ALTINBAŞ PETROL VE TİCARET A.Ş.

ALPET ALIAGA FILLING AND STORAGE FACILITY

DANGEROUS GOODS HANDLING GUIDE

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(FİKRET AŞIK)

SIGNATURE

STAMP

ALTINBAŞ PETROL ve TİCARET A.Ş.
Esentepe Mah. Büyükdere Cad. Levent 199
No:199 İç Kapı No:58 Şişli / İSTANBUL
Tel: (0212) 463 60 00 Faks (0212) 465 38 05
Büyük Mükellefler V.D.: 061 009 6605

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Sequence No.	Rev. No.	Content of the Revision	Revision date	Revision Maker	
				Name and surname	signature
1	R01	Faciltiy adress information has been updated	04/04/2024	Fikret AŞIK	
2	R02	Pilotage and towage companies information has been updated	04/04/2024	Fikret AŞIK	
3	R03	İnformation Regarding the facilitiy dangerous cargo operations manager has been updated	28/08/20224	Fikret AŞIK	
4	R04	Facility information form has been updated(article 10)	31/10/2024	Fikret AŞIK	
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İNTRODUCTİON

The facility started its activities on 08.09.2022. It operates on a total area of 40.045 m^2, of which 2.214 m^2 is closed. Diesel and its final products are stored and filled at the terminal. There are Ship Breaking Facilities as the terminal border neighbor.

1.1 The entry and possession of dangerous goods in the Coastal Facility, the handling process, the general safety and protection of the area, the protection of the cargo, the safety of everyone at or near the coastal facility, and the security of the environment should be controlled.

1.2. Life safety at sea is also related to the safety and protection of a ship, its cargoes, and its crew at the coastal facility. The precautions were taken regarding dangerous cargoes before they were loaded/discharged and during handling.

1.3. The recommendations made in this guide are limited to dangerous goods in the port area as part of the transport chain. The offers in this guide do not apply to dangerous goods generally kept in or used in the port area. Still, the Administration may wish to check whether the said use and storage procedures complywith national legal requirements.

1.4. Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the matters specified in 1.4 take all kinds of precautions and that all relevant information is given to the persons involved in the transport chain, also on the final consignment. Consideration should be given to the possible different requirements for different modes of transport.

1.5. The safe transportation and loading of dangerous goods is based on the correct and precise application of the regulations for the transportation and loading of the cargo in question, and is subject to the judgment of everyone who knows the regulations fully and in detail and is aware of the current risks related to these issues. This can only be achieved through properly planned and executed training and retraining of the persons concerned.

1.6.Laws, regulations and related publications are under constant evaluation and are regularly revised.It is very important to use only current versions.The contents of these Laws, regulations and related publications are reproduced in the recommendations in this guide only to the extent necessary.

1.7. In the preparation of this guide MARPOL and IMO 1216 CR. documents were consulted and information was used.

FACILITY INFORMATION FORM

1	Facility operator name/title	Altınbaş Petrol ve Ticaret A.Ş.
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Yesilkoy MH. Ataturk Cd. No:12 EGS Business Park Blocks B2 Block.Floor:10 34149 Bakirkoy ISTANBUL
3	Facility name	Alpet Aliaga Filling and Storage Facility
4	City where the facility is located	IZMIR
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Ataturk Neighborhood Aygaz Street No:12 Aliağa İZMİR Phone:0232 618 20 20
6	Geographical region of the facility	AEGEAN REGION
7	Port Authority and contact details of the facility	Aliaga Region Port Authority Phone :0232 616 19 93 Fax:0232 616 41 06
8	Mayor's Office and contact details of the facility	Aliaga Municipality Phone:0232 616 19 80 Fax:0232 616 37 19 Web: info@aliaga.bel.tr
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	-
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	28.6.2025
11	Operating status of the facility (X)	own burden and additional 3.Person (X) / own burden ( ) / 3rd party
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Fikret AŞIK Phone: 0553 277 51 12 e-mail: fikret.asik@alpet.com.tr
13	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Fikret AŞIK Phone: 0553 277 51 12
14	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail)	OZAN ÖZÇULLU Phone: 0541 359 77 19
15	Marine coordinates of the facility	26°53' 25.05" E - 38°49'28.09" N
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code,	Diesel UN1202 Marpol Annex-I
17	Dangerous goods handled at the facility (loads other than IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	Marpol (UN 1202)
18	Classes for cargo handled, subject to IMDG Code	Class 3

19	Groups in characteristic table for handled cargo subject to IMSBC Code	-
20	Types of ships that can approach the facility	Oil Product Tanker
21	Distance of the facility to the main road (kilometers)	7 km
22	The distance of the facility to the railway (kilometers) or	no
23	Name of the nearest airport and its distance from the	Adnan Menderes Airport – 110 Km
24	Load handling capacity of the facility	200.000 Tons/Year
25	Whether scrap handling is done at the facility	No
26	Is there a border gate? (Yes No)	No
27	Is there a bonded area? (Yes No)	Yes
28	Cargo handling equipment and capacities	-
29	Storage tank capacity (m3)	56.000 m^3
30	Open storage area (m2)	-
31	Semi-closed storage area (m2)	-
32	Closed storage area (m2)	2.214 m^2
33	Determined fumigation and/or de-fumigation area (m2)	-
34	Name/title contact details of pilotage and tugboat services provider	Pilotage Service/Uzmar Tel:232 4457600 e-mail: izmir@uzmar.net Towage Service/Marin Tel:0232 617 0011 e-mail: Nemrut@marintug.com Sanmar Tel:216 4585900 e-mail:info@sanmar.com.tr
35	Has a Security Plan been created? (Yes No)	Security Plan Available under ISPS
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	SLOP (1.500 m^3)
37	Dock/pier etc. properties of fields	

		Length(Meter)	Width (Meters)	Max water depth (meters)	min. water depth (meters)	Largest ship to berth (DWT/GRT)
	Buoy	114		30 meters	5meters	15.000 Dwt/200 m

	Pipeline Name	Number (piece)	Length (meter)	Diameter of (inch)
	12" Base Oil Marine Pipeline	1 pc	5.216	12
	14" Diesel Marine Pipeline	1 pc	5. 216	14
	16" Diesel Marine Pipeline	1 pc	5. 216	16

1.2 Handling, Temporary Storage, and Handling Procedures for Dangerous Goods Handled and Temporarily Stored at the Port Facility

1.2.1General

1.2.1.1 UN1202 Diesel Oil Handling is carried out at the facility. Gasoline and Bioethanol are bought by road.

1.2.1.2 For the safety of the shore facility, its employees and ships, the following points must be fulfilled. to the coastal facility in matters such as the handling of dangerous goods coming to the coastal facility, holding, stowage and separation and storage at the shore facility.

1.2.1.2.1 A coordination meeting will be held at least 1 day before the acceptance of a different dangerous cargo to the coastal facility and the participation of Operation, Site planning, HSE, TMGD and other relevant persons will be ensured to this meeting.(The decision to hold this meeting for the routinely handled dangerous goods accepted to the port can be made by the Operation or HSE / TMGD)

1.2.1.2.2 At the coordination meeting;Regarding the Dangerous cargo/s to be accepted to the port;

1. Risk arising from dangerous cargo
2. Interaction with Dangerous goods present in the coastal facility,
3. Interaction with the cargoes planned to be accepted to the coastal facility shortly,4.Stock conditions
4. Stock conditions
5. Separation conditions
6. Material and equipment need in terms of Emergency Response
7. Adequacy of Emergency Response teams
8. Interaction with/from neighboring facilities

The subjects are handled within the scope of the current IMDG CODE documents, and an acceptance/rejection or manager decision is taken.Subjects are handled within the scope of current IMDG CODE documents and an acceptance / rejection or manager decision is taken.

1.2.1.2.3 If a decision is made to accept the dangerous cargo at the meeting, the management, operation, storage, security, and emergency response units are informed, and the preparation and acceptance process is started.

1.2.1.2.4 In case of the need to inform the Port Authority during the admission to the coastal facility, the situation is notified to the Port Authority in writing along with the reasons.

1.3 Safe Handling Operation Procedure for Liquid Bulk Dangerous Goods

1.3.1 Application

1.3.1.1 Dangerous liquid bulk cargoes are handled by buoys at our coastal Facility.

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

1.3.1.3 After the ship is securely moored with the help of the buoy pilot and mooring, a safety inspection is carried out on the ship.If there is an unsafe situation, the situation is conveyed to the ship's person and it is ensured that he takes precautions.Discharge equipment and pipes suitable for the load are selected by the

operation manager.ISGOTT Ship/Shore Safety Checklist is mutually signed.A communication network is established between the ship and the Coastal Facility.

1.3.1.4 Employees are present next to the flexible hoses to be connected to the ship. It acts together with the ship's personnel in connecting the liquid cargoes to the ship's inlet and outlet manifolds.

1.3.1.5 Appropriate pressure adjustment is made with the vessel. Tanks are prevented from overflowing, and in case of danger, the ships personnel are informed, and the line is cut off.

1.3.2 Requirement

1.3.2.1 Calibrations of gas devices are kept ready for the purpose of coastal assistance accidents.

1.3.2.2 All vehicles coming to the filling/discharging platform at the shoreside facility are completely free of static electricity; flame arrester apparatuses are attached to their exhausts and grounded. The Land Tanker operator provides flame arresters. Land Tankers that are not flame-retardant are not admitted to the Coastal Facility. This feature is not sought for tankers in ADR standards.

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

1.3.2.4 Periodic maintenance, repair and calibration of the devices used are carried out and the certificate, journal or registry documenting this situation is kept up-to-date.

1.3.2.5 In case of emergencies or accidents, first aid materials to be used for intervention are kept in places that are known and easily accessible by the personnel.

1.3.2.6 Communication equipment used in the coastal facility, radios of the type that can be used safely in flammable or explosive environments are used in the loading / unloading operations of dangerous liquid bulk cargoes.

1.3.2.7 Flexible hoses used for loading/discharging dangerous liquid bulk cargoes;It is checked that it has a certificate showing the type approved and the pipe type, the maximum working pressure of the pipe, the month and year of manufacture.The tests, maintenance and repairs of the pipes in question are carried out in accordance with the criteria specified in ISGOTT, and the relevant test reports and maintenance and repair records are kept.Hoses that will be used in loading/evacuation operations but not in service are kept in accordance with the criteria specified in ISGOTT.

1.3.2.8 A sufficient number of electrical insulation flanges are available for flexible hoses and loading arms used in loading/discharging dangerous liquid bulk cargoes.

1.3.2.9 Handling, loading/discharging, and storage of dangerous liquid bulk cargoes are provided to eliminate the possibility of a harmful reaction with incompatible cargo and materials.

1.3.2.10 The Shift Supervisor is responsible for the coastal facility's additional safety and security measures.

1.3.2.11 In our Shore Facility, Operations Officer and Shift Supervisor are responsible for handling dangerous liquid bulk cargoes.

1.3.2.12 In cargo operations and emergency situations, the ship's captain and the operation supervisor, according to their areas of responsibility, provide the following information regarding the dangerous liquid bulk cargoes that are loaded/discharged or transported to the port authority and other relevant parties, if deemed necessary.

1.3.2.12.1 By the ship's captain;

1.3.2.12.1.1 Proper shipping name, UN number (if any) and physical and chemical properties (including reactivity).

1.3.2.12.1.2 Load transfer, slop transfer, degassing, inerting, ballasting, ballast unloading, and tank cleaning procedures.

1.3.2.12.2 By the Operations Manager;

1.3.2.12.2.1 Information on special equipment required for the safe handling and loading/unloading of certain loads and emergency response procedures, including the following:

- What to do in case of spillage or leakage specified in the Emergency Plans,
- Measures to be taken to prevent accidental contact of persons with dangerous goods in the Emergency Plan and within the scope of Occupational Health and Safety,
- Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.

1.3.2.13 Before and during the handling and loading/unloading operations of dangerous liquid bulk cargoes, it is checked that the necessary warning notices/signs, in written and pictograms, are placed at all entrances where the said operation will take place.

1.3.2.14 During the handling and loading/unloading of dangerous liquid bulk cargoes, continuous communication is provided through the working channel, and the effectiveness of the communication is maintained during the cargo operations.

1.3.3 Piping used for dangerous bulk liquid cargoes

1.3.3.1 Flexible hose:

1.3.3.1.1 Considering the temperature and suitability of such cargoes, it is not used for cargoes other than these cargoes suitable for this.

1.3.3.1.2 It is suitably protected if it is prone to damage by impact.

1.3.3.1.3 For the transfer of flammable liquids, it must ensure the continuity of the electrical conductivity of the pipes in question, except where an insulating flange or non-conductive reel is used. The pipeline on the sea side of the insulation section should be conductive to the ship, and the pipeline on the land side of the insulation section should be conductive up to the grounding system of the pier.

1.3.4 By the Operations Officer

1.3.4.1 Takes adequate precautions to prevent short circuit in the insulation section,

1.3.4.2 Ensures that the insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,

1.3.4.3 In the case of a flammable atmosphere, it ensures that other metallic connections between the berth and the ship are arranged or maintained in such a way that they do not allow sparks,

1.3.4.4 It acts in accordance with the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.3.5 Ignition sources

1.3.5.1 The Operations Officer shall ensure that the ship's master is informed of the conditions that may necessitate taking precautions regarding ignition sources such as the ship's furnaces or cooking utensils

1.3.6 Containment of spills

1.3.6.1 In the event of an accident, all discharge holes and pipes and all kinds of drains in the interface where dangerous liquid bulk cargoes can leak are closed before the start of the loading / unloading operation of dangerous liquid bulk cargoes, and it is ensured that they are kept closed during the operation. In addition, in case of any cargo spillage, appropriate collection and disposal of the spilled cargo by the shore facility is also provided.

1.3.7 Handling

1.3.7.1 Flexible hoses

1.3.7.1.1 Ship's Captain and Operations Officer within their respective areas of responsibility:

.1 shall ensure that a flexible hose is not used at any working pressure other than for which it is suitable or at any working pressure for which it is unsuitable with respect to the temperature and suitability of such loads.

.2 Before being placed into service, each flexible hose shall be checked to be hydrostatically tested in accordance with Administration requirements.

.3 Flexible hoses are to be visually inspected before they are put into use.Flexible hoses will be inspected at frequent intervals during operation.

.4 Documents showing the flexible hose, the hose type, the specified maximum working pressure, and the month and year of manufacture shall be kept at the facility.

.5 Each flexible hose or tubing shall be of such length that, for the safety of operation, it will not have excessive tension at the shore facility connections within the specified operating limits.

.6 A flexible hose equipped for the transport of dangerous liquid bulk cargoes shall be adequately supervised.

.7 Procedures for leak-proof separation of flexible tubing are adequately implemented to protect the environment, personal safety, and equipment in the event of an emergency.

.8 In case of emergency, the flexible hose connections will be cut and the operation will be stopped in order to ensure the safety of life, property and the environment.

.9 Each flexible hose terminating in end fittings shall be tested in accordance with standards and have a certificate indicating burst pressure.

1.3.8 Initial measures

1.3.8.1 Within their respective areas of responsibility, the Ship's Master and Operations Officer shall ensure that the cargo handling controls, measuring systems, emergency shutdown and alarm systems are tested and found satisfactory before starting the load transfer operation.

1.3.8.2 Before starting the dangerous liquid bulk cargo operation, the following requirements will be met

1.3.8.2.1 Compliance of the number, diameter, flow rate and maximum working pressures of the lines and hoses that the ship and the terminal can allocate for evacuation;

1.3.8.2.2 Responsible persons are present during launch operations on board and on shore.
1.3.8.2.3 In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used are reported.
1.3.8.3 It will be ensured that appropriate safety precautions and clothing are used.
1.3.8.4 The Operations Officer shall ensure that the loading/unloading connections of the flexible hose are safely and securely blinded when not in use or in standby service.

1.3.9 Pumping

1.3.9.1 Ship's Captain and Operations Officer within their respective areas of responsibility:
1.3.9.1.1 Checks are made at agreed periods to ensure that the accepted back pressures and loading or unloading speeds are not exceeded;
1.3.9.1.2 All due care is taken to prevent leakage of all relevant piping, Flexible hoses and connected equipment on board and on shore, and adequate supervision is made during the transfer of dangerous bulk liquid cargoes;
1.3.9.1.3 Effective communication is maintained between the ship and shore equipment during transfer operations;
1.3.9.1.4 A safety checklist is available for inspection during handling operations;
1.3.9.1.5 During the handling of dangerous liquid bulk cargoes, necessary arrangements are made for measuring tankers to be discharged to ensure that the tanker is not overfilled;
1.3.9.1.6 Responsible persons are present during operations on board and on shore;
1.3.9.1.7 They shall ensure that appropriate safety equipment and clothing are used.

1.3.10 Preliminary interviews with the ship, preparation of safety and checklists

After the ship's customs controls are completed;

1.3.10.1 The items in the form titled "Check List of Matters Related to Safety on the Ship and on the Beach" are checked and the missing parts are eliminated and signed by mutual agreement with the ship.
1.3.10.2 If the ship, as a facility, is at a higher security level than our security level within the scope of the ISPS Code, a Security declaration is drawn up between the ship and the facility and mutual signatures are signed.This situation is reported to the port authority.
1.3.10.3 Documents belonging to the cargo owner, if any, are taken from the ship and checked.
1.3.10.4 The original “Bill Of Lading”, “AT.R1 Certificate” documents received from the ship are delivered to the Customs Broker against a report.
1.3.10.5 The preparatory letter issued by the ship is examined and signed by specifying the necessary notes.
1.3.10.6 If there is more than one cargo, a cargo plan (Cargo Plan) is requested from the ship.
1.3.10.7 Waste is not received from ships.
1.3.10.8 Documents of liquid chemical products belonging to the port of loading are taken and "Document Received from Ships" is filled and signed by the captain.

1.3.10.9 The reports of the supervisors who control the ship are checked. It is checked by requesting the "Vessel Ullage Report".

1.3.10.10 The official product quantity given in the Bill of Lading is compared with the product quantities measured in the ship tanks after loading. If abnormal differences are observed, the post-loading and pre-discharging values of the tank measurements are checked and the reason is investigated.

1.3.11 Connecting hoses to ships

The following operations are carried out by the ship.

1.3.11.1 Whether the ship's valve is the correct one before the hose connection is made between the ship's docked manifold valve and the ship's manifold valve. It is checked by looking at the "Ship Load Plan" together with the captain.

1.3.11.2 Labels showing the type of goods and tank numbers of the ship are attached to the ship lines by the ship.

1.3.12 Completion of the operation

1.3.12.1 Ship's Captain and Operations Officer within their respective areas of responsibility: after the transfer of dangerous bulk liquid cargoes is completed, it will ensure that there is no pressure in the unloading valves and flexible hoses. Moreover:

1.3.12.2Before the flexible hose leaves the ship, the fluids are drained and the pressure is relieved;

1.3.12.3 All safety precautions have been taken, including blind flange sealing of Ship manifold connections and Flexible hoses, and

1.3.12.4 They shall ensure that appropriate safety equipment and clothing are used.

1.3.12.5 According to their responsibilities, the ship's master and the shore facility operator should carry out the discharge/discharge operation of low temperature liquefied gases only if the following conditions are met;

1.3.12.6 All relevant tanks, pipelines and other pipelines of the ship and on the shore facility are gradually and evenly cooled to avoid thermal stresses,

1.3.12.7 Keeping all automatic controls, gas detectors and other related equipment in working order,

Flexible hoses or pipes will be cleaned with a method suitable for the load by emptying the remaining loads after use. In cases where it is not possible or not to perform these operations, the free ends of the flexible pipes will be closed with a suitable equipment in order to prevent the steam or air inside from escaping.

2 RESPONSIBILITIES

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

2.1 Responsibilities of the Cargo Interest

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

2.1.2 It provides classification, definition, packaging, marking, labeling and placarding of dangerous goods in accordance with the legislation, if possible, according to their type.

2.1.3 It ensures that the dangerous goods are loaded, stacked, securely fastened, transported and unloaded safely in the packaging and cargo transport unit, whichever is possible, in accordance with the approved and rules, according to the type of the load.

2.2 Responsibilities of the coastal facility operator

2.2.1 Does not allow ships carrying dangerous goods to dock at the facility without the permission of the port authority.

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

2.2.3 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.

2.2.4 Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo.In case the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
2.2.5 Shares all the data that may be required according to the characteristics of the cargo with the ship's person and carries out the loading or unloading operation according to the agreement to be reached.The ship does not change the operation without the knowledge of the person concerned.
2.2.6 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.
2.2.7 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.

2.2.8 It ensures that the personnel involved in the handling of dangerous goods and in the planning of this handling are certified by receiving the necessary training, and does not assign the personnel without documents to these operations.
2.2.9 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.
2.2.10 Ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the coastal facility.

2.2.11 Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.
2.2.12 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.
2.2.13 It keeps the updated list of all dangerous cargoes in the closed and open areas of the ships berthed at its facility and gives this information to the relevant parties upon request.

2.2.14 It notifies the port authority 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.
2.2.15 Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to closed areas.
2.2.16 Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
2.2.17 It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage are transported out of the coastal facility as soon as possible, without waiting, it applies to the Administration for permission in cases where it is necessary to wait.
2.2.18 Takes fire, environment and other safety measures in accordance with the class of dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous goods are transported.It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.
2.2.19 Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
2.2.20 Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
2.2.21 Ensures the internal loading of cargo transport units in accordance with the loading safety rules.

2.3 Responsibilities of the Ship Operator

2.3.1 Responsibilities of the ship's persons are stated below:
2.3.2 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.

2.3.3 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.

2.3.4 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.
2.3.5 Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
2.3.6 Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
2.3.7 Keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.
2.3.8 Ensures that the loading program, if any, is approved and documented and kept in working condition.

2.3.9 Notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
2.3.10 In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept the dangerous cargo to be carried.

2.3.11 Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.

2.3.12 Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

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

2.3.14 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.

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

2.4 Responsibilities of the Carrier

2.4.1 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.

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

2.4.3 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.

2.5 Responsibilities of the Dangerous Goods Safety Advisor

2.5.1 To monitor compliance with the requirements for the transport of dangerous goods.

2.5.2 To provide suggestions to the coastal facility regarding the transportation of dangerous goods.

2.5.3 To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods.(Annual reports are kept for 5 years and submitted to the administration upon request.)

2.5.4 To control the following applications and methods;

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

2.5.4.2 Loading/discharging procedure for handled and temporarily stored dangerous goods,

2.5.4.3 Whether the coastal facility takes into account the special requirements regarding the dangerous goods transported while purchasing the transport vehicles for the handled dangerous goods,

2.5.4.4 Control methods for equipment used in transport, loading and unloading of dangerous goods,

2.5.4.5 Whether the shore facility employees have received appropriate training, including the changes made in the legislation, and whether these training records have been kept,

2.5.4.6 The suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading or unloading of dangerous goods,

2.5.4.7 Compliance of reports prepared on serious accidents, incidents, or serious violations that occur during the transport, loading or unloading of dangerous goods,

2.5.4.8 Determination of the necessary measures against the recurrence of accidents, incidents or serious violations and evaluation of the implementation,

2.5.4.9 Subcontractors or 3.To what extent the rules regarding the selection of the parties and the transport of dangerous goods are taken into account,

2.5.4.10Determining whether employees in the transport, handling, storage and loading/unloading of dangerous goods have detailed information about operational procedures and instructions

2.5.4.11 Appropriateness of the measures taken to be prepared for the risks during the transportation, handling, storage and loading/unloading of dangerous goods

2.5.4.12 Procedures for all mandatory documents, information and documents related to dangerous goods.

2.5.4.13 Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods to the shore facility day and night.

2.5.4.14 Procedures for additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous goods.

2.5.4.15 Procedures for fumigation, gas measurement and degassing operations.Procedures for keeping records and statistics of dangerous goods,

2.5.4.16 The accuracy of the issues regarding the ability, capability and capacity of the coastal facility to respond to emergencies,

2.5.4.17 Appropriateness of the regulations for the first interventions to be made for the accidents involving dangerous substances,

2.5.4.18 Procedures for handling and disposal of damaged dangerous goods and waste contaminated by dangerous goods,

2.5.4.19 Information on personal protective clothing and procedures for using them.

2.5.4.20 TMGDs authorized within the scope of the IMDG Code prepare quarterly reports regarding the responsibilities determined in the Regulation on the Maritime Transport of Dangerous Goods by Sea and Loading Safety of the coastal facilities they serve or serve, and report these reports to the administration.

2.5.4.21 IMDG Code, he/she will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility within the scope of dangerous goods handled at the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.

2.5.4.22 IMDG Code prepare quarterly reports regarding the responsibilities set forth in the Regulation on Maritime Transport of Dangerous Goods and Loading Safety of the coastal facilities they serve or serve, and report this report to the Administration.

2.5.4.23 With the exception of the coastal facilities that will receive PIU for the first time, TMGD is present at the coastal facility during the PIUB inspections and actively participates in the inspections.

2.5.4.24 Prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. TMGD's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.

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

The rules and precautions outlined in this section are the same as in chapters 1,4,6,7,8,9 of this guide. Chapters Hazardous Material Emergency Plan, and Accident Prevention Policy, are detailed. Infrastructural requirements are provided by our Shore Facility.

3.1 Rules and measures to be observed and applied at the port facility are as follows:

3.1.1 Approach

3.1.1.1 Port facility operations officers ensure that the following rules are met;

3.1.1.2 It provides adequate and safe access between the ship and the shore.

3.1.2Review

3.1.2.1 Discharge/Loading ensures that ship circuits and shore tanks are correctly inspected and Cargo transport units are regularly inspected for leaks or damage. When a leak or damage is detected, the intervention is carried out under the supervision of the Ship Operations Chief Engineer and the Ship Operations Shift Engineer.

3.1.2.2 It ensures that no one opens or interferes with any dangerous cargo tank container, portable tank, or vehicle (tanker) without a reasonable reason. When a tank container, portable tank, or vehicle (tanker) is opened by a person authorized to inspect, it ensures that the person concerned knows the possible dangers of dangerous cargoes.

3.1.2.3 Powered or non-powered equipment used in handling and stacking operations is inspected to ensure the manufacturer's maintenance instructions maintain them, are in good working condition, and are of appropriate standards. Operations Shift Engineer.

3.1.3 Identification, packaging, marking, labeling or labeling and certification

3.1.3.1 Port facility managers are responsible for ensuring that dangerous cargo entering the facility, correctly identified, packaged, marked, labeled, or tagged, will be duly followed by the relevant national or international legal requirements that may be applied in the mode of transportation, by the provisions of the IMDG Code. Ensure that it has been appropriately approved or declared.

3.1.4 Safe loading and parsing

3.1.4.1 Appoint at least one responsible person with sufficient knowledge about transportation and national or international legal requirements for transporting dangerous goods, including separating incompatible cargoes.

3.1.4.2 While the ships coming to the port for unloading dangerous goods are evacuated, the unloading personnel should always be informed in advance for safe evacuation. Thus, preparations for unloading will

be allowed, minimizing the risk of accidents. Personnel is also provided with information about dangerous goods in transit. This information is repeated before each operation and shifts change.

3.1.4.3 The captain and the terminal's business leader will ensure that the personnel in their area of responsibility are safe and that their protective equipment is provided.

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

3.1.4.5 The evacuation of dangerous goods will be started as soon as possible after the arrival of the ship. Dangerous goods will be transported from the port in a short time unless there is a special permit for storage at the port.

3.1.4.6 As long as dangerous goods are handled, both land and ship access routes will be unobstructed by other activities or objects and free of dirt and materials.

3.1.4.7 Vehicles and transport units shall not interfere with the entry points of emergency response vehicles.

3.1.4.8 Terminal responsible and the Captain will make sure that the areas where dangerous goods are handled are adequately illuminated.

3.1.4.9 The captain will mark the presence and handling of dangerous cargo on his ship in a way that can be easily seen by national/international legislation.

3.1.4.10 When dangerous cargo or other cargoes are handled, necessary measures will be taken to prevent dangerous cargo leakage immediately. Emergency response procedures will be carried out by contacting the terminal officer.

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

3.1.5 Emergency operations

Port facility managers;

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

3.1.5.1.1 providing suitable emergency alarm operating points;

3.1.5.1.2 Notification of an event or an emergency to the relevant emergency services inside and outside the port area;

3.1.5.1.3 Notification of an incident or emergency to the port authority and port area users at sea and on land;

3.1.5.1.4 Provision of emergency vehicles suitable for the hazards of the dangerous goods to be handled;

3.1.5.1.5 Coordinated arrangements for the departure of a ship in the event of an emergency; and

3.1.5.1.6 Arrangements to ensure adequate access/exit at all times.

3.1.5.2 Considering the nature of the dangerous goods and all their special conditions, the necessity of drawing up a safe and fast emergency escape plan is taken into account.

3.1.5.2.1 It uses the 'Medical First Aid Guide (MFAG)' in the IMDG Code annex 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.

3.1.5.2.2 It uses the 'Emergency Plans (EmS)" included in the IMDG Code annex for emergencies involving dangerous goods.

3.1.6 Emergency information

Port facility managers;

3.1.6.1 Proper Shipping Names, including quantities, correct technical names (if any), UN numbers, classesor, when assigned, division of goods, Class 1, compatibility group lettering, subsidiary hazard classes (if given), packing group (if shown), and for emergency services It provides a list of all dangerous goods inwarehouses, and other areas, including the exact location, kept at hand.

3.1.6.2 The person responsible for the dangerous goods handling areas is aware of the occupancy status of the dangerous goods in his area and keeps the information ready for use in case of emergency.

3.1.6.3 It is ensured that the person responsible for cargo loading operations involving dangerous cargo has the necessary information about the measures to deal with the accidents related to dangerous cargo and that this information is available for use in emergencies.

3.1.6.4 Electronic or other automated information processing or transmission techniques are used to provide access to information.

3.1.6.5 It ensures that the MSDS forms of all stored products are available at the handling points and they are also accessed electronically.

3.1.6.6 The port ensures that emergency response operations and emergency telephone numbers are located within or in important locations of warehouses and dangerous goods transport and operations.

3.1.6.7 Ensures that fire-fighting and pollution-fighting equipment and equipment are clearly marked and notices that draw attention to them are placed in all appropriate places in a clearly visible manner.

3.1.6.8 Provides the information of the emergency operations in force and the services available on the interface to the captain of the ship that loads or carries the dangerous goods.

3.1.7 Fire precautions

3.1.7.1 The following will be ensured:

3.1.7.1.1 Whereas at the interface where ships dock, the mooring area is always available for emergency services access;

3.1.7.1.2 Make sure that audible or visual alarms for emergency use are located within the area and communication means are available for emergency services.

3.1.7.1.3 Keeping all areas used for the transport of dangerous goods clean and tidy.

3.1.7.1.4 The master of the ship is informed about the location of the nearest vehicles to call the emergency services before the dangerous goods are loaded, and

3.1.7.1.5 In the areas where dangerous loads are located at the interface, lighting and other electrical equipment that are safe to use in flammable or explosive atmospheres are available.

3.1.7.1.6 Since the places where smoking is prohibited are determined and the warnings in the form of symbols prohibiting smoking are clearly visible at every point.

3.1.7.1.7 Ensure that smoking areas are kept at a safe distance from places where they would pose a hazard.

3.1.7.1.8 The Port Operator shall ensure that the equipment used in a flammable or explosive environment or in an environment where such conditions can develop is safe to be used in a flammable or explosive environment, does not cause any fire or explosion and is suitable for use in this way.

3.1.7.1.9 Using electrical appliances plugged into portable plugs with extension cords in areas or places that can create a flammable atmosphere.

3.1.7.1.10 Ensure that portable, Ex-proof electrical equipment suitable for the zone code of the area, which is safe to use in a flammable environment, is used in this area.

3.1.7.1.11 Considering the fire and explosion hazards that may occur as a result of the transportation of dangerous goods, it should be known that the cargo transport units that are kept empty may still contain residues and flammable vapors and may pose a hazard

3.1.8 Fire fighting

3.1.8.1 Ensures that adequate and properly tested fire extinguishing equipment and facilities are available on board in accordance with the requirements of the Administration in areas where dangerous goods are transported or loaded.

3.1.8.2 Provides training for the personnel involved in the transportation or loading of dangerous goods on the use of fire extinguishing equipment in accordance with the requirements of the Administration and makes fire drills.

3.1.9 Environmental precautions

3.1.9.1 It ensures that dangerous liquid cargoes are handled only in areas that comply with the requirements of the Administration.

3.1.9.2 Dangerous goods spilled on the buoy shall not be thrown into the sea by sweeping or washing. The buoys are surrounded by a border to prevent the said loads from going to the sea with the rain water, and the rain water and possible spilled liquids that accumulate in the area surrounded by the border are collected in the collection pit by the collection pipe.

3.1.9.3 It takes necessary precautions to not spill cargo into the sea from the ship or buoy during the loading and unloading of bulk liquid cargoes from the ship.

3.1.9.4 Necessary measures are taken to prevent the dangerous liquid substances handled at the coastal facility from contaminating the soil, water or areas where water is discharged.

3.1.10 Fighting pollution

3.1.10.1 Adequate equipment is provided to minimize the damage that may occur in case of spillage of dangerous goods.

3.1.10.2 UZMAR UZMANLAR SHIPPING TRADE AND INDUSTRY LTD.STI. and the Law on Emergency Response to the Pollution of the Marine Environment with Petroleum and Other Harmful Substances No. 5312 and the Law on the Principles of Arrangement of Damages and Emergency Response within the scope of the Implementation Legislation.

3.1.10.3 Equipment includes oil spill fences, condensate caps, absorbent and neutralizing agents, as well as cleaning supplies and portable catchments.

3.1.10.4 Ensures that the personnel involved in the transportation and handling of dangerous goods are trained and experienced in the use of pollution fighting equipment and facilities according to the Administration's requirements.

3.1.11 Reporting of Incidents

3.1.11.1 In case of an accident that may endanger the safety and security of the port, the ships in the port, other property, the environment or the persons responsible for the transport duty during the transport of dangerous goods within its area of responsibility, the operation is immediately stopped and the operation is not restarted until appropriate safety measures are taken. .In case of an accident during the handling of dangerous liquid cargoes by all personnel, this is reported to the person responsible for the operation.

3.1.12 Hot work and other repair or maintenance work

3.1.12.1 Hot work is not allowed on the buoys during the ship unloading/loading. The ship has to keep themain engine and auxiliary navigation devices ready at any time.

3.1.13 Alcohol and drug use

3.1.13.1 Hot work is not allowed on the buoys during the ship unloading/loading. The ship has to keep themain engine and auxiliary navigation devices ready at any time.

3.1.13.2 These persons are always kept away from the areas where dangerous goods are handled.

3.1.14 Protective equipment

3.1.14.1 It controls that a person under the influence of alcohol or drugs does not participate in an operation involving handling dangerous goods within its area of responsibility.

3.1.15 Weather conditions

3.1.15.1 All personnel handling dangerous goods within their area of responsibility are provided with adequate protective equipment when necessary.

3.1.15.2 Dangerous liquid bulk cargoes should not be transported during thunderstorms, storms and rainy weather.

3.1.16 Lighting

3.1.16.1 Makes sure that the areas where dangerous goods are handled and prepared for handling and their entrances are adequately illuminated within his area of responsibility.

3.1.17 Handling Equipment

3.1.17.1 Ensures that all equipment used in the transport of dangerous goods within its area of responsibility are suitable for their intended use and used only by experienced persons.

3.1.17.2 Ensures that all load handling equipment within its area of responsibility is of an approved type, properly maintained and tested in accordance with national and international legal requirements.

3.1.18 Protective Equipment

3.1.18.1 It ensures that all personnel involved in the transport of dangerous goods within its area of responsibility are provided with adequate protective equipment when necessary.

3.1.18.2 It is checked that these equipments provide adequate protection against the hazards specific to the transported dangerous goods and that they are of an approved type.

3.1.19 Communication

3.19.1 The port authority should ensure that every ship carrying dangerous goods maintains effective communication with the port authorities.In the implementation of such communication/communications, it should be done with VHF radio devices in accordance with the provisions of the SOLAS IV/7 Regulation and in accordance with the performance standards determined in the IMO Session A.609(15) decision and the conditions of the Administration.

3.1.20 Education

The trainings specified in the Directive on IMDG CODE Training Seminars published with the Minister's Approval dated 26.07.2019 and numbered 56617 were given to the relevant personnel. Within the scope of the Regulation on the Transport of Dangerous Goods by Road, ADR trainings were given and recorded by TMGD.

It will be ensured that the personnel involved in the loading/unloading of dangerous goods at the Coastal Facility receive training on emergency situations (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS code security awareness training and safety in accordance with their job descriptions and work areas.

4. CLASSIFICATION, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEGREGATION, STACKING, AND STORAGE OF DANGEROUS GOODS

4.1. Classification of Dangerous Goods

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

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

Dangerous Goods Classification Table

4.2. Packages and Packaging of Dangerous Goods

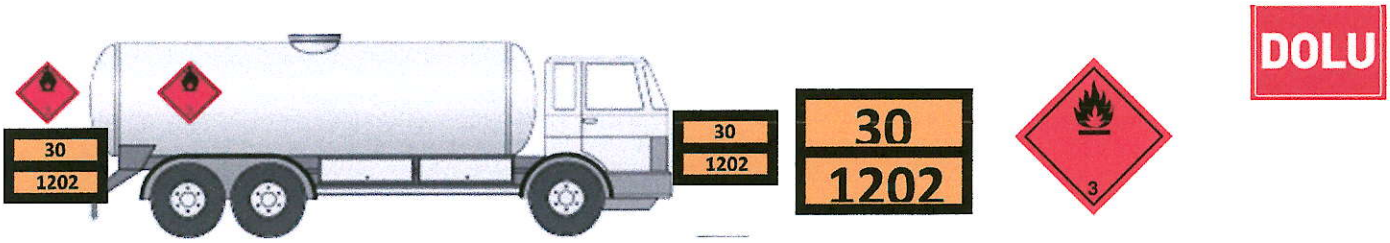
Dangerous cargo packaging is not done in the terminal.

4.3. Placards, plates, brands and labels for dangerous goods.

4.3.1. Tank Marking

Dangerous goods at the terminal are stored in tanks. Labels related to the dangerous material stored on the tank surface are visible to everyone.

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



Tankers Carrying Dangerous Goods

4.4 Signs and packing groups for dangerous goods.

The procedures and principles specified in IMDG Code Chapter 5 will be taken into account in the marking of the Dangerous Cargoes that will arrive at the terminal.For packaging purposes, dangerous goods belonging to all classes except classes 1, 2, 6.2 and 7 are divided into three "packaging groups" (PG) according to the degree of danger they represent:

Packing Group I – High level of danger

Packing Group II – Medium hazard level

Packing Group III – Low hazard level

Load markings and packaging groups of Diesel stored in the terminal are available in the table below.

Cargo	UN No	Shipping Name	P.G.	Label
Diesel	1202	DIESEL FUEL	III	

4.5. Segregation Tables for Dangerous Goods by Class on Board Ships and at Ports

Since bulk liquid dangerous goods are handled at the terminal, separation tables are not used.

4.6. Segregation Distances and Segregation Terms for Dangerous Goods in Warehouse Storage

Dangerous Goods are not stored in the warehouse, since the product handled in the facility is of a uniform type, separation is not carried out and necessary precautions are taken within the scope of the ATEX directive.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The Coastal Facility, which carries out dangerous cargo loading/unloading, handling and temporary storage activities, in order to contribute to the safe fulfillment of these activities;

- Dangerous cargo classes,
- Packages of dangerous goods,
- packaging,
- tags,
- marks and packing groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
- Dangerous loads emergency response action flow chart
- emergency contact information
- emergency equipment locations and operating instructions

- A Dangerous Goods Handbook has been prepared and attached, in dimensions that can be carried in the pocket, containing the shore establishment rules.

6. OPERATIONAL MATTERS

6.1 Procedures for the Safe Berthing, Mooring, Loading/Unloading, Sheltering, or Anchoring of Ships Carrying Dangerous Goods during Day and Night

6.1.1 It is the responsibility of the port authority to direct where and when to anchor, moor, berth, and stay in the port area of a vessel with any dangerous cargo on board while taking into account the environment, population, weather conditions, and the nature and amount of the cargos.

6.1.2 In case of emergency, directing the transportation of a ship loaded with any dangerous cargo in the port area or its removal in the port area for the safety of the ship and crew can be made with the decision of the ship captain and the port operator & the approval of the port authority.

6.1.3 It is under the responsibility of the port authority to determine any additional requirements following the local conditions and the amount-nature of the dangerous cargoes exposed.

6.1.4 Port facility executives should ensure that the following items are provided:

Ensuring adequate and safe mooring opportunities, and

Ensuring sufficient and secure access between the ship and shore

6.2 Procedures for Additional Measures Required for Loading and Unloading Operations of Dangerous Goods According to Seasonal Conditions

Hazardous materials can be affected by high temperature (in summer) and rain, strong wind (all year) events, depending on the seasons. Daily weather reports are shared by the relevant unit and meteorological conditions are constantly followed as the port operator.Pre-emergency weather conditions are also shared with all parties along with the measures to be taken.

- In case of severe storm warnings, the port foreman, technicians, and related ships are informed.
- Depending on the severity of the storm to come, it is ensured that the ship's machinery is always ready for action in the fastest way.
- In heavy rain, loading/discharging activities are suspended considering the personnel safety.
- Loading and discharging operations are suspended in case of storms, squalls and lightning strikes.
- In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until
- the slippery environment is rectified; when the environment is safe, the vehicles operate at the safest speed.
- The relevant procedures are indicated in the ship-shore checklist.
- Both the Port Authority and the Customs Office are informed in the event that the vessel in-
- operation leaves the dock for compelling reasons before the operation is completed.

6.3. Procedures for the Prevention of Spark-Producing Operations and Prohibition of Spark-Producing Tools, Equipment, or Devices in the Handling, Stacking, and Storage Areas of Flammable, Combustible, and Explosive Goods

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

6.3.2 In addition to the security measures required to be taken by the port administration, the responsible company officer who will carry out the hot work before starting the hot work, together with the ship and/or interface responsible(s), also take the additional security measures required by the ship and/or interface. will be taken.

6.3.3 The mentioned additional safety measures will include:

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

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

6.3.3.3 Efficient protection of combustible building materials (e.g.: girders, wooden walls, floors, doors and ceiling claddings) against accidental inflammation.

6.3.3.4 Sealing and closing open pipes, pipe bends, valves, joints, cavities and open parts to prevent flames, sparks and hot particles from spreading from workplaces to adjacent or other areas.

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

6.3.5 When performing hot work,

6.3.5.1 Checks will be made to ensure that conditions have not changed.

6.3.5.2 At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be available for immediate use in the hot workplace.

6.3.6 Upon completion of this work during hot work and for a sufficient period of time after completion, effective fire control shall be carried out in the hot work area as well as in adjacent areas where a hazard from heat transfer may occur.

6.3.7 For additional more detailed information and procedures regarding hot works and processes, the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" shall be consulted. Permission will be granted for the works to be carried out on the facility and dock in accordance with ISGOTT and the Work Permit Procedure.

6.3.8 Port Facility Occupational Safety Procedure will also be applied. Heat treatment is not allowed on the ships berthed to the buoys and during the discharge/loading of these ships.

Ex-proof equipment in accordance with the "Zone Map" specified in the "Explosion Protection Document" prepared for our operation is used at the buoys and all other locations in our facility.

Risk Assessment

Location of hot work:

Area / Location: .....

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

Reason for hot work:

Work activity description: .....

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

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

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

Risk Assessment Guide

Step 1 – Consider Consequences

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

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

Step 2 – Consider Likelihood

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

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

Step 3 – Calculate Risk

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

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

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

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

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

Risk Assessment Personnel:

Risk Assessment Completed by:

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

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

Section 2 – Hot Work Permit

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

General Hot Work / Ignition Controls

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

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

Additional Hot Work Controls within Confined Spaces

☐ NA (Not Applicable)

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

Completion Hot Work

☐ NA (Not Applicable)

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

Permit Request:

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

Approved

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

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 Procedures for the Provision and Control of all Mandatory Documents, Information, and Records related to Dangerous Goods

Documents related to dangerous goods are recorded at the facility according to the Ship Berthing Procedure.T he documents are checked by the authorities and revised when there is a change related to the relevant process. The current program is also maintained and monitored through internal and external audits using mechanisms such as control reminders. In particular, material safety data sheets for all dangerous substances kept at the terminal are also registered in this system.

7.2 Procedures for the Regular and Complete Maintenance of the Updated List of all Dangerous Goods and Related Information within the Coastal Facility

It is stored in vertical cylindrical tanks open to the atmosphere in the dangerous product group at the terminal. Only the registered product group is stored in these tanks, which are registered in our Storage License approved by the Energy Market Supervision Board . In case of need, the products can also be stored in the EMRA Storage License.

In accordance with the warehouse legislation, there are systems that show the level of the products in all tanks and an automation system where the amounts can be shared with the Customs Directorate. Thanks to this automation system, the amount of product transfer transactions made or made from tanks can be automatically viewed on the automation system computers.The data of these automation systems record tank stock movements, transfer transactions and other tank operation processes with the ERP program, which is called the CPM operating system, where terminal operations are followed.Apart from this, transfer processes, whether tanks opened for sale, are documented with appropriate methods.

7.3 Procedures for the Control and Reporting of the Verification Results of the Proper Identification, Use of Correct Shipping Names, Certification, Packaging/Containerization, Labeling, and Declaration of Dangerous Goods, as well as their Safe Loading and Transportation to Approved and Compliant Packaging, Containers, or Cargo Transport Units

The Operations Unit checks the accuracy of the following information on the dangerous goods documents issued by the Shipper for the dangerous goods to be accepted to the port in coordination;

- UN Number,
- PSN name (Proper Post Name,
- Class, (with sub-hazards)
- Packaging Group
- Whether it is a Marine Pollutant,
- Additional Information (Ignition degree, viscosity, etc.)
- Where to store in the Port Area

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

7.4 Procedures for the Provision and Retention of the Safety Data Sheet (SDS)

In addition to the general measures taken within the scope of dangerous goods activities, a Safety Data Sheet is requested from the cargo officer regarding every dangerous cargo or dangerous cargo coming from the sea to the port facility or the cargo with dangerous content. It is the general standard for every cargo with dangerous content entering the port facility to have a Safety Data Sheet. Altınbaş Petrol Terminal authorities take immediate measures for its storage, transportation and in case of emergency, which are specified in the Safety Data Sheet. Relevant safety data sheets are stored in a digital or physical environment for a minimum of 1 year.

7.5 Procedures for the Recording and Statistics of Dangerous Goods

Systemic records of diesel in the dangerous product group at the terminal are made via CPM and Tank Radar Tracking software.These registration processes are carried out as a result of the following procedures.Reports and statistical data can be obtained as computer data via CPM and Tank Radar Tracking whenever required.

7.6 Information on the Quality Management System

Altınbaş Petrol ve Ticaret A.S.All of our activities, carried out in line with our continuous improvement goals, are carried out in an integrated manner with management systems.Our company has ISO 9001, ISO 14001, ISO 45001, ISO 27001 management systems documents obtained from the relevant authorized certification bodies.The documents mentioned in this guide are numbered and recorded and made available to the relevant persons within the company.Within the scope of these documents, we are subject to internal and external audits at least once a year, and our activities are carried out to continuously increase our stakeholder satisfaction and the importance we attach to human and environmental health.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

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

To decide;

The preventive action options for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, shelter in place may be the best option.Sometimes, these two actions can be used together.In any emergency, authorities need to quickly issue instructions to the victims.Subjects will need to constantly hear information and instructions while being protected at the scene or being evacuated.

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

Dangerous materials

Degree of harm to health

Chemical and physical properties

amount included

Control of hold/release

rate of steam movement

Population Exposed to Threat

where they are found

Number of people

Time available to evacuate or contain them where they are

Possibility to control evacuation or on-site protection

Types and availability of buildings

Private organizations and populations

Weather conditions

Effect on steam and cloud motion

The potential for change

Impact on evacuation or on-site protection

Protective Actions and Response

Protective measures refer to the steps to be taken to protect the health and safety of the emergency teams and people in the incident area in the event of an incident involving dangerous substance, and the Emergency Response Tables prepared according to the nature of the dangerous substance specified in the Emergency Plan are acted upon.

The danger zone should be isolated and entry prohibited, and anyone not directly involved in emergency response operations should be kept away from the area.Emergency responders who do not have adequate equipment should not be allowed to enter the isolated emergency area.

Evacuation

The phrase "evacuate" means that everyone should be relocated from a threatened area to a safer location.For an evacuation to take place, there must be enough time to warn people and leave the area.If there is enough time, then evacuation is the best measure of protection.

First of all, people who are nearby and within sight should be evacuated.When additional assistance arrives, it will be evacuated to the upwind and downwind areas, at least in the dimensions specified in the Emergency Response Table in Annex-5.Even after people have been evacuated to recommended distances;they may not be completely safe from danger.These people will not be allowed to gather together at these distances.

Evacuated persons will be transported to a certain distance, via a special route, and to a distance where they do not need to be evacuated again when the wind blows.

In case of an emergency, the areas where people will gather throughout the Terminal are determined and are marked as "Emergency Assembly Points".

Onsite Protection

It means that people should be protected inside a building and stay inside until the danger passes.The precautionary measure at the crime scene is applied when trying to evacuate people poses a greater risk than staying where they are, or when evacuation is not possible.

On-scene protection measures should be taken into account in the following situations;

- In case the vapors are flammable,
- In case it will take a long time to degas the area,
- In cases where buildings cannot be closed tightly.

It is vital to maintain communication with competent people inside the building so that we can advise on changing conditions.Persons under guard in situ should be warned to stay away from windows, as in the event of a fire and/or explosion there is a danger of being struck by pieces of glass or metal.Every event related to dangerous goods differs from each other.Each of these has separate problems and concerns.The form of action to protect people must be chosen carefully.

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

The terminal has a security mechanism that is always ready for emergency response. The terminal has Emergency Instruction and Fire Fighting Instruction prepared for an emergency.Scenario-based studies were carried out in these instructions and the distribution of personnel was determined.

There is a 1,600 m^3 fire water tank in the terminal against a possible fire hazard. Fire pumps in the terminal have 1 electric and 1 diesel as backups of each other. Electric pumps are powered by an independent power line from the generator.The fire pipeline is located throughout the terminal.There are hydrants connected to the fire pipeline throughout the terminal and fire cabinets (included in the necessary equipment) next to these hydrants.There are fire extinguishers suitable for the exit point and response method of the fire in the terminal.Fire extinguishers are checked periodically.In a possible tank fire, foam injection into the tank and cooling in other tanks can be done.

There is a fire detection and alarm system in the terminal.With the detectors (Gas Detector) in this system, a possible fire situation is detected in advance and the intervention time is reduced to the lowest level.This system gives an audible warning after detection.There are also fire alarm buttons integrated into the above system throughout the terminal.Periodic control and maintenance of this system are carried out by the authorized company.

Fire drills are held at least twice a year. At least one of these is planned to be jointly built with neighboring facilities.

Within the scope of combating spillage into the sea 1.and 2nd level service.In partnership with the company, drills are held twice a year under the supervision of the Port Authority.

Every year, trainings within the scope of ISPS code, inspection by the port authority and exercises are carried out under the supervision of the Port Authority.

TERMINAL EMERGENCY CALLS

The emergency team The emergency terminal is '0232 618 20 20'.

ALIAGA PORT MANAGEMENT	*232 616 19 93*
TERMINAL MANAGER	*533 964 55 24*
IZMIR PROVINCIAL DIRECTORATE OF	*232 341 68 00*
IZMIR BB ENVIRONMENTAL PROTECTION DIRECTORATE	*232 293 12 00*
ALIAGA DISTRICT POLICE DIRECTORATE	*232 617 06 97*
IZMIR GOVERNORSHIP	*232 455 82 82*
IZMIR CUSTOMS OFFICE	*232 463 25 47*
GUIDANCE SERVICES	*0232 625 51 51*
EMERGENCY (AMBULANCE, FIRE, POLICE)	*112*

PERSONNEL LIST IS GIVEN BELOW

lists are given below. telephone in the

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

Facility Emergency Instruction is available. Emergency response team lists are given in the emergency plan.In order for the teams to be constantly ready for emergencies, at least 1 ISPS Code exercise, 2 times a sea spill exercise, 1 land rash exercise, 1 earthquake drill and 4 fire drills are held annually.In addition, all trainings required for the teams to gain skills such as "emergency response level 1 and 2, emergency equipment usage training, fire safety training, first aid training, ISPS code drills, Seveso and Process safety trainings and TMGD trainings" are given by authorized institutions and certifications are given is kept up to date.

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

In case of emergency, action is taken according to Emergency Procedure, Emergency Instruction, Fire Fighting Instruction.

8.5 Procedures for reporting accidents

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

8.6 Coordination, support and cooperation method with official authorities

In any emergency, the response is carried out in coordination with the official authorities.I n case of a fire, the local fire department is informed and the fire crew intervenes until the fire crews arrive.In emergencies arising from sabotage and terrorist activities, coordination with local security units is ensured.In cases such as natural disasters, the fire department is contacted if necessary, and coordination with AFAD is provided if necessary.In case of spillage at sea, coordination is ensured by contacting the Main Search and Rescue Coordination Center.In case of work accidents, notifications are made to the Ministry of Labor and Social Security.In case of a possible explosion, fire or emergency in the adjacent facility;First of all, measures will be taken at the facility, and teams will be prepared to assist the neighboring facility.

8.7 Emergency evacuation plan for the removal of ships and marine vessels from the coastal facility in emergencies

Emergency Conditions

Port Facility The conditions that require the immediate departure of the ships connected to the maritime systems are as follows:

is indicated.

- weather opposition
- Conditions requiring fire or emergency on board
- Conditions requiring fire or emergency at the port facility site
- Other reasons
- Fire on the ship or facility located at other facilities
- terrorist acts

- War Situation
- Natural disasters
- Situations deemed necessary by official institutions
- Pollution
- Distortion of ship position
- Failure on board
- medical problems

Emergency Departure Preparation Process

All emergencies should be reported to the Port Authority authorities. In case of emergency departure of the ship

If a decision has been made, the Port Authority of the safe places where the ship can be transported under controlled conditions.

must be specified by

The ship's captain and the port facility provide a mutual agreement in cases where urgent separation is required.

They will start the departure process and report the situation to the Port Authority as soon as possible. Urgent

before emergency separation is initiated, if this can be done, taking into account the severity of the situation.

A representative from the Port Authority or the Harbor Master, Port Manager/Operation Officer,

The Master of the Ship will agree on the time and manner of the departure from the Pilot.

The ship's machinery, steering gear and naval system stopovers should be immediately

will be ready for use. All cargo unloading and ballast operations must be stopped and

be prepared for separation. The ship's fire circuit will be flooded and water for strategic sections will be

fog will be used.

If venting is required to the atmosphere;engine room personnel must be available, all non-essential

receiving inputs must be closed, all safety precautions related to normal operations must be followed and a

warning notice must be issued.

If the necessary response in an emergency exceeds the terminal facilities, the local police or

should be reported to the fire department.

Although the decision that the ship will be lifted under control is based on the principle of life safety,

It will also cover the following conditions.

1. Qualification of tugs

2. The ability of the ship to take off under its own power

3. Availability of safe places to proceed or tow a ship in an emergency

4. Adequacy of fire fighting equipment

5. Proximity of other ships

6. Condition of fire ropes

As long as the ship is in the port facility, the fire ropes are on the head and shoulder of the ship on the sea side.

will be available. The eye of the ropes should be lowered to sea level and the part above the side should be attached to the bollard.

It will be tightened by wrapping at least five turns. The part of the rope above the side is taut from the father.

will be. A rope that can carry the rope will be tied just before the eye of the rope and the eye of the rope will be sea.

It will be positioned three meters above the level. Rope while the ship is at the port facility.

The eye will be constantly maintained at this level.

Emergency Departure

If all relevant preparations are examined and deemed appropriate, the ship will be promptly removed. will be started. Emergency separation will be provided by following the steps below in order.

Close coordination and cooperation between the Port Facility, Ship and Port Authority at each stage

must.

1. Alarming

2. Vhf, giving information about the emergency via telephone

3. Making the first situation assessment between the Ship's Master and the Port Facility Officer

4. Stopping the operation

5. Implementation of port facility and ship emergency plan measures

6. The worsening of the current situation and the existence of the above-mentioned emergency separation conditions

7. Ship's Master, Port Facility Officer, Port Authority or Harbor Master, Pilot

assessment of the situation

8. Deciding on emergency separation

9. Informing the environmental facilities and other ships

10. The tugboats are deployed for emergency separation around the ship, complete their preparations, and to indicate that he is ready

11. The Master of the Ship completes the preparations for the ship and states that it is ready

12. Approval of the opening of the release hooks by the authorized person

CAUTION !

APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST REMEDY

IT MUST BE CONSIDERED AND BEFORE TAKING ALL PRECAUTIONS AND Fulfilling the ABOVE CONDITIONS

SEPARATION HOOKS MUST NOT BE RELEASED.

After Emergency Departure

1. Decision on towing the ship and the location to which it will be taken after the separation to be declared

2. The ship's accompanying tugboats or its own machinery to the allocated area transfer/binding

3. Detection of a possible damage or deficiency by examining the Port Facility

4. Evaluation of the time when the Ship and Port Facility will be ready for cargo handling again

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

6. For fire, explosion and similar emergencies that may occur during evacuation / evacuation Agreement between the pilotage and tugboat organization and the coastal facility authorities

7. Sufficient towing equipment equipped to fight fire according to weather and sea conditions Power and number of tugboats, to quickly move the ship away from the facility and reach a safe point. pulling.

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

8.8.1 Waste Collection and Transport

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

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

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

8.8.2 Disposal of Waste

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

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

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

8.8.2.4 It is mandatory to keep all records of waste disposal.

8.8.3 Contaminated Packages;

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

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

8.9 Emergency drills and their records.

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

8.10 Information on fire protection systems

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

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

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

8.11.1 Fire Water Tanks and Fire Water

8.11.1.1 The tank should be emptied and cleaned at least once a year in order to prevent algae and mud forming at the bottom or sides of the tank from creating a hazard during a fire.During the emptying of the pools, suction valves, check valves and filters are maintained.

8.11.1.2 In case of rapid drops in the water level, the leak location should be investigated and the malfunction, if any, should be corrected due to the possibility of leakage.

8.11.1.3 If necessary as a result of the annual controls, internal cleaning and maintenance should be carried out in closed warehouses.

8.11.2. Fire Water Pumps

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

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

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

8.11.2.1.3 It must be ensured that the pump and suction pipe are completely filled with water.If this is suspected, water should be filled by opening the water filling plug and the air intake taps, until the water overflows from the air intake taps, and the plug should be tightened when the water stops at the plug level.

8.11.2.1.4 Pump motors will draw more current than normal due to inrush current at the first moment of operation.When all pumps start working at the same time, due to the high current to be drawn, disjunctors may trip or major malfunctions may occur in the diesel generator.For this reason, the time relays that regulate the transition from star to delta in the protective switches that drive the pump motors should be adjusted according to the number of pumps and the amount of pumps to be activated at the same time, according to different and appropriate time intervals, and the pumps should be activated sequentially.

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

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

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

8.11.2.1.8 Check valve in the discharge pipe of the pump that does not work;If the materials such as paper, garbage, stone pieces, moss and slime are jammed and prevent the check valve from closing completely, some of the water pumped by the other pumps passes through these inoperative pumps and suction pipes, and is pushed back into the pool.This fault, which restricts the required water flow in the event of a fire, must be eliminated.If a rotation is observed in the couplings of some of the non-operating pumps during the operation of some pumps, it should be considered as an indication of the presence of the above-described fault in these pumps.

8.11.2.1.9 It must be ensured that the pump and motor rotate in the right direction during operation.For this reason, the direction of rotation must be drawn on the couplings and the control must be done accordingly.

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

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

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

8.11.3. Sprinkler Installation

8.11.3.1 The most important point to be considered and the maintenance to be done in the sprinkler installation is to prevent the sprinkler heads from clogging.To ensure this, the sprinkler must be operated in accordance with the standards/legislation and it must be ensured that it is in working order.Sufficient sprinkler heads should be kept as spares in each facility, and in case of a failure, they should be replaced with new ones and the defective ones should be repaired and backed up.

8.11.4. Fire Hydrant Installation

8.11.4.1 Rain water should be prevented from entering the fire hydrant hose cabinets, the hoses should be intact, strong and sufficiently tightened.At least one of the hoses should always be kept connected to the fire valve.

8.11.4.2 Fire valves must be fault-free and leak-proof.Defective nozzles, valves, hoses will be promptly replaced with new ones, and faults should be repaired and backed up.For this reason, a sufficient amount of hoses, nozzles, fire valves, clamps, couplings and spare materials should be available in each facility.In the fire installation, it is not allowed to wait for the fault for any reason.

8.11.4.3 While the malfunctions detected following the drills are eliminated, the working fire hoses should not be placed in the cabinets when they are wet and contain water.Facilities should provide suitable hose hanger assemblies for the water in the hoses to drain and dry completely and should not put them back in place without making sure that the hose is thoroughly dried.If sea water has been pumped with hoses, they must first be washed with fresh water and dried in a cool-windy place.

8.11.4.4 All pipes of the fire hydrant and sprinkler installation should be inspected every three months, the rusted parts must be painted, the rotten parts must be replaced with new ones, valves and check valves must be checked and faults must be fixed.

8.11.4.5 If any deficiencies or malfunctions are detected as a result of the inspection of all fire hydrants, hoses and nozzles, they are corrected by the relevant responsible persons.

8.11.5. Portable Fire Extinguishers

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

8.11.5.2All fire extinguishers are subjected to monthly eye examination and checked.After the control, the extinguishers are marked.During the control, especially dry powder extinguishers are turned upside down and tapped lightly on the base, thus allowing the powder in the tube to move.Otherwise, the powder inside the extinguishers, which remain in the same position for a long time, may settle to the bottom and solidify.If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible persons.

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

8.11.6 Freezing Protection
8.11.6.1 Protection of Generators

8.11.6.1.1 When the outside temperature drops below +4C in winter, the water may start to freeze.For this reason, the radiators of generators with water-cooled engines should be secured with antifreeze.

8.11.6.2 Protection of Fire Water Pumps

8.11.6.2.1 Fire water pumps and suction pipes are always filled with water.Therefore, the ambient temperature should not fall below +4C.

8.11.6.3 Protection of Fire Water Distribution Pipes

8.11.6.3.1 The exposed main and branch pipes must be protected against freezing up to the hydrant taps.Therefore, the lines are protected against freezing either by means of insulation or by laying them underground.

8.12 Precautions to be taken in case fire protection systems are not working

Fire protection equipment is critical equipment in the terminal. First of all, if such equipment is out of order for some reason, necessary action is taken. Within the scope of the Process Safety Procedure, critical equipment deactivation forms are used and this form is shared with the relevant people.In the daily shift reports, it is stated that such equipment is disabled and how precautions are taken, and it is ensured that the entire facility is aware of the situation.If the equipment to be deactivated is very critical and there is a dangerous situation that may be encountered in the operational process, the operations can be stopped, if necessary, by obtaining the approval of the Terminal Operations Department.

If an equipment change is made, it is submitted to the approval mechanism of the relevant authorities. If accepted, that change will be made.

8.13 Other risk control equipment

Risk analyzes are carried out for the management of risks at the terminal. Risk analyzes are prepared by Terminal Manager, SEÇG Unit Operations Manager, Maintenance Chief, Shift Chief, OSGB OHS specialist,

OSGB Workplace Physician and employees in the region/operation where the risk analysis is made.Necessary updates are made when necessary.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

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

9.2. Information about Personal Protective Equipment

Personal protective equipment;all tools, tools, equipment and devices designed for this purpose, which protect the employee against one or more risks arising from the work carried out, affecting health and safety, worn by the employee, in order to protect the person against one or more risks. A device, tool or material made up of a whole by the manufacturer, a detachable or non-separable protective device, tool or material used with equipment that is carried or worn without a protective purpose to perform a specific activity, for the comfortable and functional operation of personal protective equipment. means replaceable parts that are required and used only with such equipment.

- PPE should provide adequate protection against all risks encountered during its intended use.

- PPE designed and manufactured in such a way as to protect the user at the highest possible level during use in foreseeable conditions and in the intended direction, while carrying out hazardous work will be used.

- The most appropriate level of protection to be considered during design is the point at which the effectiveness of PPE begins to decline when exposed to risk from the use of PPE or during normal business conduct.PPE suitable for this design will be used.

- In the design of PPE, appropriate protection classifications will be taken into account in cases where the foreseeable conditions of use differ, such as different levels of the same risk factor can be distinguished.

- PPE that is designed and manufactured in such a way that it will not cause hazards and other disturbing factors that may arise from its structure during use in foreseeable conditions will be used.

- PPE material and parts, including substances resulting from deterioration, must not adversely affect the health and hygiene of the user.

- Any PPE element that comes into contact with the user or is likely to come into contact with the wearer should not be hard enough to cause irritation or injury, and should not have sharp edges or protrusions.

- Restrictions caused by PPE on posture and movement of the body and loss of sensitivity in sensory organs should be minimized, and PPE should not cause dangerous movements for the user or other persons.

- PPE's will be used, which are designed and produced in such a way as to ensure that the user can easily stand in the correct position by taking into account the movements to be made during the work and the postures of the body, and to remain in place for the foreseen usage period.For this purpose, it should be ensured that PPE can be used most effectively with the help of adjustable and addable systems or by producing it in different body sizes, ensuring that it is suitable for the body structure of the user.

- PPE which is manufactured as light as possible without reducing its durability and functionality should be used.

- If the same manufacturer has introduced PPE models of different types and classes to ensure simultaneous protection of adjacent parts of the body against these risks when there is more than one risk at the same time, they must be used in harmony with each other.

All PPE used in the terminal are kept and used in accordance with the provisions of "personal protective equipment regulation" and "regulation on the use of personal protective equipment in workplaces".

9.3 Measures and procedures for entry permits to enclosed spaces

Entry into any confined space should not take place unless all other possible methods have been addressed.

Possible closed volumes at the facilities are listed below:

- Tanks
- Separators
- Other closed volumes

Entrance to closed volumes can only be made by authorized persons. Entrances to closed volumes are documented using the Entry Permit Form to Closed Volumes.The form is prepared and signed by the person who will do the work.

All hazards must be assessed and countermeasures specified.

The location of the enclosed area to be entered should be clearly defined.

If the tank is to be entered, the tank number should be written, and if it is the separator, which compartment it is.

It should be defined for what purpose which work will be carried out in the closed area.

The time required to complete the job must be determined.

Entry permit period to closed areas is maximum 12 hours per day, and permission must be obtained again for works exceeding this period.

What time will work start and when will it end?

Number of people who will do the job, name and surname

If any hot work is to be done in closed spaces, there is also a hot work permit (See Article-5.4.3).

should be taken.

The LEL level of the flammable gas in the enclosed volume and the oxygen level before entering any enclosed space.

The amount should be measured and these values should be written on the form. If not logged in within one hour of form processing

measurement should be repeated.The oxygen level in the enclosed space should be 20.9%.During the work, there should be a gas detector measuring the gas density and oxygen content in the working environment.

"Closed Area Entry Permit Form" is applied when entering closed areas in our facility.Relevant forms are kept for a maximum of 3 years.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

TYUB certificate is valid until 03.08.2025.

10.2 Tasks defined for Dangerous Goods Safety Advisor

As in section 2.4

10.3 Matters concerning the transportation of dangerous goods by road to or from the coastal facility (documents required for road vehicles carrying dangerous goods to enter/exit the port or coastal facility area, equipment and devices they must have; speed limits in the port area, etc.)

Dangerous goods entry and exit to our terminal by road are made with the forms prepared within the scope of ADR. Vehicles within the facility will not exceed 20 KM/Hour.

10.4. Matters concerning the transportation of dangerous goods by sea to or from the coastal facility

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

- Transportation should be carried out in a safe, secure and environmentally friendly manner, and all necessary precautions should be taken to prevent accidents and to minimize the damage when an accident occurs.

- Classification, identification, packaging, marking, labeling and plating of dangerous goods in accordance with the legislation are ensured.

- It is ensured that dangerous goods are safely loaded, stacked, secured, transported and unloaded in approved and legal packaging, container and cargo transport unit.

- All relevant personnel are trained on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, security and similar issues, and training records are kept.

- It is ensured that the necessary safety measures are taken for dangerous substances that do not comply with the rules, are unsafe or pose a risk to people or the environment.

- In case of emergency or accident, necessary information and support is provided to those concerned.

- Dangerous goods accidents occurring in the area of responsibility are reported to the administration.

- It ensures that the ship's equipment and devices are suitable for dangerous cargo transportation.

- All mandatory documents, information and documents related to dangerous goods are obtained from the coastal facility and the cargo

It requests from the person concerned and ensures that they accompany the dangerous cargo.

- Ensures that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of dangerous goods on board are fully implemented and maintained, and performs the necessary inspections and controls.

- Controls that the dangerous goods entering the ship are defined, classified, certified, packaged, marked, labeled, declared in accordance with the procedure, and that they are safely loaded and transported to the approved and legal packaging, container and cargo transport unit.

- It ensures that all ship personnel are informed and trained about the risks of transported, loaded and unloaded dangerous goods, safety precautions, safe working, emergency measures and similar issues.

- It ensures that people who are qualified and trained in the loading, transportation, unloading and handling of dangerous goods work in a way that takes occupational safety precautions.

- He cannot go out of the area allocated to him, cannot anchor, cannot approach buoys and docks without the permission of the port authority.

- Navigation, maneuvering, anchoring, berthing for the ship to carry the dangerous cargo safely

and applies all rules and precautions during departures. - Provides safe entry-exit between the ship and the dock.

- Informs its personnel about the practices, safety procedures, emergency measures and response methods related to dangerous goods on board.

- Keeps the current lists of all dangerous goods on board and declares them to the relevant parties.

- Takes the necessary safety measures for dangerous goods that do not comply with the rules, are unsafe, pose a risk to the ship, people or the environment, and report the situation to the port authority.

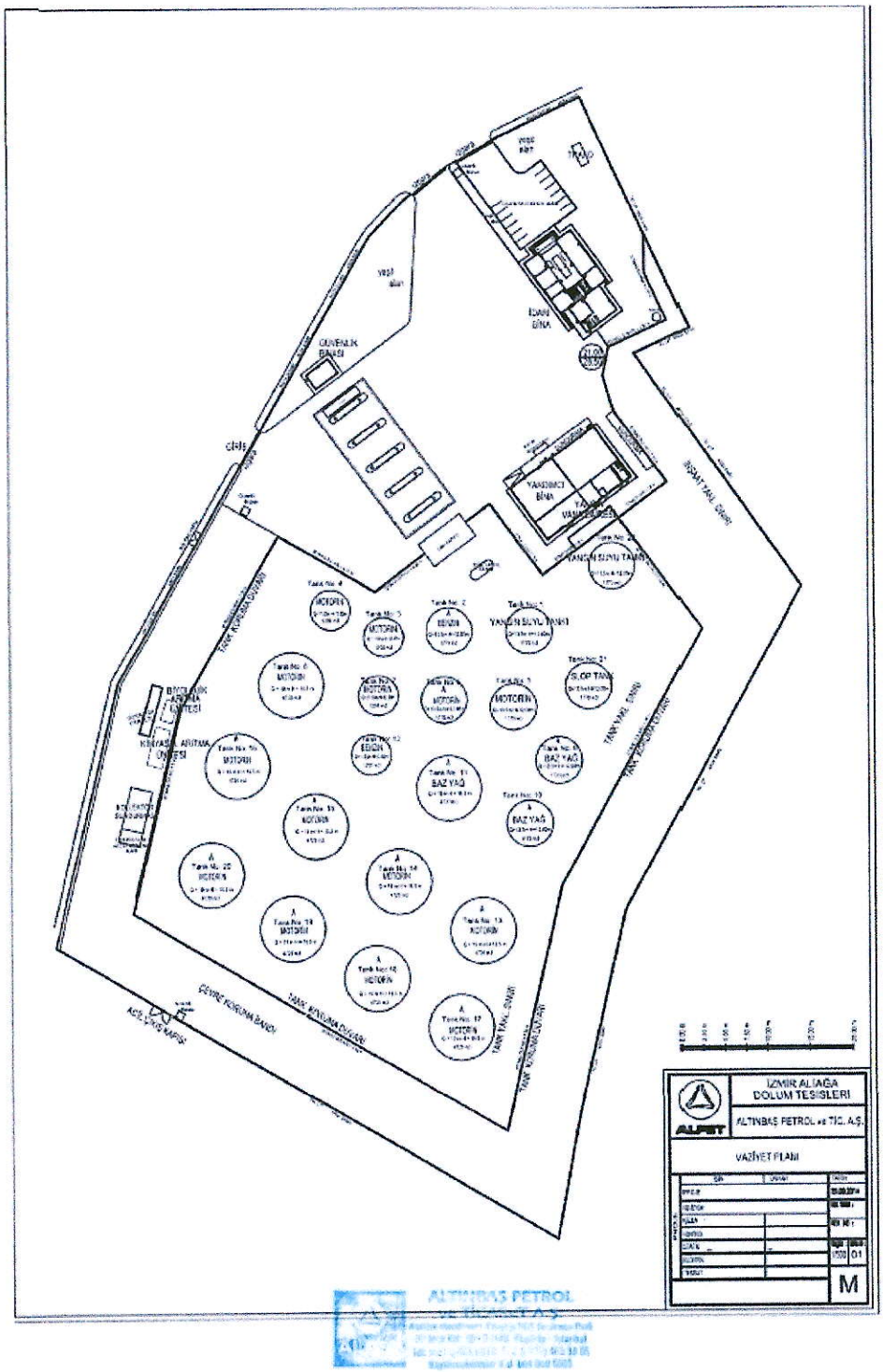
- Notifies the port authority of the dangerous cargo accidents that occur on the ship.

- Provides the necessary support and cooperation in on-board controls by official authorities.

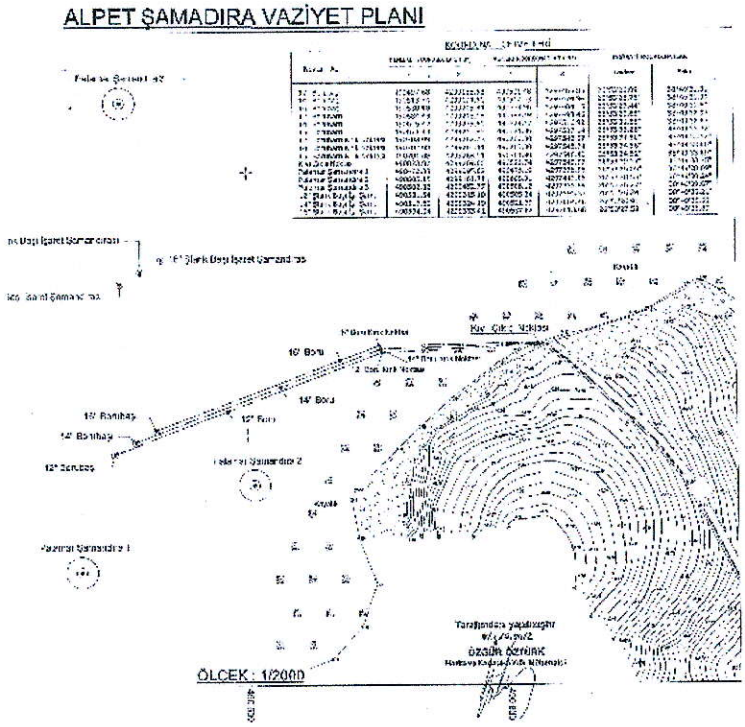
10.5 Additional matters to be added by the coastal facility.

ATTACHMENTS

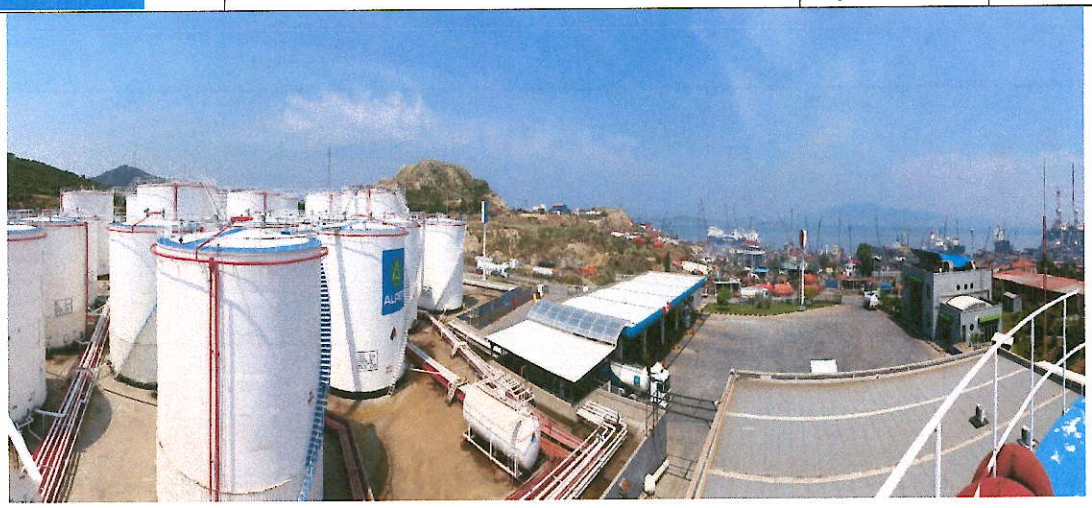
1- General layout plan of the coastal facility



ALPET ŞAMADIRA VAZİYET PLANI



2- General view photos of the coastal facility




ALPET Kocaeli Bolge Mudurluğu ve Dolum Tesisi
ALPET
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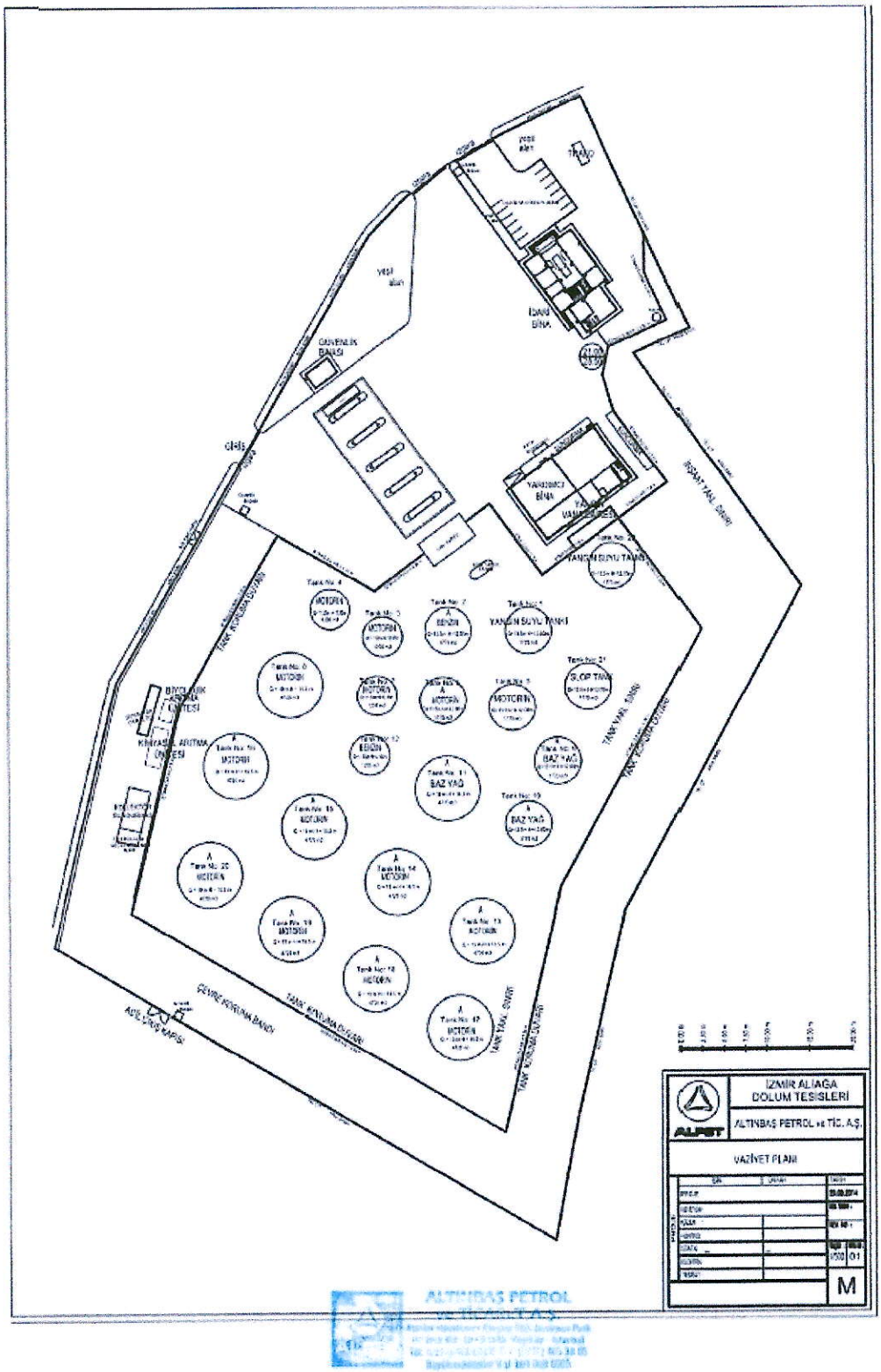
3- Emergency Contact Points and Communication Information

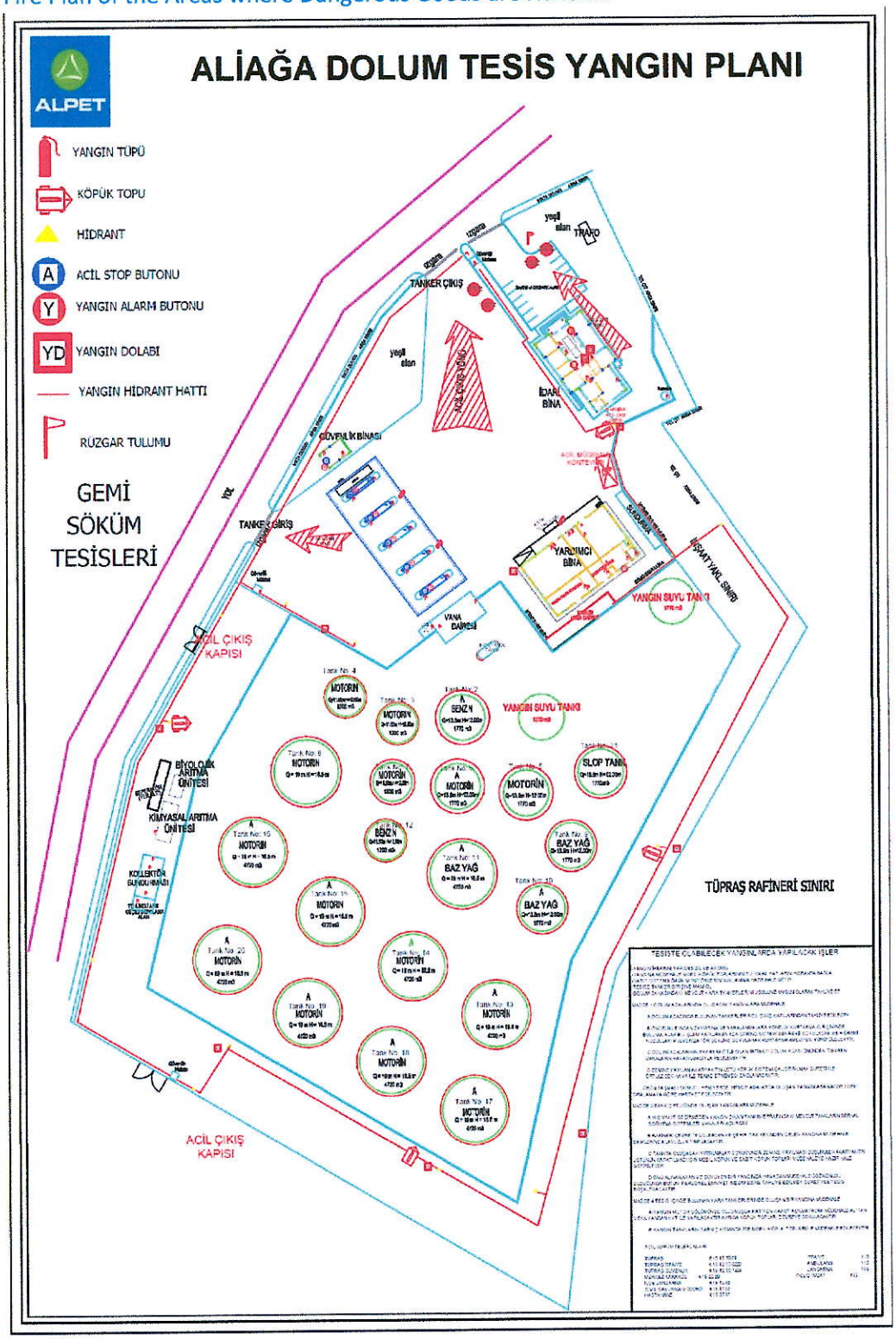
Rev. Tarihi: 01.01.2020
Rev. No: 6

		TELEFON			TELEFON
SAĞLIK	Ambulans	112	ÇEVRE TESİSLER	Tüpraş	616 12 50
	Alo Doktorum Yanımda	113		Petkim	616 12 40
	Zehir Danışma	114		Ege Gaz	616 20 70
	Kızılay	421 47 90		Total	618 20 43
	Aliağa Devlet Hastanesi	616 87 87		İdç Liman İşletmeleri	625 54 65
	Menemen Devlet Hastanesi	832 58 59		Gemi Sökümcüler Derneği	618 20 01
EMNİYET	Bölge Trafik	617 06 97			
	İlçe Emniyet Müdürlüğü	616 21 65			
	İl Emniyet Müdürlüğü	489 05 00			
	İlçe Jandarma Komutanlığı	616 19 82			
	Alo Sahil Güvenlik	158			
	Polis İmdat	155			
	Jandarma İmdat	156			
			YARDIMCI KAYNAKLAR	Su Tankeri	616 19 80
YANGIN	Yangın İhbar	110		Elektrikçi	616 89 99
	İlçe İtfaiye Müdürlüğü	616 10 45		TEK Arıza	186
	İl İtfaiye Müdürlüğü	293 88 99			
	Tüpraş İtfaiye	616 12 50			
	Petkim İtfaiye	616 12 40			
KAMU	Çevre ve Şehircilik İl Müdürlüğü	342 68 00			
	İl Orman Bölge Müdürlüğü	369 50 55			
	İl Sağlık Müdürlüğü	441 81 11	GENEL MÜDÜRLÜK	ALPET GMY	0533 051 68 03
	İl Sivil Savunma Müdürlüğü	478 55 15		ALPET Tesisler Müdürü	0533 309 64 36
	İlçe Belediyesi	616 19 80-81		ALPET Tesis Müdürü	0 533 964 55 24
	Büyükşehir Belediyesi	293 12 00		ALPET Genel Müdürlük	0 212 463 60 00
	Kaymakamlık	616 10 01			
	Bilim Sanayi ve Tek. İl Müd.	445 40 75			
	Liman Başkanlığı	616 41 06			
	Gümrük Muhafaza Müdürlüğü	625 53 77			

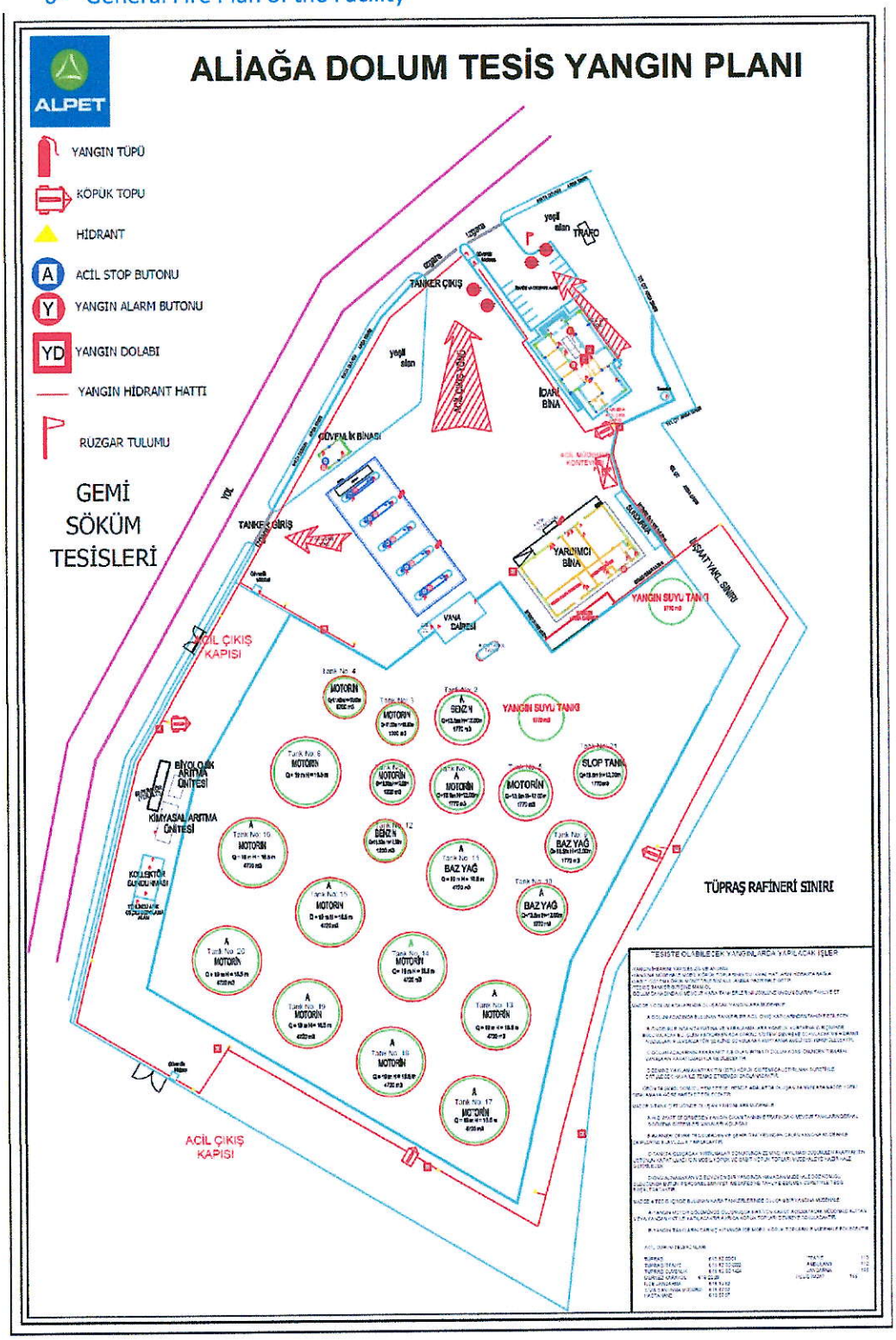
4- General Layout Plan of the Areas where Dangerous Goods are Handled



5- Fire Plan of the Areas where Dangerous Goods are Handled



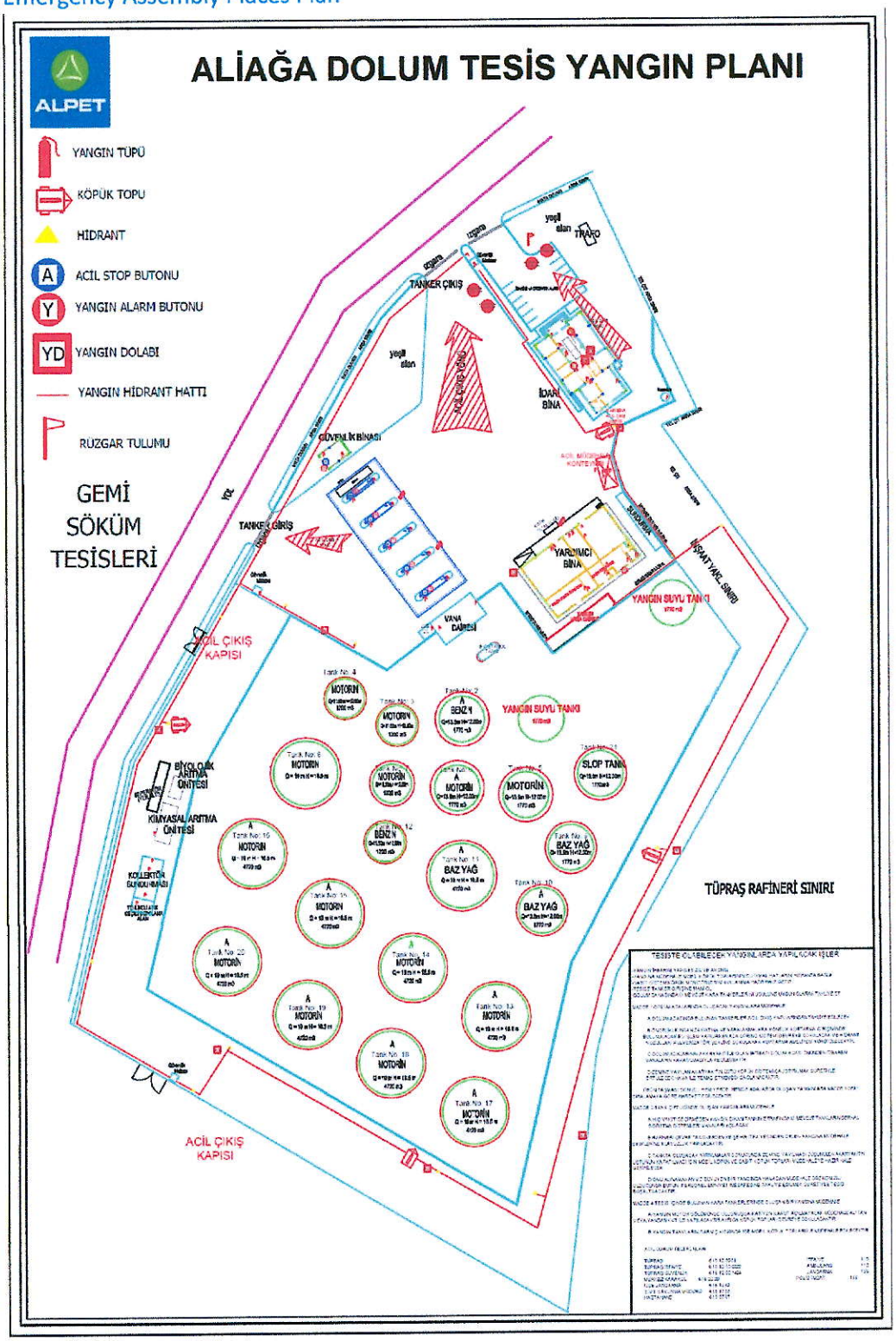
6- General Fire Plan of the Facility



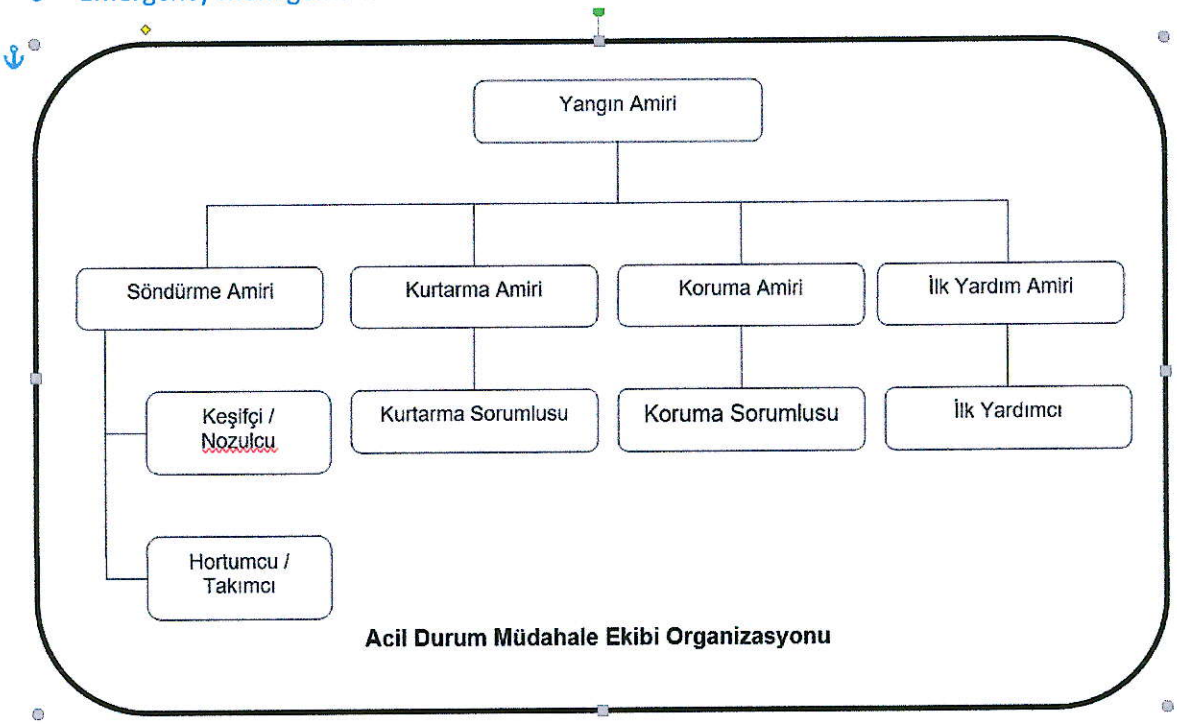
7- Emergency Plan

Available

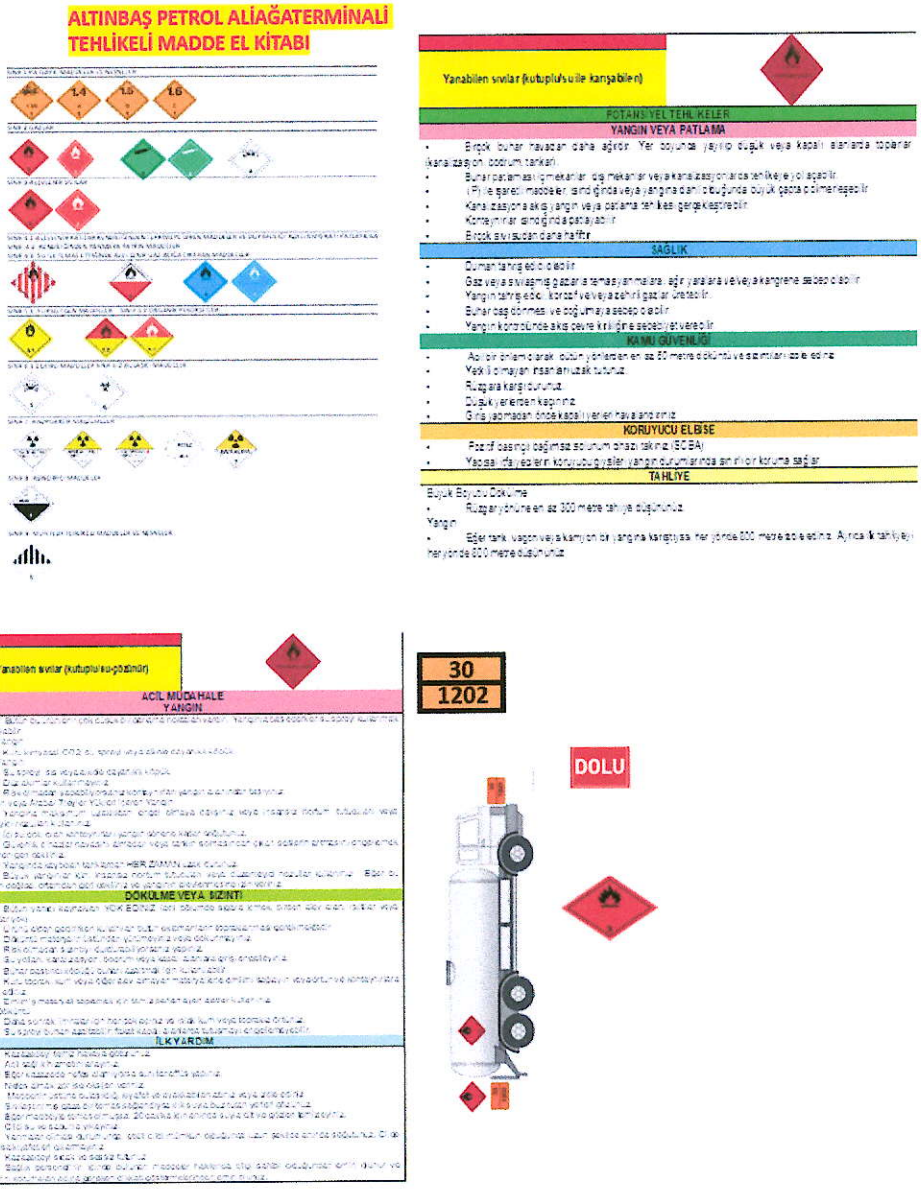
8- Emergency Assembly Places Plan



9- Emergency Management Chart



10- Dangerous Goods Handbook



11- Leakage areas and equipment for CTU and Packages, entrance/exit drawings

Not Relevant

12- Inventory of Port Service Ships

Not Available

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

A) Port administrative area border

The port administrative area of Aliağa Port Authority is as follows:(a) and(b) the line joining the coordinates followed byWith the line drawn from the coordinate (b) to the true west (270º) direction.(c) and(d) the line joining the coordinates followed bylt is the sea and coastal area between the line drawn from the coordinate (d) to the true west (270º) and bounded by the adjacent Turkish territorial waters.

a) 38° 55' 00" N – 026° 51' 12" E (Bone Nose)

b) 38° 54' 00" N – 026° 50' 21" E (Black Island)
c) 38° 45' 12" N – 026° 51' 24" E
d) 38° 46' 30" N – 026° 51' 24" E

B) Anchorage areas
a) Anchorage area no. 1:The anchorage area of fuel oil ships and military tankers operating on the cabotage line is the sea area formed by the following coordinates.
1) 38º 49' 00" N – 026º 57' 48" D
2) 38º 49' 00" N – 026º 58' 24" D
3) 38º 49' 39" N – 026º 58' 24" D
4) 38º 49' 39" N – 026º 57' 48" D

b) Anchorage area no. 2:The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.
1) 38º 53' 00" N – 026º 59' 30" E
2) 38º 52' 12" N – 026º 59' 30" D
3) 38º 51' 36" N – 026º 57' 48" D
4) 38º 53' 00" N – 026º 57' 48" E

c) Anchorage area no. 3:The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.
1) 38º 53' 00" N – 026º 57' 48" D
2) 38º 53' 00" N – 026º 56' 00" E
3) 38º 51' 36" N – 026º 57' 48" D

ç) Anchorage area no 4:The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.
1) 38º 44' 42" N – 026º 53' 30" D
2) 38º 44' 42" N – 026º 52' 54" D
3) 38º 45' 54" N – 026º 51' 48" D
4) 38º 45' 54" N – 026º 53' 00" D

d) Anchorage area no. 5:The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.
1) 38º 48' 24" N – 026º 52' 18" D
2) 38º 47' 39" N – 026º 52' 30" D
3) 38º 48' 24" N – 026º 53' 42" D
4) 38º 47' 39" N – 026º 54' 12" D

e) Anchorage area no. 6:The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.
1) 38º 49' 06" N – 026º 52' 06" D
2) 38º 48' 24" N – 026º 52' 18" D

3) 38º 49' 06" N – 026º 53' 12" D
4) 38º 48' 24" N – 026º 53' 42" D

f) Anchorage area no. 7:The anchorage area of the ships arriving in the Ship Breaking Zone is the sea area formed by the following coordinates.
1) 38º 51' 24" N – 026º 53' 42" D
2) 38º 51' 03" N – 026º 54' 12" D
3) 38º 50' 39" N – 026º 53' 12" D

13- Emergency response equipment against marine pollution in the port facility

ALIAGA FACILITY MARINE POLLUTION EMERGENCY RESPONSE EQUIPMENT INVENTORY LIST

EQUIPMENT NAME	FEATURES-FEATURES	BRAND	PIECE
Oil Boom (Petrol barrier)	125 meters, Barrier Freeboard = 40 cm. , draft = 70 cm. total height = 110	SEAGULL	2
Oil Boom (Petrol barrier))	100 m	SEAGULL	1
Barrier Drum		SEAGULL	3
Floating Storage Tank	15 m3	SEAGULL	1
Oil Skimmer	Height: 1.21cm / H: 0.45m. / Weight: 52kg. ; DRAFT:0,24M, Pump Rating: 42m3/h ,Oil Recovery Rate: 23 m3/h 3 Pcs Pump Hydraulic Tank, Oil Collection Tank	VIKIOMA	1
Oil Spill Kit	Dust mask, shovel, brush, PVC gloves, boots, safety glasses, boom barrier(18 cm x 300 cm), cloth absorbent(17" x 19"), dust absorber	YOK	3
Sorbent Pad	Dimensions: 50cm x 80cm, Absorption capacity: 15-20 times its own weight		0
Sorbent Barrier	Dimensions: 15cm diameter, 300cm height, Absorption capacity: 15-20 times its own weight	SEAGULL	60
Sorbent Pillow	Dimensions: 50cm x 50cm, Absorption capacity: 15-20 times its own weight	SEAGULL	70
Sorbent Particulate	Suction capacity of 1 kg is 13 lt in 2 kg packages	SEAGULL	88
Barrier Fixing Anchor and Chain	Nope	YOK	7
float	100 Lt PE Malzeme Silindirik	YOK	8
Boot		POLLY BOOT	15

Life vest	GAZLİFE JACKET	LAZİZAS	5
Life vest		MARTEK	11
Spreading Network	4 KG 'lık	SÜPER	2
Helmet			7
Raincoat	Blue color		12
Raincoat	Greeb color		8
Disposable Coverall		EPOTECH	24
PVC Gloves		ACTİFRESH	10
Stretcher	Wooden and Canvas Stretcher		2
Contaminated Animal Removal Blanket			1
Animal Wash Tub	500 Lt'lik		1
Stretcher			

15- Personal protective equipment (PPE) usage map

The use of PPE is mandatory in the entire port area. Antistatic shoes, hard hat, goggles and fireproof overalls are mandatory.

16 Dangerous Goods Incidents Notification Form

Hazardous Substance Incidents Notification Form

Issue number- Date			
Company / Institution			
Sender		CONTACT INFORMATION	
as required			

PORT FACILITY "DANGEROUS GOODS EVENT NOTIFICATION" DATE:
1. When the accident occurred,
2. If the accident is known, how it occurred and the reason,
3. The place where the accident occurred (coastal facility and/or ship), its position and area of influence, ç) Information (name, flag, IMO number, owner, operator, cargo, if any) of the ship involved in the accident. and amount, captain's name and similar information),
4. Meteorological conditions,
5. UN number of the dangerous substance, proper transport name (based on the legislation specified in the definition of dangerous substance) and amount, Hazard class of the dangerous substance or sub-hazard division, if any, Packing group of the dangerous substance, if any,

Additional risks of the dangerous substance, such as marine pollutants, if any, Sign and label details of the dangerous substance, The characteristics and number of the package, cargo transport unit and tanker in which the dangerous substance is transported, Manufacturer, sender, carrier and receiver of dangerous goods
6. The extent of the damage/pollution,,
7. Number of dead and injured in the accident (if any),
8. How the accident was intervened,
9. From which organizations help is requested,
10. Other ships or neighboring facilities that may be affected by the accident,
FORM PREPARED BY: Name and surname : Mission: Signature :

17- Notification form for inspection results of cargo transport units (CTUs) carrying dangerous goods

Not applicable

18- Other required annexes