu?		
29- Aracın ruhsatında süresi geçmemiş fenni muayene ve egzost emisyon test vizesi var mı?		
30- Aracın Taşıt Durum Tespit Belgesi ya da Taşıt/ADR Uygunluk Belgesi sertifikası var mı? ADR Uygunluk Belgesi için geçiş tarihi ekteki gibidir. ADR Uygunluk Belgesi geçiş süresine göre olmayan araçlarda Taşıt Durum Tespit Belgesi olması zorunludur.		
31- Sürücü mahallinde taşınan maddeye ait ürün bilgi formu var mı ?		
32- Kabinde olması gereken ekipmanlar mevcut mu? (Emniyet kemeri, takograf, ilk yardım çantası)		

33- Tehlikeli madde taşıyan tedarikçiye ait belgelerin varlığı kontrol edildi mi, sorgulandı mı? (Tehlikeli madde faaliyet belgesi/Yetki belgesi, Tehlikeli Maddeler ve Tehlikeli Atık Zorunlu Mali Sorumluluk Sigortası Poliçesi)		

EK: ADR UYGUNLUK BELGESİ KONTROLÜ

TAŞIT MODEL YILI	ADR/TAŞIT UYGUNLUK BELGESİ İÇİN SON TARİH
2014 ve öncesi model yılına sahip olanlar	1.07.2020

AÇIKLAMALAR :

Fabrika sahası ve yükleme / boşaltma alanlarında yetkililerin vereceği talimatlar dahilinde hareket edeceğimi,bana verilen bilgi kartlarındaki genel emniyet kurallarına uyacağımı kabul ve taahhüt ederim.

ARAÇ SÜRÜCÜSÜ

Poliport

GUNLUK TANKER VE SÜRÜCÜ EMNİYET KONTROL FORMU

NAKLİYECİ FİRMA :	**TARİH: / /**
ARAÇ PLAKASI :	
SÜRÜCÜ ADI SOYADI :	

KONTROL EDİLEN EMNİYET TEDBİRLERİ	EVET	HAYIR
1- Topraklama lamasının malzemesi uygun mu?Tanka kaynak bağlantısı var mı?		
2- Akü şalteri çalışır durumda mı?		
3- Araçta alev gizleyici aparatı var mı ?		
4- Tahliye vanalarında kör tapa var mı ? Vanaların çalışır durumda ve kapalı olduğunun kontrolü yapıldı mı?		
5- Boşaltım vanası minimum 2 adet, seri bağlanmış, birbirinden bağımsız kapama cihazı ile donatılmış mı? Tank üzerinde bulunan vana mümkün olduğunda tank gövdesine yakın ve korunaklı mı?		
6- Menhol kapakları kapalı mı?		
7- Melas kapağı olan bir tanker ise melas kapağı körlenmiş mi? (Poliport bu maddenin dışındadır; Poliport tesisine Melas kapağı bulunan araçlar dolum için giremez.)		
8- Taşınacak TEHLİKELİ kimyasal maddeye ait tehlike işareti ve UN numarası (turuncu plaka) var mı ?		
9- İlgili bakanlık tarafından lisanslandırılmış temizleme tesisinden alınmış tanker temizlik belgesi var mı ?		
10- İki adet dikilebilir uyarı işareti ve takoz var mı?		
11- Kum veya başka emici materyal var mı?		
12- Kanalizasyon-drenaj örtüsü var mı?(ADR ye tabi, tehlikeli Sınıf 3, 4.1, 4.3, 8 veya 9'a sahip katılar ve sıvılar için gereklidir.)		
13- Kürek var mı? (ADR ye tabi tehlikeli, Sınıf 3, 4.1, 4.3, 8 veya 9'a sahip katılar ve sıvılar için gereklidir.)		
14- Toplama kabı var mı? (ADR ye tabi, tehlikeli Sınıf 3, 4.1, 4.3, 8 veya 9'a sahip katılar ve sıvılar için gereklidir.)		
15- Trafik uyarı yeleği var mı?		
16- Exproof el feneri var mı?		
17- Sürücünün geçerli ve uygun tehlike sınıfında bir ADR Sertifikası,ehliyeti ve fotoğraflı kimliği var mı? Fiziksel olarak iyi durumda mı?		
18- Sürücüye ait İşyeri Hekiminden Onaylı Yüksekte Çalışabilir Belgesi, Çok Tehlikeli İşlerde Çalışabilir Belgesi var mı?		
19- TDI ve MDI ürünleri taşıması durumunda Sürücüye ait ISOPA Ehliyeti var mı?		
20- Baret var mı ?		
21- Goggle tip tam sızdırmaz koruyucu gözlük var mı ?		
22- İş elbisesi var mı ? (Pamuklu tip kumaştan imal iş elbisesi ve üzerinde firma adı yazısı)		
23- İş eldiveni var mı ?		
24- Yarım yüz gaz maskesi var mı ?		
25- Antistatik tabanlı iş emniyet ayakkabısı var mı ?		
26- Emniyet kemeri var mı?		
27- Göz yıkama solüsyonu var mı? (ADR ye tabi, tehlikeli Sınıf 1, 1.4, 1.5, 1.6, 2.1, 2.2 ve 2.3 için gerekli değildir.)		
28- Yangın söndürücüleri mevcut mu? Mühürlü ve kullanma tarihleri güncel mi?		
29- Aracın Taşıt Durum Tespit Belgesi ya da Taşıt/ADR Uygunluk Belgesi sertifikası var mı? ADR Uygunluk Belgesi için geçiş tarihi		

30- Sürücü mahallinde ADR'ye Göre yazılı talimat var mı?			
31- Tankın Akredite kuruluştan muayene sertifikası var mı? Bu sertifikada toplam kapasite ve göz olması durumunda göz göz kapasiteler yer almalıdır.			
32- Tankın Akredite kuruluştan muayene sertifikasında yer alan kapasiteler araç üzerinde yazıyor ve bu bilgiler araç üzerindekiler ile uyuşuyor mu?			
EK: ADR UYGUNLUK BELGESİ KONTROLÜ			
TAŞIT MODEL YILI	**ADR/TAŞIT UYGUNLUK BELGESİ İÇİN SON TARİH**		
2014 ve öncesi model yılına sahip olanlar	**1.07.2020**		
33- ADR' ye göre yazılı talimatı İSG Tanker / Güvenlik Kontrol Biriminden teslim aldım.	ARAÇ SÜRÜCÜ ADI SOYADI ve İMZA		
Fabrika sahası ve yükleme / boşaltma alanlarında yetkililerin vereceği talimatlar dahilinde hareket edeceğimi,bana verilen bilgi kartlarındaki genel emniyet kurallarına uyacağımı kabul ve taahhüt ederim. ARAÇ SÜRÜCÜ ADI SOYADI ve İMZASI			
İSG TANKER KONTROL / GÜVENLİK KONTROL			

10.4 Aspects for Transporter/Carrier of Incoming/Shipped Dangerous Goods by Sea

These issues are defined in the Port Regulations. Operations are carried out in accordance with it.

10.5 Additional Aspects

There are no additional aspects.

11. APPENDIX

11.1 General Layout of Port

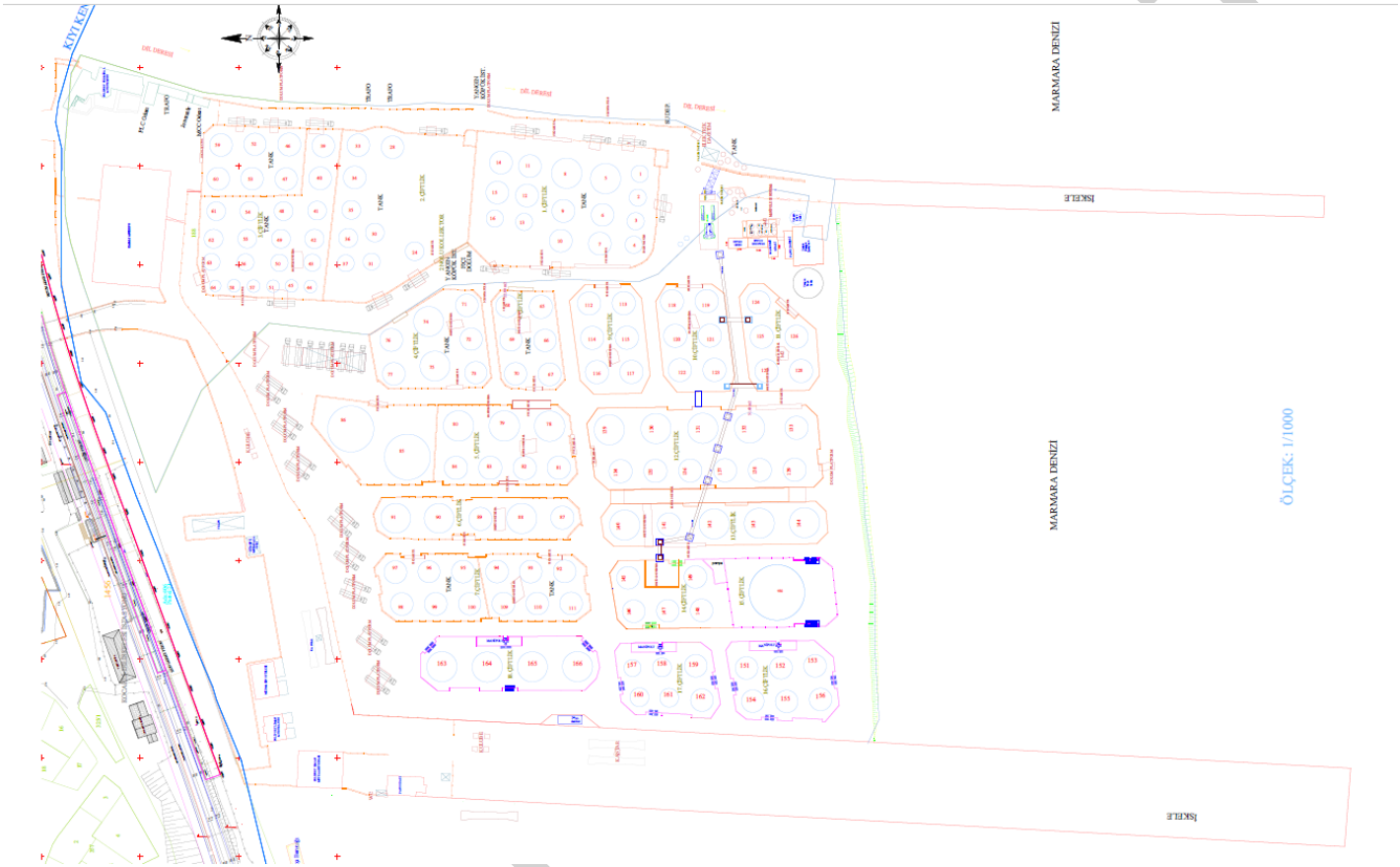


Figure 1 General Layout of Port

11.2 General Overview Photos of Port

Figure 2 External View of Facility 1

Figure 3 External View of Facility 2

Figure 4 Bounded Warehouse Area

Figure 5 Dry Cargo Area

11.3 Emergency Contact Points and Contact Information

EMERGENCY CONTACT LIST OF POLİPORT

TERMINAL	PHONE NUMBER
FIRE CALL	444
FIRST AID (DOCTOR/INFIRMARY)	555-162
TERMINAL MANAGER	207
WAREHOUSE AND CUSTOMER SERVICE MANAGER	233
OPR. and PLANNING MANAGER	269
OHS MANAGER	345
QUALITY ENVIRONMENTAL MANAGER	181
PROJECT AND MAINTENANCE MANAGER	308
OPR. MANAGER AND OFFICERS	273-381-380-335-384-385
SHIPPING MANAGER	222
POLİPORT SECURITY OFFICERS	147
POLİPORT ELECTRICAL TECHNICIANS	387
POLİSAN GATE / SECURITY	198 -199
PORT SECURITY MANAGER	347
POLİPORT DRY CARGO PORT MANAGER	161

ENVIRONMENTAL EMERGENCY PHONE CONTACT LIST

GENERAL

FIRE CALL	110
FIRST AID	112
POLICE EMERGENCY LINE	155

COMMUNICATION CENTERS

DİLOVASI FIRE DEPARTMENT	0.262.754 63 45
GEBZE FIRE DEPARTMENT	0.262.641 30 81
İZMİT FIRE DEPARTMENT	0.262.335 21 24
TÜPRAŞ	0.262.527 06 60
SOLVENTAŞ	0.262.754 77 00
DİLOVASI DISPANSERY	0.262.754 51 19
İZMİT SSK (Social Insurance Institution)	0.262.322 34 60
DİLOVASI POLICE SOLDIER	0.262.754 52 14
District Harbour Master of KOCAELİ	0.262.528 37 54
DARICA PILOT	0.262.745 00 36
GEBZE General Directorate of Civil Defence	0.262.641 33 18
ÇOLAKOĞLU METALLURGY	0.262.754 84 00
YILPORT	0.262.679 76 00
ALEMDAR CHEMISTRY	0.262.754 76 00
ALTINTEL A.Ş	0.262.754 51 68
SOPALI SSK HOSPITAL	0.262.233 54 90
MED MARINE	0.262.754 66 06
MEKE (SHORE CLEANING COMPANY)	0.212.292 34 70
TOTAL	0.262.754 71 85-86
GEBZE SSK HOSPITAL	0.262.641 16 10
INSTITUTE OF HYGIENE	0.312.435 46 02
KOCAELİ GOVERNOR'S CITY AND ENVIRONMENTAL PROVINCIAL DIRECTORATE	0262 325 31 85-86

11.4 General Layout of the Handling Area of Dangerous Goods

See the General Layout. Tank farm are area where dangerous goods are located in.

11.5 Fire Plan of the Handling Area of Dangerous Goods

Area where dangerous goods are handled in is Poliport Liquid Cargo Terminal. Poliport Liquid Cargo Terminal tank farm that is mentioned in Article 6 contains this field.

11.6 General Fire Plan of Port

It is given as Annex.

11.7 Emergency Response Plan

PP.ADPEK.01 Emergency Response Plan

11.8 Plan for Emergency Meeting Points

Figure 6 Plan for Emergency Meeting Points

11.9 Emergency Management Diagram

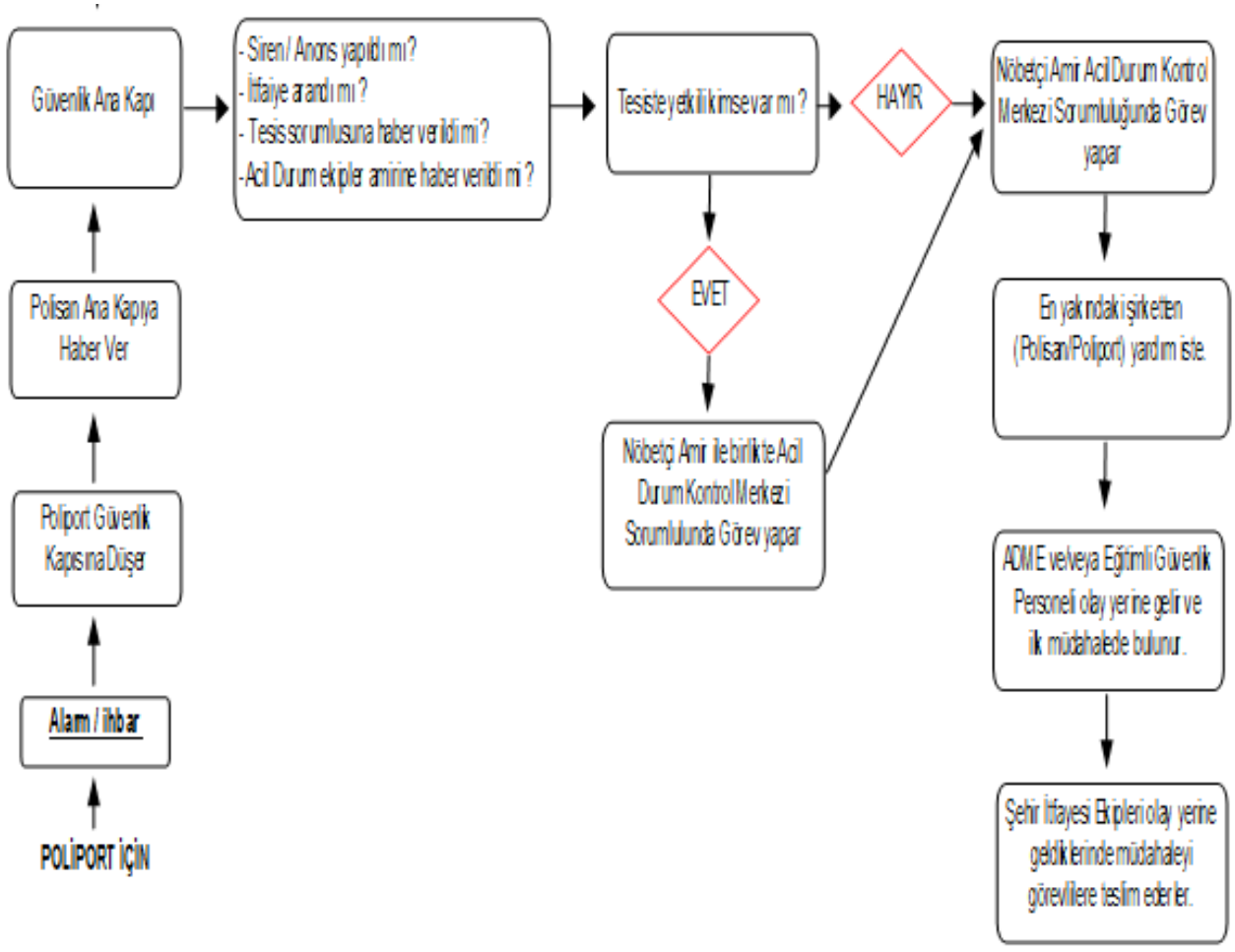


Figure 7 Emergency Management Diagram

11.10 Dangerous Goods Handbook

Poliport has handbook for the Poliport staff. In addition there is procedure for dangerous goods in the ISPS Code Port Facility Security Plan.

11.11 Leakage Area and Equipment, Input/Output Drawings for CTU and Packages

Packaged dangerous goods loading for shipping by sea is not carried out Poliport Liquid Cargo Terminal.

11.12 Inventory of Ships Provided Service by Port

General Cargo Ship

Bulk Carrier

Oil / Product Tanker

Chemical tankers are provided.

In addition, tugboats belonging to the company under the contract made with Sanmar Shipyard Company are as follows:

ADI	IMO NO	TYPE	İNŞAA YILI	ÇEKİCİ GÜCÜ MT	MAKİNE kW	MK. MODEL	FI-FI (cbm/h)	SPEED (knots)
BOĞAÇAY VIII	9766994	AÇIK DENİZ RÖMORKÖRÜ		78,65 MT			1392 cbm/h	
BOĞAÇAY XXI	9771250	AÇIK DENİZ RÖMORKÖRÜ		60 MT			1200 cbm/h	
BOĞAÇAY XXXVIII	9803986	AÇIK DENİZ RÖMORKÖRÜ		70 MT			1200 cbm/h	
SANMAR TERMİNAL XXV	9863924	AÇIK DENİZ RÖMORKÖRÜ		79,27 MT			2764 cbm/h	
SIRAPINAR VIII	9850513	AÇIK DENİZ RÖMORKÖRÜ		51,35 MT			-	
YENİÇAY X	9873864	AÇIK DENİZ RÖMORKÖRÜ		30,61 MT			600 cbm/h	
HİSARÖNÜ	-	AÇIK DENİZ RÖMORKÖRÜ		32 MT			180lt/h	

11.13 Coordinates of District Harbour Master of KOCAELİ Administrative Boundaries, Mooring Places and Maritime Pilots Landing/Boarding Points

$40^0\ 46^{'}\ 10^{''}$ K-$029^0\ 31^{'}\ 20^{''}$ D

11.14 Marine Pollution Emergency Response Equipments

PP.ADPEK.01 Poliport Emergency Plan includes scenarios related to marine pollution. This scenario is as follows:

Scenario : Chemical Spillage to the Sea.

Scenario : Oil/Petrol Etc. Spillage to the Sea.

Equipments located in Emergency Control Center for Environmental Accidents:

- Emergency Plans
- Emergency telephone numbers
- Coastline and marine maps
- Telephone, radiotelephone
- Stationery equipment

- Oil-spill team list
- Oil- spill equipment list

In addition, equipments belong to MARE Sea Cleaning company are used in emergency response.

MARE - DİLOVASI REGION		
Mare Contact Number	Recep Küçükalev	0 532 446 82 19
Mare Contact Number	Özhan Kıraç	0 549 791 97 40
Mare Region Total Equipment		
Manual Drum Fence Type Barrier		1250 metre
Inflatable Barrier		360 metre
Maresorb Sorbent Barrier		1072 metre
Maresorb Sorbent Pad		5900 piece
Oil Scraper (Skimmer) Set		
Floating Storage Tank		
Mobile Storage Tank		
Drum		11 piece
Pressure Washer (Hot-Cold)		
Inflatable Boat and Engine		

Poliport Emergency Response Plan Level 1 Equipment			
Equipment Name	**Level 1 Quantity**	**Facility**	**Mare**
Container			1 piece
Blocking Barrier	600 metre	1200 m	125 metre
Drum	3 piece	4 piece	
Skimmer (15 m^3/h)	2 piece		1 piece Elastec 37 m^3/h
Sorbent barrier	360 metre	1020 m	516 metre
Sorbent pad	2000 piece	1890 piece	2200 piece
Inflatable boat	1 piece		1 piece
Floating Storage Tank	15 m^3		1 piece 15 m^3
Mobile Storage Tank	15 m^3		1 piece 15 m^3

11.15 Personal Protection Equipment Usage Map

See FTH.030-02.00 Personal Protection Equipment Usage Matrix. In addition, TH.030 Personal Protection Equipment Usage Instruction and TH.010 Instruction for Personal Protection Equipment Usage in Open Area include information about this issue.

11.16 Notification Form for Occurence Involving Dangerous Goods

Packaged form of dangerous goods is not transported from Poliport Terminal. When an event involving dangerous substances occurs, ship captain or any other party concerned will report to the nearest legal state. Related reporting is made to the Official Authorities. In addition, form that is appendix of PH.034 Incident Management Procedure (FPH.034-04.00 Near Miss Notification Form) and system are used for keeping records. Notification is done according to PT.012 Liquid Bulk Dangerous Loads Safe Handling Operation Procedure and Safe Handling of Dangerous Solid Bulk Cargoes Operation Procedure.

11.17 Notification Form for Dangerous Goods Transportation Unit (CTUs) Control Results

Packaged dangerous goods loading for shipping by sea is not carried out Poliport Liquid Cargo Terminal.

11.18 Other Necessary Appendixes

Line details are communicated to relevant authorities.