ALTINBAŞ PETROL VE TİCARET A.Ş.

ALPET SAMSUN FILLING AND STORAGE FACILITY

DANGEROUS CARGO HANDLING GUIDE

PREPARATION DATE:16.06.2022

HAKAN DENIZ

Revision Page

SEQ ID	Rev. No	Content of the revision	Revision Date	Revision Maker	
				Name and Surname	Signature
1					
2	02	Ek-13 Sea coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points	28.04.2023	Fevzi ÇAKIR	
3	03	-Add.-3 Emergency Contact Points and Contact Information -Changes terminal Information Form	02.04.2025	Fevzi ÇAKIR	
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Contents

Definitions and Abbreviations

a)Packaging: The transport container in which the dangerous cargo is placed, as defined in IMDG Code Chapter 6.
b) Ministry: Ministry of Transport and Infrastructure
c) BLU Manual: Loading and Loading Solid Bulk Cargoes for Terminal Agents Evacuation Manual (IMO MSC/Circ.1160)
ç) BLU Code: Code of Practice for Safe Loading and Unloading of Bulk Carriers
d) CSS Code: Safe Practice Code for Load Stacking and Safety
e) CTU Code: Code of Practice for Packing Freight Transport Units
f) Bulk Cargo: Substances in solid, liquid and gaseous state that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, intended to be transported directly without containment
g) Handling: Loading and unloading, stacking, sorting, relocating, loading and unloading of dangerous goods from the cargo transport unit, changing or repairing the cargo transport units and their packages, and similar operations for transportation
ğ) Temporary storage: Temporary storage of dangerous goods subject to transport at the coastal facility
h) Ship: Within the scope of legislation or international agreements to which we are a party.
Ships
I) IBC Code: Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
About International Code
i) IGC Code: International Code for the Construction and Equipment of Ships Carrying Bulk Liquefied Gases
j) IMDG Code: International Code for Dangerous Goods Transported by Sea
k) IMO: International Maritime Organization
l) IMSBC Code: International Maritime Solid Bulk Cargo Code
m) ISGOTT: International Safety Guidelines for Oil Tankers and Terminals
n) ISPS Code: International Ship and Port Facility Security Code
o) Administration: General Directorate of Maritime Affairs
ö) Enclosed area: Temporarily or permanently all or half of all side surfaces, except for entryways (doors, windows, manholes, etc.) The area where the excessively closed entry-exit is restricted and where the dangerous cargo is/will be found
p) Accident: Incident or chain of events that have harmful consequences such as death, injury, material damage and environmental pollution during the transportation of dangerous goods by sea or their handling and/or temporary storage in coastal facilities, originating from dangerous goods or involving dangerous cargoes
r) Coastal facility: Port, dock, pier, berth, fuel oil, liquefied gas or chemical where ships or sea vehicles can safely take their cargo or shelter, including temporary storage areas located on the sea side of the shore edge line defined in the Coastal Law No. 3621. pipeline and buoy system or dolfen/platform
s) Coastal facility operator: Real persons, public law and private law legal entities operating the coastal facility by obtaining permission from the Ministry
ş) Coastal Facility Dangerous Goods Conformity Certificate (TYUB): The document that must be obtained by the coastal facilities that handle dangerous goods in packages or in bulk, issued by the Administration

t) Container: Cargo transport equipment that is certified in accordance with the applicable standards within the scope of the International Convention on Safe Containers (CSC Convention)

u) Coordinating expert: Maritime Survey Engineer, Maritime Expert, Assistant Maritime Expert or Engineer determined by the Administration on PIU applications and other matters related to dangerous cargoes

ü) MARPOL: International Convention for the Prevention of Pollution of the Seas by Ships

v) NDK: Nuclear Regulatory Authority

y) Hot work: Using open flames and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding, or any work involving heat, radiating or sparking

z) dangerous cargo;

1) Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1,

2) Packaged goods and objects given in IMDG Code Chapter 3,

3) Among the cargoes given in IMSBC Code Attachment 1, the bulk cargoes with "B" and "A and B" inscriptions in the group box in the characteristic table,

4) Liquid substances with the phrase "S" or "S/P" in the "d" column titled "hazards" of the table given in Chapter 17 of the IBC Code,

5) Gaseous substances given in IGC Code Chapter 19,

aa) Dangerous Cargo Inspection Commission: A commission consisting of three people responsible for conducting PIU inspections,

bb) TMGD: Dangerous goods safety consultants authorized by the Ministry within the scope of the IMDG Code,

cc) TMGDK: Dangerous Goods Safety Consultancy Institution authorized by the Ministry,

çç) TMMOB: Union of Chambers of Turkish Engineers and Architects,

dd) Loading safety: Safe tying and stacking of the cargo transport unit or cargo loaded in the ship's hold or on the ship's deck, and the safe binding and stacking of the loads to be loaded in the cargo transport unit,

ee) Cargo transport unit (CTU): It is designed and produced for the transport of packaged or bulk dangerous goods; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container,

ff) TÜRKAK: Turkish Accreditation Agency,

gg) Regulation: Refers to the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety published in the Official Gazette dated 14/11/2021 and numbered 31659.

INTRODUCTION

The facility started its operations in 2005. It operates on an area of 29,858,81m2.In the terminal, diesel and gasoline final products are stored and filled.There are SADAS and KALELİ BESTOIL facilities as the terminal border neighbors.

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

Safety of life at sea is also related to the safety and protection of a ship, its cargoes and crew at the coastal facility, and the precautions taken regarding dangerous cargoes before they are directly loaded/discharged and during handling.

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

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.

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.

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.

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

FACILITY INFORMATION FORM

1	Facility operator name/title	Altınbaş Petrol ve Tic. Inc.		
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Esentepe mah.Büyükdere Cad.Levent 199 No:199 İç Kapı No:58 Şişli/İSTANBUL Tel:0212 463 60 00 Fax:0212 465 38 05 www.alpet.com.tr		
3	Facility name	Alpet Samsun Fuel Storage and Filling Facilities		
4	City where the facility is located	Samsun		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Kirazlik mah.705 St. No:1 Tekkekoy / Samsun Tel:0362 266 7400 Fax:0362 266 65 27 e-mail: hakan.deniz@alpet.com.tr		
6	Geographical region of the facility	Black Sea Region - Central Black Sea Region		
7	Port Authority and contact details of the facility	Samsun Regional Port Authority Tel:+90 362 435 90 13 e-mail: samsun.liman@uab.gov.tr web:www.samsunliman.gov.tr		
8	Mayor's Office and contact details of the facility	Tekkeköy Municipality Address:19 Mayis Mah. Ataturk boulevard No:342 Tekkeköy/ SAMSUN Tel:+90 362 256 03 24 Fax:+90 362 256 48 01		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	Freetrade Area		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	21.11.2025		
11	Facility activity status	Own load and 3 additional persons (x)	Own Burden	3rd Party
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Hakan DENIZ Phone:0362 266 7400 Fax:0362 266 65 27 Mobil:0 530 542 93 89 Hakan.deniz@alpet.com.tr		

13	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Fevzi Çakır Phone: 0362 266 7400 Faks:0362 266 65 27 Mobil:0 531 370 66 34 Fevzi.cakir@alpet.com.tr
14	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail)	Elif Kaplan Phone:0535 360 53 26 Email:elif@tmgddanismanlik.com
15	Marine coordinates of the facility	1-N 41^0 15' 39'' E 036^0 24' 33 '' 2-N 41^0 15' 43'' E 036^0 24' 38 '' 3-N 41^0 15' 49'' E 036^0 24' 30
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, asphalt/bitumen and scrap loads)	UN 1202 Diesel Oil UN 1203 Gasoline is taken by road MARPOL Annex-1
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)	-
18	Classes for cargo handled, subject to IMDG Code	-
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)	1 km
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	The railway passes in front of the facility.
23	Name of the nearest airport and its distance from the facility (kilometers)	Samsun Carsamba Airport 17 km
24	Load handling capacity of the facility (Ton/Year;TEU/Year;Vehicle/Year)	419,461 Mt- Diesel 31,601 Mt-Gasoline
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	Transfer Pump 400 cbm/h 1 pc Transfer Pump 150 cbm/h 1 pc
29	Storage tank capacity (m3)	44,771 m3

30	Open storage area (m2)	-
31	Semi-closed storage area (m2)	no
32	Closed storage area (m2)	542 m2
33	Determined fumigation and/or de-fumigation area (m2)	no
34	Name/title contact details of pilotage and tugboat services provider	Med Marine Pilotage and Tugboat Services Construction Industry and Trade Inc. Mobile:0 530 396 19 04 Tel: 0 212 311 18 00
35	Has a Security Plan been created? (Yes No)	A security plan is available under ISPS.
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	N/A
37	Dock/pier etc. properties of fields	

	Dock / Pier No	Height (meter)	Most (metre)	Maximum water depth (meters)	Minimum water depth (meters)	Largest Ship Tonnage and Length DWT/GRET/Meter
	Buoy			16 meters	16 meters	25000 DWT

No	Pipeline Name (If Available)	Number (piece)	Length (meter)	Diameter of (inch)
1	12'' SEALINE	1 pc	1603	12
2	14'' SEALINE	1 pc	1603	14
3	16'' SEALINE	1 pc	1603	16

1.2 Handling/Unloading, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the port facility

1.2.1General

1.2.1.1 UN 1202 diesel oil is handled at the facility. Gasoline and bioethanol are taken by road.

1.2.1.2 The following issues shall be fulfilled in terms of the safety of the coastal facility, employees and ships in the coastal facility in matters such as handling of dangerous goods coming to the coastal facility, keeping them temporarily at the coastal facility, stacking and sorting, and storage.

1.2.1.2.1 A coordination meeting will be held at least 1 day before the acceptance of different dangerous goods to the coastal facility, and the participation of Operation, Site planning, HSE, TMGD and other relevant persons will be ensured at 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 cargoes present in the coastal facility,
3. Interaction with the cargoes planned to be accepted to the coastal facility in the near future,
4.Stock conditions
5. Separation conditions
6. Material and equipment needs in terms of Emergency Response
7. Adequacy of Emergency Response teams
8. Interaction with/from neighboring facilities

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 has been made in the meeting to accept the dangerous cargo, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is started.

1.2.1.2.4 In case of 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 Operation Procedure for Safe Handling of Dangerous Liquid Bulk Cargoes

1.3.1 Application

1.3.1.1 In our Shore Facility, UN 1202 diesel dangerous liquid bulk cargoes within the scope of Marpol Annex-1 are handled with buoys.

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 ship.Tanks are prevented from overflowing and in case of danger, the ship's personnel is informed and the line is cut off.

1.3.2 Requirement

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

1.3.2.2 All kinds of vehicles coming to the filling/discharging platform at the coastal facility are completely free of static electricity, flame arrester apparatuses are attached to their exhausts and grounded.Flame arresters are provided by the land tanker operator.Land tankers that are not flame-retardant are not admitted to the Shore Facility.This feature is not sought for tankers in ADR standards.

1.3.2.3 Necessary warnings, 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 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 Sufficient 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 in a way to eliminate the possibility of dangerous reaction with other incompatible cargoes and materials.

1.3.2.10 The Shift Supervisor is responsible for the additional safety and security measures to be taken at the coastal facility.

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 necessary.

1.3.2.12.1 By the master of the ship;

1.3.2.12.1.1 Proper shipping name, UN number (if any) and description of its physical and chemical properties (including reactivity) of the dangerous cargo.

1.3.2.12.1.2 Procedures for load transfer, slop transfer, degassing, inerting, ballasting, ballast discharge and tank cleaning.

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,
- Fire fighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.

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

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 It is not used for loads other than those for which it is suitable, considering the temperature and suitability of this type of load.

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 shall ensure the continuity of the electrical conductivity of the pipes concerned, 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 buoy earthing system.

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,

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

1.3.4.3 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 captain is informed of the conditions that may necessitate taking precautions regarding ignition sources such as 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 The suitability of the number, diameter, flow rate and maximum working pressures of the lines and hoses that the ship and the terminal can allocate for discharge;
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 sealed blanked when not in use or in standby service.

1.3.9Pumping

1.3.9.1 Ship 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 pipes, flexible hoses and connected equipment on board and on shore, and adequate supervision is exercised 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.

1.3.10Preparation of pre-evacuation meetings with the ship, 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 Original "Bill Of Lading", "AT.R1 Certificate" documents received from the ship are delivered to the Customs Broker in return for a report.
1.3.10.5 The preparatory letter issued by the ship is examined and signed by specifying the required 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 No waste is 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.
1.3.10.11 Dangerous cargo handling guide (tyer) information is shared with the ship captain for information about the port and emergency departure procedures.

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.

1.3.12Completion 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:
1.3.12.2 Before 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 the 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 on the ship and on the shore facility are cooled gradually and evenly 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 RESPONSIBILITY

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

2.1 Responsibilities of the cargo person

2.1.2 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.

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

2.1.4 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 It does not berth the ships carrying dangerous goods 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 characteristics of the dangerous cargo by taking occupational safety measures at the coastal facility.
2.2.11 Carries out activities related to dangerous goods 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's person

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 Dangerous Goods Safety Advisor responsibilities

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 of equipment used in the 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,

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

2.5.4.11 Appropriateness of the measures taken to be prepared for 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 possibility, 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 goods,

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

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

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

2.5.4.21 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 and Loading Safety of the coastal facilities they serve or serve, and notify this report to the Administration.

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

2.5.4.23 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 on dangerous goods handling and/or temporary storage.

2.6 3rd parties operating in the port facility, cargo/ship agency etc. Responsibilities

2.6.1 Having the personnel who will work at the Coastal Facility receive the training specified in the Administration's circular numbered 56617 dated 26 July 2019,

2.6.2 To act in accordance with the rules specified in the IMDG Code in the Coastal Facility,

2.6.3 To act in accordance with the Dangerous Goods Handling Guide created by the coastal facility and the procedures regarding dangerous goods,

2.6.4 When detecting any nonconformity in the handling, transportation and storage of dangerous goods in the Coastal Facility, to report the situation to the facility authorities,

2.6.5 Submit the (SDS) Form, which is an important part of the work to eliminate the Occupational Health and Occupational Safety risks that may occur during the use and storage of dangerous goods, and which is prepared to inform the user accurately and adequately, containing the dangers and risks of the relevant dangerous goods and other information, to the coastal facility management. and send it to the Administration.

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

The rules and precautions outlined in this section are the same as in chapters 1,4,6,7,8,9,10 of this guide.Chapters, Hazardous Material Emergency Plan and Accident Prevention Policy are detailed.Infrastructural requirements are provided by our Shore Facility.

3.1 The rules and measures to be followed and applied at the port facility are as follows.

3.1.1 Berthing

3.1.1.1 Port facility operations officers ensure that:

3.1.1.2 Provides adequate and safe access between the ship and shore

3.1.2Review

3.1.2.1 Ensure that the Discharge/Loading ship circuits and shore tanks are properly inspected and that the cargo transport units are regularly inspected for leaks or damage.

3.1.2.2 Ensures that no one opens or interferes with any dangerous cargo tank-container, mobile tank or vehicle (tanker) without a reasonable reason.When a tank-container, mobile tank or vehicle (tanker) is opened by a person authorized to inspect, it is ensured that the person concerned is aware of the possible dangers arising from the presence of dangerous cargoes.

3.1.2.3 Power operated or non-powered equipment used in handling and stacking operations is checked and inspected prior to use to ensure that they are maintained in accordance with the manufacturer's maintenance instructions, are in good working condition and are of appropriate standards.

3.1.3 Safe loading and parsing

3.1.3.1 At least one responsible person who has sufficient knowledge about transportation and national or international legal requirements for the transportation of dangerous goods, including the separation of incompatible cargoes, is appointed.

3.1.3.2 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, unloading preparations will be allowed, minimizing the risk of accidents.Personnel are also provided with information about dangerous goods in transit.This information is repeated before each operation and shift change.

3.1.3.3 The master and the work leader at the terminal will make sure that the personnel in their area of responsibility are safe and that their protective equipment is provided.

3.1.3.4 The captain and the work 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.

3.1.3.6 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.

3.1.3.7 The terminal responsible and the Captain will make sure that the areas where dangerous goods are handled are adequately illuminated.

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

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

3.1.3.10 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.

3.1.4 Emergency actions

3.1.5 Port facility managers;

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

3.1.5.1.1 providing appropriate 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 The "Medical First Aid Guide (MFAG)" in the IMDG Code annex is used in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes.

3.1.5.2.2 "Emergency Plans (EmS)" in the IMDG Code annex is used for emergency situations 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, classes or, where assigned, division of goods, Class 1, compatibility group letter, sub-hazard classes (if assigned) packing group (if assigned) and provides a list of all dangerous goods in warehouses and other areas, including the exact location kept ready for emergency services.

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 Ensures that the person responsible for cargo loading operations containing dangerous cargo has the necessary information about the measures to be taken to handle the accidents related to dangerous cargoes and that this information is available for use in emergency situations.

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 Ensure that:

3.1.7.1.1 Whereas the berth at the interface where ships dock 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 Ensure that all areas used for the transport of dangerous goods are kept clean and tidy.

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

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

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.

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

3.1.7.8 The Port Operator should 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.

3.1.7.9 Ensure that electrical appliances plugged into portable plugs with extension cords are not used in areas or places that can create a flammable atmosphere.

3.1.7.10 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.

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

3.1.8Fire 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

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

3.1.9.1.2 Dangerous goods spilled on the buoy shall not be thrown into the sea by sweeping or washing.The buoys are surrounded by borders in a way to prevent the said loads from going to the sea with the rain water.Rain water accumulating in the area surrounded by the border and possible spillage liquids are collected in the collection pit by means of the collection pipe.

3.1.9.1.3 Takes necessary precautions to prevent spillage of cargo from the ship or buoy into the sea during the loading and unloading of liquid bulk cargoes from the ship.

3.1.9.1.4 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 A contract has been signed with SEAGULL company for Emergency response within the scope of Law and Implementation Legislation on Emergency Response and Regulation of Damages in the Pollution of the Marine Environment with Oil and Other Harmful Substances No. 5312.

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.

3.1.11Reporting 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.

3.1.11.2 If an accident occurs during the transportation of dangerous goods that may endanger the safety and security of the port, the ships in the port, other property, the environment or the persons responsible for transportation, the situation shall be reported to the port administration immediately.

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 the main engine and auxiliary navigation devices ready at any time.

3.1.13Alcohol and drug use

3.1.13.1 Controls the non-participation of a person under the influence of alcohol or drugs in an operation involving the handling of dangerous goods within its area of responsibility.

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

3.1.14Protective equipment

3.1.14.1 All personnel involved in the handling of dangerous goods within their area of responsibility are provided with adequate protective equipment when necessary.

3.1.15Weather conditions

3.1.15.1 It does not allow dangerous goods to be transported in weather conditions that can increase the risk significantly within its area of responsibility.

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 He/she makes sure that the areas and entrances where dangerous goods are handled and prepared for handling are adequately illuminated within the scope of his/her responsibility.

3.1.17 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

3.1.20 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.

3.1.21 Training

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

4.1. Classes of dangerous goods.

Class 3 (UN 1202 and UN 1203) dangerous goods are handled and stored in the terminal.

Class 1:explosives

Class 1.1:Substances and articles with a mass explosion hazard

Class 1.2:Substances and articles with a blast hazard but not a mass explosion hazard

Class 1.3 Substances and articles with a fire hazard or a minor explosion hazard or a minor blast hazard or both, but not a mass explosion hazard

Class 1.4:Substances and articles with a low explosion hazard

Class 1.5:Insensitive substances which present a mass explosion hazard but which, under normal conditions of transport, have a very low probability of initiation or transition from combustion to detonation.

Class 1.6:Extremely low sensitivity objects that do not have a mass explosion hazard.

Class 2 :gases

Class 2.1 Compressed gas:Substances that are completely gaseous at -50 °C when packaged under pressure for transport;All gases with critical temperatures equal to or lower than -50 °C are included in this category.

Class 2.2 Liquefied gas:Gas that is partially liquid at temperatures above -50°C when packaged under pressure for transport. non-toxic gases are gases not included in classes 2.1 and 2.3 with a pressure content of 280 kPa (40.6 psia) at 20°C (68°F).

Class 2.3 Refrigerated liquefied gas:Gas that has been partially liquefied due to its low temperature when packaged for transport.Known to be harmful to human health and creating a health hazard during transport.

Class 3 :flammable liquids

Class 3 flammable liquids include substances and articles containing:

- has a vapor pressure of not more than 300 kPa (3 bar) at 50 °C and is not completely gaseous at 20 °C and standard pressure of 101.3 kPa;

- Flash points are not more than 60 °C.

Class 4 :Combustible Solids

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

Class 5 :Oxidizing Agents and Organic Peroxides

Class 5. 1 Oxidizing (oxidizing) substances

Class 5.2 Organic Peroxides

Class 6:Toxic and Infectious Substances

Class 6.1 Toxic substances

Class 6.2 Infectious substances

Class 7:radioactive material

Class 8:Corrosive (Corrosive) Substances

Class 9:Miscellaneous dangerous substances and objects

4.2. Packages and packages of dangerous goods

Dangerous goods are not packaged at 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.There are labels on the dangerous cargo stored on the tank surface where everyone can see it.

4.3.2. Vehicle Marking and Placards

The signs, labels and/or plaques on the products are all communication channels for the user.

These communication channels tell the user about the shipment or product features.The IMDG Code provides clear procedures for prior notification, markings, labels and documentation (manuals, electronic computing or electronic information exchange techniques, and placarding), as well as authorizing shipments.

The Code clearly states that no person may carry out dangerous goods unless the goods are properly marked, labeled, plated and certified.Carriers of dangerous goods must clearly indicate the UN Number and proper shipping name on the cargo.In the case of the presence of marine pollutants, the word "marine pollutant" must be included in the document accompanying the shipment.This requirement is particularly important in the event of an accident involving these goods in order to determine the necessary emergency procedures to deal with the situation appropriately.In the case of the presence of marine pollutants, the master of the ship must comply with the requirements of MARPOL 73/78.

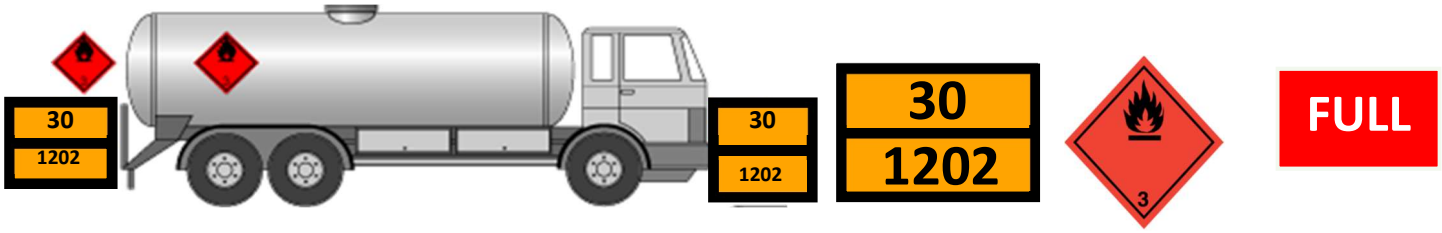
The IMDG Code states that all "cargo handling units" containing dangerous goods must be placarded.In this context, freight transport units are containers, containers for liquids, tank vehicles, land goods transport vehicles, railway wagons with water tanks, goods tanks shipped for intermodal transport.The banners have the same shape, color and symbols as labels, but their dimensions are 25 x 25 cm.Containers carrying dangerous goods over 4000 kilograms and all liquid and gas tanks must have a "United Nations number".The UN number is a four-digit number assigned by the United Nations for all goods identified and classified as dangerous.

Containers carrying dangerous goods must have at least one plaque on each side and one at each end of the unit (that is, on all four sides).

Rail cars must be plated on at least both sides.

Freight containers, trailers and portable tanks must be plated on all four sides

Road Vehicles must have appropriate plaques on both the rear and both sides.



Tankers Carrying Dangerous Goods

4.4 Signs and packing groups of dangerous goods.

Packing Groups, Classification Criteria

The risks presented by dangerous goods in maritime transport are associated with their packaging, so the packaging must be safe, well designed, manufactured and in good condition.Injuries are unlikely due to this load, but if the load is damaged it is possible to release hazardous materials or their vapors.

Packages/containers must comply with the following requirements:

It should not be affected by the load it carries.

It must be strong enough to withstand the rough handling and risks associated with sea shipping.

It must be able to withstand rain, wind and sea water.

It should be usable and sufficient for the loads they carry.

It must be in good condition.

It must be properly branded, labeled and marked.

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

UN Packaging and Approval Mark

Most packages are also required to bear the UN packaging approval mark, confirming that the packaging has been tested and certified in accordance with relevant United Nations performance standards.

4.5. Separation tables on the ship and in the port according to the classes of dangerous goods.

One of the most important aspects of the transport of dangerous goods is the stacking and separate storage of the cargo.Hazardous materials should not be stored together with materials that may interact and cause danger.Incompatible dangerous goods must be placed separately from each other during transport and storage.Improper stacking of dangerous goods can cause toxic fumes, fire, spillage and deterioration of product quality.For this reason, IMDG Code;He outlined the rules on stowing and segregated storage in Chapter 7 of Volume 1 entitled 'Rules for Handling Operations'.

In the table below, the separation table according to other dangerous substances is given.

CLASS	1.1 1.2 1.5	1.3 1.6															
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	x
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	x
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	x	4	2	2	x
Combustible gases 2.1	4	4	2	x	x	x	2	1	2	x	2	2	x	4	2	1	x
Toxic and non-flammable gases 2.2	2	2	1	x	x	x	1	x	1	x	x	1	x	2	1	x	x
Toxic gases 2.3	2	2	1	x	x	x	2	x	2	x	x	2	x	2	1	x	x
flammable liquids 3	4	4	2	2	1	2	x	x	2	1	2	2	x	3	2	x	x
flammable solids (Self-reactive substances and desensitized solids)	4	3	2	1	x	x	x	x	1	x	1	2	x	3	2	1	x
Substances prone to sudden explosion 4.2	4	3	2	2	1	2	2	1	x	1	2	2	1	3	2	1	x
Substances which, in contact with water, emit flammable gases	4	4	2	x	x	x	1	x	1	x	2	2	x	2	2	1	x
Substances that cause oxidation (active substances) 5.1	4	4	2	2	x	x	2	1	2	2	x	2	1	3	1	2	x
Organic peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	x	1	3	2	2	x
Toxic substances 6.1	2	2	x	x	x	x	x	x	1	x	1	1	x	1	x	x	x
Infectious substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	x	3	3	x
radioactive material 7	2	2	2	2	1	1	2	2	2	2	1	2	x	3	x	2	x
Corrosive substances 8	4	2	2	1	x	x	x	1	1	1	2	2	x	3	2	x	x
Various dangerous goods 9 and pens	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

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

1 – “Keep away”;

2 – “Must leave”;

3 – “Separated by an entire compartment or partition”;

3 – “It must be separated longitudinally by means of a compartment or partition that passes through” X – The Dangerous Goods List should be consulted to verify whether there are special segregation provisions.

Considering the compatibility of dangerous goods with other cargo types, the IMDG Code provides a method by which they can be safely stacked and possible damage can be prevented in case of an accident.How the dangerous goods are safely stacked on the ship is the sole responsibility of the Ship Planner.Port Terminals are not responsible for the plan to stow dangerous goods on board.It is not related to the planning of stowage of dangerous goods on board;It is only responsible for stowing the cargo in the position specified in the ship plan provided by the Cargo Line through the relevant authorities.

4.6. Separation distances and separation terms of 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, segregation 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 safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods day and night.

6.1.1 Ships arriving at its terminal are berthing and can berth at our buoy in the ship's port, day or night. Guiding a ship with any dangerous cargo on its deck where and when to anchor, moor, berth and stay in the port area, taking into account the nature and amount of dangerous cargoes, environment, population and weather conditions. is the responsibility of the presidency.

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

6.1.3 It is the responsibility of the port authority to determine any additional requirements in accordance with the local conditions and the amount and nature of the dangerous cargoes exposed.

6.1.4 Port facility operators should ensure that:

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

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

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, port foreman, technicians and tethered ships are informed.
- According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.
- In heavy rainy weather, filling / unloading activities are suspended, taking into account personnel safety.
- Loading and unloading operations are suspended in case of storms, sudden strong winds and lightning strikes.
- In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.
- The relevant procedures are specified in the ship-shore checklist.
- In the event that the ship under operation leaves the pier for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

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

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

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

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;and

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 our buoys during the berthing/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.

7. DOCUMENTATION, CONTROL AND REGISTRATION

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

Documents related to dangerous goods are recorded at the facility according to the Ship Berthing Procedure.The documents are checked by the authorities and revised when there is a change related to the relevant process.

The current program is kept up-to-date and controls are made by making use of elements such as the control reminder mechanism, internal audits, and external audits.In particular, material safety data sheets for all dangerous substances kept in the terminal are also registered on this system.

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

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 specified in the EMRA Storage License can also be stored.

In accordance with EMRA and Customs Regulations, there are systems that show the level of the products in all tanks and an automation system where the amounts can be shared with EMRA and the Customs Directorate.Thanks to this automation system, the amount of product transfer operations made from or to the tanks can be automatically viewed on the automation system computers.

It records tank stock movements, transfer transactions and other tank operation processes with the CPM program, which is called the CPM operating system, where facility stock records are tracked.Apart from this, transfer processes, whether tanks opened for sale, are documented with appropriate methods.

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

Systematic records of dangerous goods, which constitute our main field of activity, are followed at the terminal via CPM and electronic radar system.

The CPM system is an ERP program that consists of a chain of data entered not only by the terminal but also by the relevant units as soon as the dangerous cargo is received from the exit area.All details such as which product it is, how much it is, which method of shipment it comes with, its receipt in tanks, purchase quantities, transfer quantities, the analysis report of the product on which day it is sold, and what specific values it has are available in the system.

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

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

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

This scope Safety data sheets are appropriately provided and recorded.These safety data sheets are kept in print and accessible to all personnel.

7.5 Procedures for keeping records and statistics of dangerous goods.

Systemic records of Diesel and Gasoline in the dangerous product group at the terminal are made through the CPM system.These registration processes are carried out as a result of the following procedures.Reporting and statistical data can be received as computer data via CPM and electronic radar system whenever required.

7.6 Information on the Quality Management System

Altınbaş Petrol ve Tic.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 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 glass or metal fragments.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 1200m3 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 line goes to the electric pumps independently 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.Terminal has 1500litres capacity foam tank.

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 once a year.

Within the scope of combating spills at 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.

The list of people to call in an emergency is given below. The emergency telephone in the terminal is +90 362 266 74 00.

NUMBERS TO CALL IN TERMINAL AND OUT OF THE FACILITY

Terminal Manager	Phone:+90 362 266 74 00
Samsun Port Authority	Phone:+90 362 435 90 13
Samsun Provincial Directorate of Environment and Urbanization	Phone:+90 362 230 80 40
Samsun BB Directorate of Environmental Protection	Phone :+90 362 431 60 90
Tekkekoy District Police Department	Phone:+90 362 256 04 88
Samsun Governorship	Phone:+90 362 431 64 75
Samsun Customs Directorate	Phone:+90 362 420 06 70
Pilotage Services	Phone:+90 362 256 08 50
Marine Cleaning Company	Phone:+90 216 458 59 00
Emergency (Fire/Ambulance)	112
Samsun AFAD	Phone: +90 0362 312 23 23

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 once a year ISPS Code exercise, 2 times a sea spill exercise, 1 time a land rash exercise, 1 earthquake drill and 1 fire drill are organized.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

All accidents related to Dangerous Goods primarily coordinated with the Regional Port Authority. Regional Port Authority support and support with the Provincial / District Fire Brigade, AFAD and the aid units of neighboring facilities cooperation is achieved. In case of a fire, the local fire department is informed and the fire crew intervenes until the fire crews arrive.In emergencies arising from sabotage and terrorist activities, coordination 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 emergency removal of ships and vessels from shore facility.

There is an emergency evacuation plan in the terminal and it has been approved by Samsun Regional Port Authority. The facility has signed a protocol with Medmarine company for emergency ship evacuations.

Emergency Conditions

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

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

Emergency Departure Preparation Process

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

The master of the ship and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the Port Authority as soon as possible.Considering the severity of the emergency, if it can be done, a representative from the Port Authority or the Harbor Master, Port Manager/Operation Officer, Ship Captain, Maritime Pilot will agree on the time and manner of the separation before the emergency separation process is initiated.

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

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

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

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

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

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

Emergency Departure

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

A close coordination and cooperation is required between the Port Facility, Ship and Port Authority at each stage.

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

CAUTION !

APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST REMEDY

SHOULD BE CONSIDERED AND THE SEPARATION HOOKS MUST NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS Fulfilled.

After Emergency Departure

1. Declaring and making a decision about the place to be towed and taken to the ship after the separation process.
2. Transfer/mooring of the ship to the allocated area accompanied by tugboats or with its own machinery
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
5. Sharing the negativities, if any, that occurred during the emergency departure
6. Agreement between the pilotage and tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/evacuation.
7. Towing the ship away from the facility and to a safe point, by tugboats with sufficient towing power and number equipped to fight fire according to weather and sea conditions.

8.8 Procedures for 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 work heads.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

Firefighting 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 In order to prevent algae and sludge formed at the bottom or sides of the tank from creating a hazard during a fire, it should be emptied and cleaned at least once a year.During the emptying of the pools, the suction valve, check valve 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 As a result of the annual checks to be made, if necessary, 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 shaft seal 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 the 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 than normal current due to inrush current at the first moment of operation.When all pumps start working at the same time, due to the high current to be drawn, disjunctors may trip or major malfunctions may occur in the diesel generator.For this reason, the time relays that regulate the transition from star to delta in the protective switches that drive the pump motors should be adjusted according to the number of pumps and the amount of pumps to be activated at the same time, according to different and appropriate time intervals, and the pumps should be activated sequentially.

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 is pumped back into the pool while passing through these inoperative pumps and suction pipes.This fault, which restricts the required water flow in the event of a fire, must be eliminated.If a rotation is observed in the couplings of some of the non-operating pumps during the operation of some pumps, it should be considered as an indication of the presence of the above-described fault in these pumps.

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 a 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 tightened enough.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, rusted parts must be painted, 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 available in plant warehouses for malfunction, control or maintenance.For the above-mentioned purposes, spares should be put in place of the extinguishers taken from their place in order.

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

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 Frost 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 cases where fire protection systems do not work

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

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, which is designed and produced in a way that will allow the user to easily stand in the right position and stay in place during the foreseen usage period, will be used, taking into account the movements to be made during the work and the postures of the body.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 the “personal protective equipment regulation” and “the regulation on the use of personal protective equipment in workplaces”.

9.3 Confined Space Entry Permit Precautions and Procedures.

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

Entry 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, a hot work permit must also be obtained.

Before entering any closed area, the LEL level and oxygen content of the flammable gas in the closed volume should be measured and these values should be written on the form.If no entry is made within one hour of the form being processed, the measurement must 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 during indoor entrances in our facility.Relevant forms are kept for a maximum of three years.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

TMUB was organized by the TR Ministry of Transport and Infrastructure, General Directorate of Transport and Maritime Affairs, until the end of the coastal facility operation permit on 30.10.2017.

10.2 Tasks defined for Dangerous Goods Safety Advisor

As in section 2.4

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

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. Issues for those carrying dangerous goods that will arrive/leave the coastal facility by sea

- 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

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.

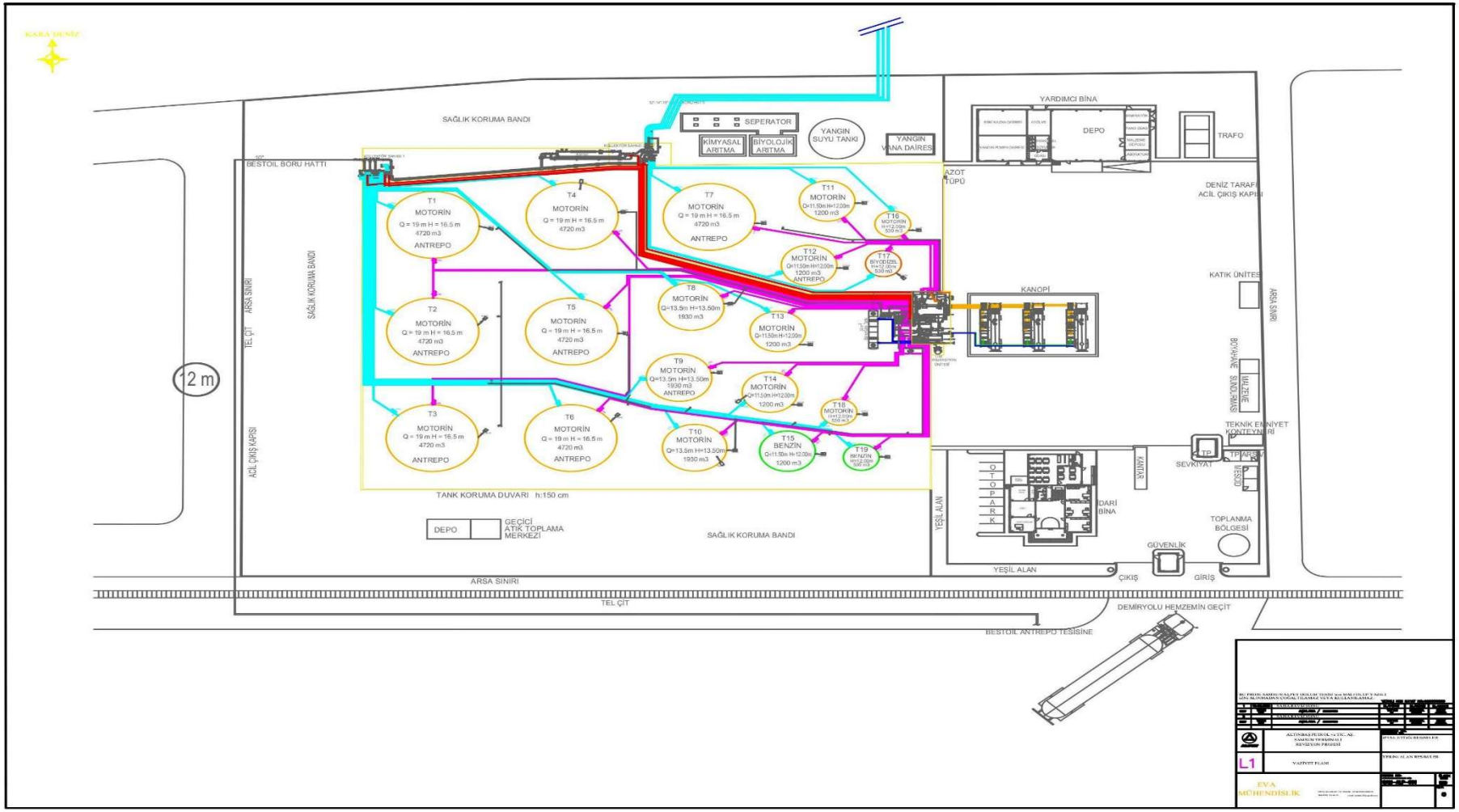
- Notifies the port authority of the dangerous cargo accidents that occur on the ship.

- 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 site plan of the coastal facility



2- General view photos of the coastal facility

3- Emergency Contact Points and Contact Information

HABERLEŞME LİSTESİ

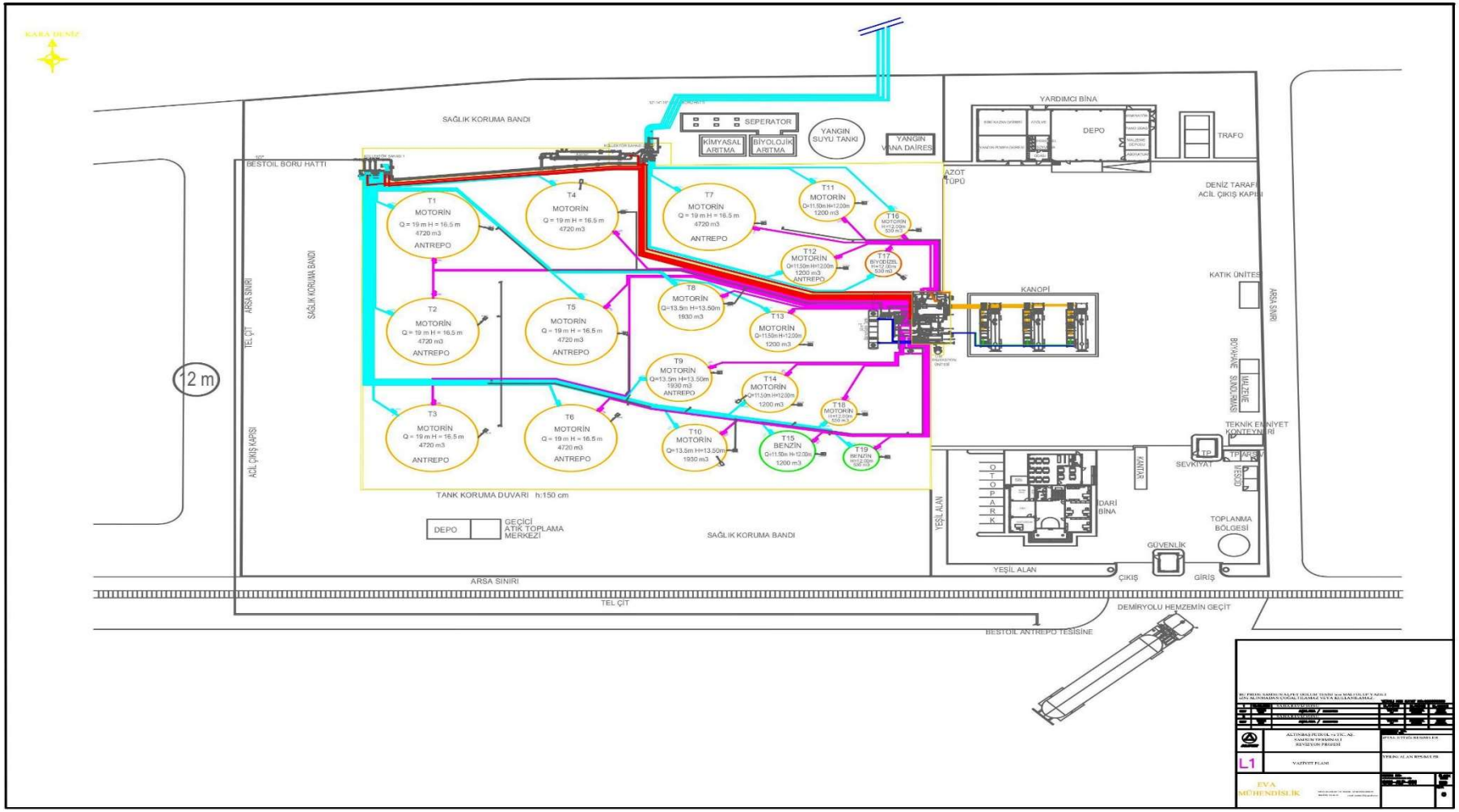
SAMSUN

	Birim	Telefon
SAĞLIK	Ambulans	112
	Samsun Gazi Devlet Hastanesi	311 30 30
	Samsun Eğitim ve Araştırma Hastanesi	311 15 00
	Tekkeköy Sağlık Ocağı(ASM)	256 03 73
	Medicana	311 05 05
EMNİYET	Samsun İl Emniyet Müdürlüğü	311 30 90
	Tekkeköy İlçe Emniyet Müdürlüğü	256 05 91
	Tekkeköy İlçe Jandarma Komutanlığı	256 04 84
	Sahil Güvenlik Bölge Komutanlığı	445 03 33/34/35
	Alo Sahil Güvenlik	158
	Polis İmdat	112
	Jandarma İmdat	112
YANGIN	Yangın İhbar	112
KAMU	İl Afet ve Acil Durum Müdürlüğü	431 21 28
	Samsun Valiliği	431 64 75
	Samsun Liman Başkanlığı	435 90 13
	Samsun Çevre Şehircilik İl Müd.	230 80 40
	Samsun Büyükşehir Belediyesi	431 60 90
	Tekkeköy Belediyesi	256 03 24
	Tekkeköy Kaymakamlık	256 04 65
	Bilim,Sanayi ve Teknoloji il Müd.	431 01 07
	Gümrük Müdürlüğü	445 15 80
ÇEVRE TESİSLER	Sadaş Dolum Tesisi	266 73 56
	Çaykur Bölge Müdürlüğü	266 88 04
	PO Dolum Tesisi	266 91 20
	Samsunport Limanı	445 14 00
	Aygaz Samsun Terminali	266 91 50
	Akpet Dolum Tesisi	256 26 50
	Best Oil Dolum Tesisi	266 55 29
	Yeşilyurt Limanı	266 43 55
	Yıldız Entegre	266 82 81
	Milangaz Dolum Tesisi	256 29 41
	Toros Limanı	256 09 80
YARDIMCI KAYNAKLAR	Elektrik Arıza	444 55 23 / 186
	TCDD Samsun Dispeçerlik (Bariyer)	233 22 93/125
	TCDD Samsun Hareket Memurluğu	233 22 93/135
	Türk Telekom Arıza	121
	Su Arıza	185
	Acil Müdahale Romorkör Kaptanı	0 530 692 18 25
	Acil Müdahale Romorkör Kaptanı	0 542 835 44 99
	Acil Müdahale Romorkör Kaptanı	0 537 434 95 11

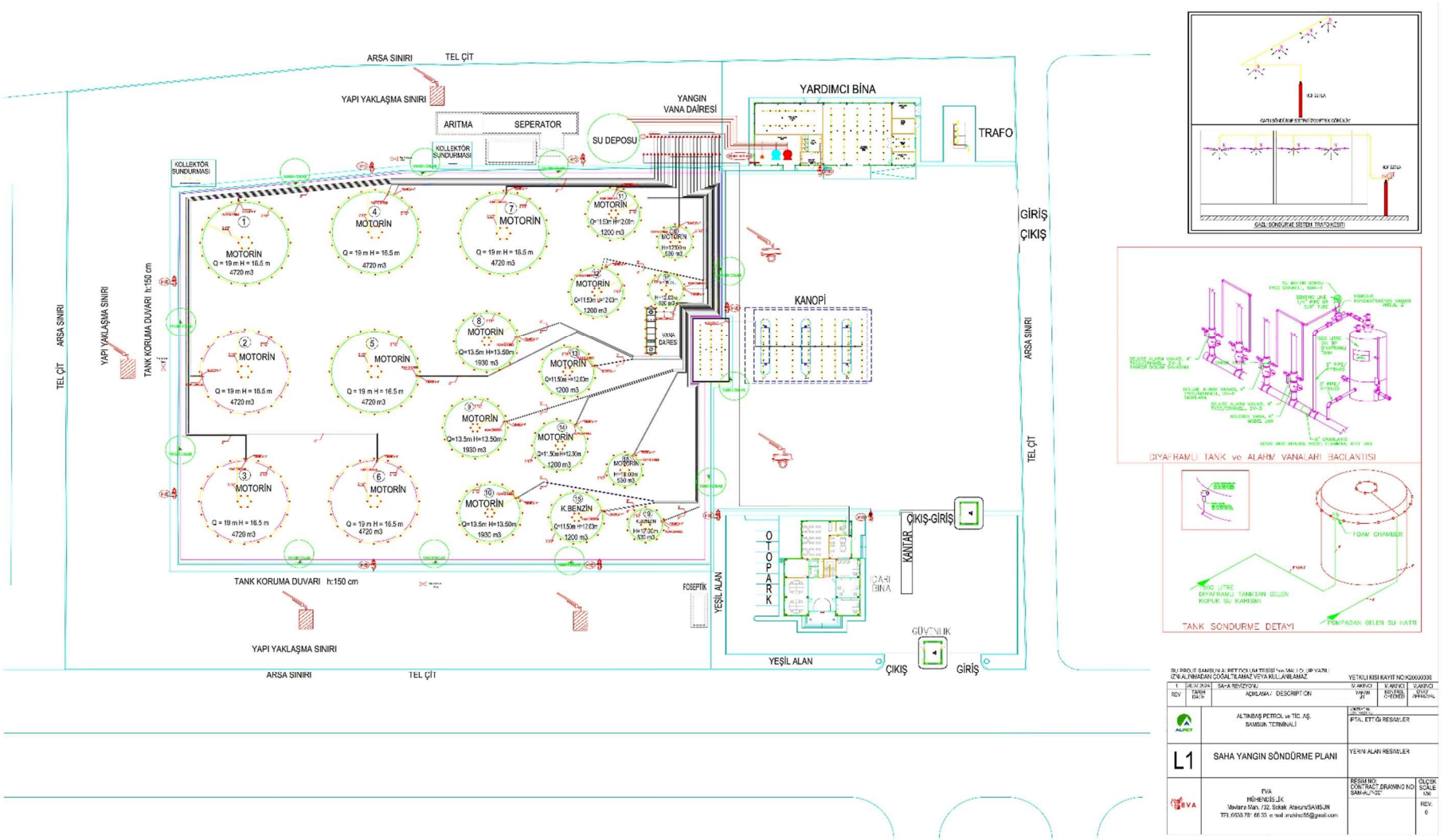
	Birim	Telefon
GENEL MÜDÜRLÜK	Genel Müdürlük	0 212 463 60 00
	Operasyonlar/Tesislerden Sorumlu GMY	0 533 1482168
	İkmal Müdürlüğü	0212 4636000
	Teknik İşler ve SEÇ Uzm.Yrd.	0 533 309 64 36

	Adı Soyadı	Telefon
TESİS	Hakan DENİZ	0530 5429389
	Fevzi ÇAKIR	0531 3706634
	Atilla EKŞİ	0533 7017376
	Ali SADIÇ	0534 2702393
	Yunus ÖZMÜŞ	0530 9542949
	M.Raşit MERAL	0530 5429287
	Oğuz TOLU	0530 3703226
	Hüsnü ORDU	0543 2434960
	Selim KAKAL	0530 0630255
	Abdullah BAYHAN	0543 5960762
	Bekir KILIÇ	0543 7164755
	Ramazan CANSIZ	0543 4997632
	Erkan ÇIKIŞ	0537 8655732
	Yusuf DOĞAN	0539 2640631
	Yasin ŞAHİN	0543 4682566
	Ali KARACAN	0530 5429286
	Serdar DEMİR	0545 6103567
	Ertan KESAT	0536 3577945
	Ali AKÇİN	0543 8630061
	Ebubekir UZUN	0541 4395553
	Fatih KURT	0546 7467955
	Mustafa KARACA	0544 5432594
	Sergen BAYRAKTAR	0541 5452786
	Semra KAYA	0546 6581323

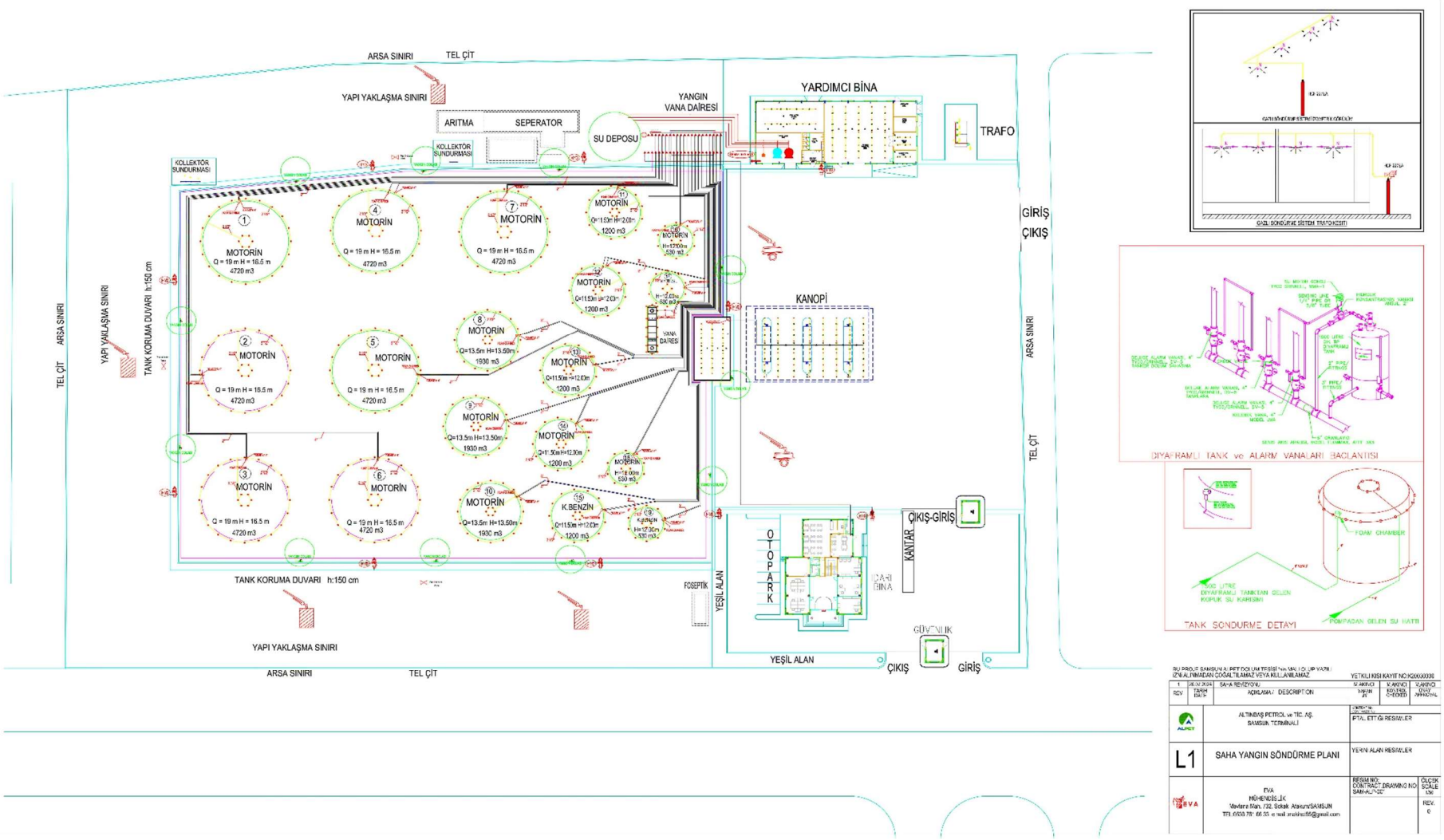
4- General Layout Plan of the Areas where Dangerous Goods are Handled



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



6- General Fire Plan of the Facility



7- Emergency Plan

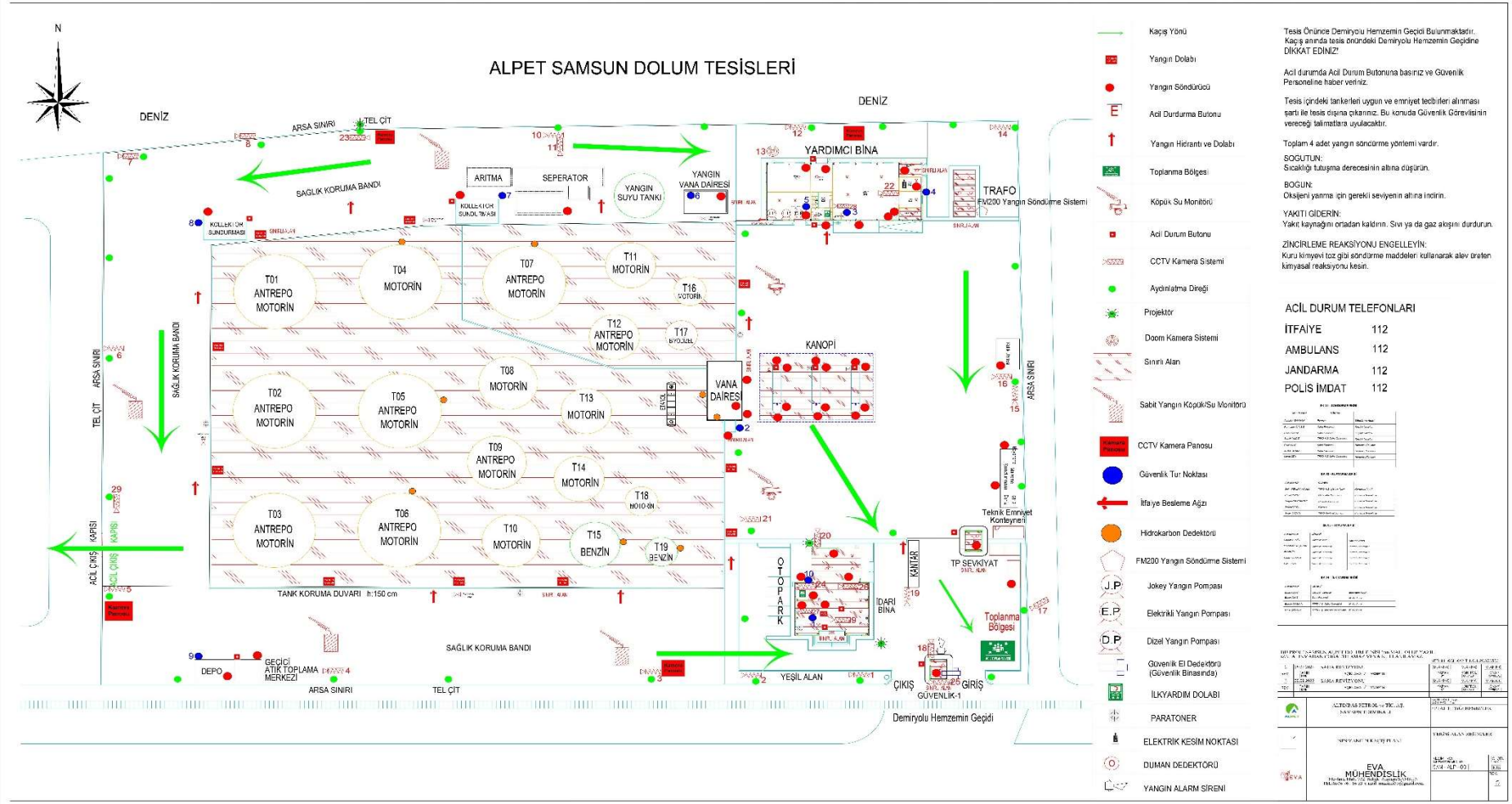
Alpet Samsun Terminal Hazardous Material Emergency Plan covers the issues specified in Annex-9 of the Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate, which was prepared within the scope of the Regulation on Emergency Situations at Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681. and will be revised every two years.

Minimizing and controlling the negative effects of emergencies that may occur, Preventing or minimizing the negative effects on life, property and environmental safety, Taking necessary measures to protect human health and the environment, Communicating the necessary information to the relevant institutions/organizations, providing restoration procedures.

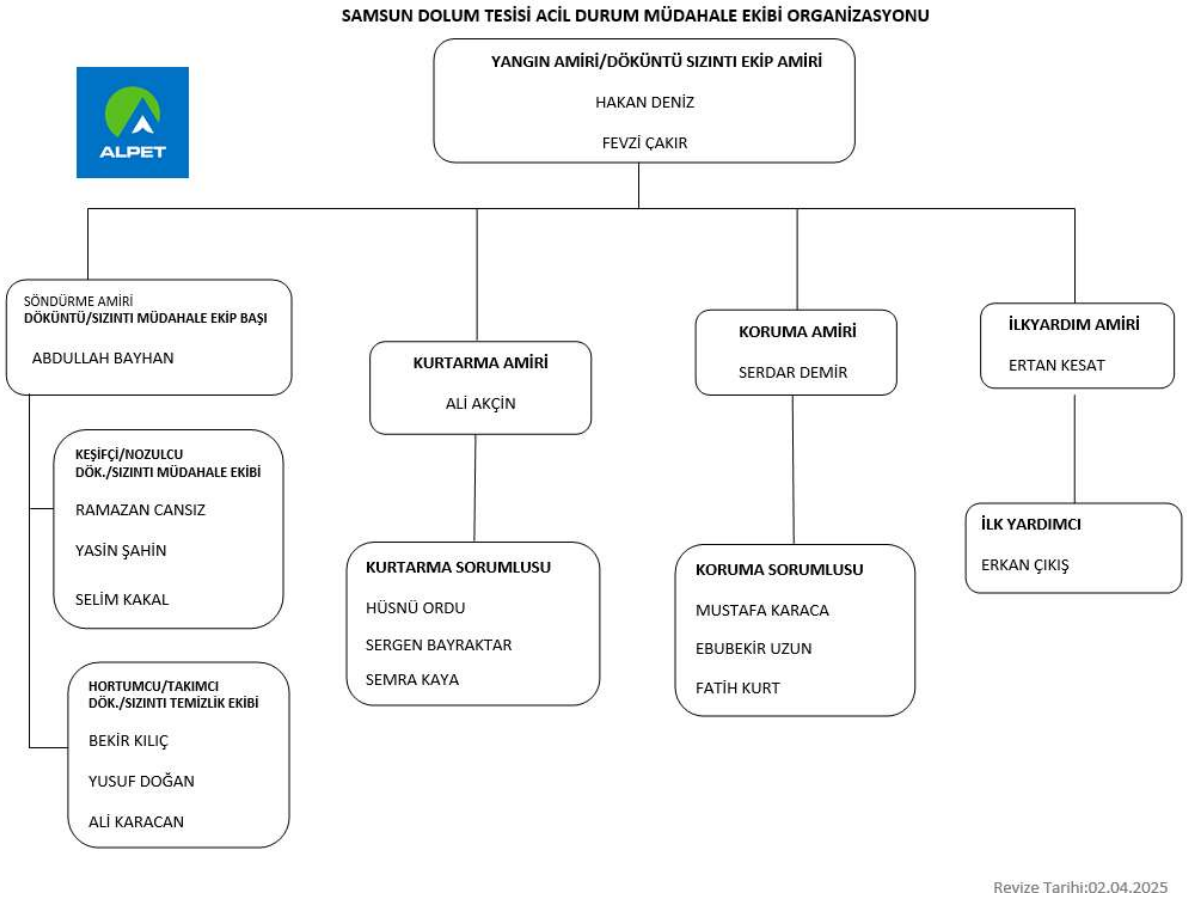
It covers the prevention of incidents involving dangerous substances in the following emergency situations, minimizing the damage to the environment and intervention, post-event improvements.

1. Port, equipment and field fires,
2. Load fires belonging to each dangerous load class and sub-hazard classes allowed to be handled in the port,
3. Ship Fires,
4. Explosion,
5. Accidental death and serious injury,
6. Natural disasters such as earthquakes, floods, landslides, tsunami waves,
7. Adverse weather conditions such as very strong winds, storms, excessive snow or icing,
8. Leakage, flow or spillage of dangerous goods belonging to each hazard class or sub-hazard classes allowed to be handled at the port,
9. Marine pollution,
10. Gas leak,
11. Power outage

8- Emergency Assembly Places Plan



9- Emergency Management Chart



10- Dangerous Goods Handbook

ALPET SAMSUN TERMINAL DANGEROUS GOODS HANDBOOK

CLASS 3 FLAMMABLE (FLAMMABLE) LIQUIDS

These are liquids that pose a fire and flaming hazard in every area they are in. Its hazards are specifically determined by its flash point (It is the lowest temperature at which a liquid vapor forms a flammable mixture with air, substances with a lower flash point are more dangerous.).
The heading Class 3 covers substances and articles belonging to this Class, which include:
- Defined as liquid according to ADR.
- has a vapor pressure of not more than 300 kPa (3 bar) at a temperature of 50 °C, and
It is not completely gaseous at 20 °C and standard pressure of 101.3 kPa.
- Flash points are not more than 60 °C. Liquid substances and molten solids with a flash point above 60 °C are also heated at a temperature equal to or higher than the flash point during transport or transfer.
-Liquid desensitized explosives; Explosives that are dissolved or suspended in water or other liquids to form a homogeneous liquid mixture to suppress their explosive properties.

Example: Gasoline, Diesel Fuel, Acetone, Thinner, Paint, Naphtha, Glue


DANGER
THIS UNIT IS UNDER FUMIGATION
WITH:_____APPLIED ON
DATE:_____
TIME:_____
DO NOT ENTER
(Fumige Edilmiş Yük Taşıma Ünitesi)
(Deniz Kirletici Tehlikeli Maddeler)
(Yüksek Sıcaklığa Sahip Tehlikeli Madde)
İşaretli kısım yukarıya!
(Yön Düzeni Oku)
(Sınırlı Miktarda Ambalajlanmış Tehlikeli Maddeler)
(İstisnai Miktarda Ambalajlanmış Tehlikeli Maddeler)
This End Up
Handle With Care
Perishables
Keep Dry
Keep Away From Heat
Fragile

IMDG KOD Sınıfın Tanımlanması

Sınıfı	Açıklaması
1	Patlayıcı Madde ve Nesneler
2	Gazlar
3	Yanıcı Sıvı Maddeler
4.1	Yanıcı Katı Maddeler
4.2	Kendi Kendine Yanan Maddeler
4.3	Su İle Temas Halinde Tehlikeli Gazlar Çıkaran Maddeler
5.1	Yakıcı (oksitleyici) Maddeler
5.2	Organik Peroksitler
6.1	Zehirli Maddeler
6.2	Bulaşıcı Maddeler
7	Radyoaktif Maddeler
8	Aşındırıcı / Asidik Maddeler
9	Farklı Tehlikeleri olan Madde ve Nesneler

DİKKAT EDİLECEK HUSUSLAR

1. İş emniyeti talimatlarına uy ,
2. Tehlikeli yük sembol,etiket plotkartlara dikkat et,
3. Sızıntı,koku,duman ve paket bozulmalarında derhal sorumluya haber ver ,
4. Tehlikeli bölgeye ilgisizleri sokma ,
5. Ateşle yaklaşma yaklaştırma,sigara içme ve içirme ,
6. Yetkisiz kişilerin müdahale etmesine müsaade etme ,
7. Tehlikeli madde ,bulanmış atıkları atık toplama merkezlerine gönderilmelerini sağla,
8. İş emniyeti kurallarına uy,uymayanları uyar

EMERGENCY RESPONSE

SPILL OR LEAK: Environmental Precautions: Use appropriate containment to prevent environmental contamination. Prevent it from spreading or entering drains, ditches or rivers by using sand, earth or other suitable barriers. Try to disperse product vapors or direct the stream to a safe location, for example, using fog sprays. When the product is mixed with water, it should be prevented from spreading by using a suitable barrier and should be removed from the water surface with suitable adsorbents. The recovery of the spilled product should be done by qualified personnel.

Soil, sawdust and other substances contaminated by the product should be disposed of in accordance with legal regulations. Authorized diluents may be used for spills, provided permission is obtained from local authorities. If significant spills cannot be contained, local authorities should be notified. In case of exposure or potential exposure of the public or the environment, notify the authorities and call the Environment and Urbanization Line (ALO 181)

Methods and Materials for Containment and Cleanup: Gasoline product is highly volatile and has a very low flash point, so a spill or leak poses a serious risk of fire and/or explosion. For this reason, ignition sources should be removed from the spill area and the spilled material should be collected as soon as possible using soil, sand, sawdust and similar absorbent materials. Spilled product can make the floor slippery, care should be taken. Nearby unnecessary personnel should be removed from the site. Electrical equipment should not be used and grounding should be done against static electricity and necessary precautions should be taken. Large and widespread spills should be intervened under the supervision of expert personnel, the risk of flaming by suffocating with foam should be eliminated, and contact with air should be prevented by providing a foam cover. In case of spillage in a closed area, the environment should be well ventilated, it should be checked whether there is enough air inside for safe entry, oxygen mask and protective clothing should be used when necessary. Since product vapors are heavier than air, they can reach closed channels

such as drainage channels and basements. The presence of ignition sources may create a risk of explosion and ignition.

FIRE

FIRE EXTINGUISHERS: Dry chemical powders and carbon dioxide type fire extinguishers can be used for small fires. In large fires, the fire department should be notified immediately. Foam should be used to extinguish the fire. Take the wind at your back during the intervention so that combustion and evaporation gases harmful to human health are not inhaled. In order to ensure the transportation of vehicles coming from outside and withdrawing in case of danger to the fire, it should be ensured that the arrival and exit roads are kept open.

Special Hazards Caused by the Substance or Mixture: The product is flammable. It evaporates and there is a danger of flashing. There is a risk of ignition if vapors, sparks or a hot surface are ignited. Vapor is heavier than air and spreads over the floor and can ignite from a distance. May ignite in the presence of static electricity. Since it is lighter than water, it can spread to the water surface and catch fire again.

Advice for Fire Fighters

Personal Protective Equipment Required for Intervention: Appropriate heat protective equipment, fire resistant full protective clothing, protective face mask and self-supplied breathing apparatus should be used when necessary. Surrounding tanks and personnel should be protected with water spray. In indoor operations, it is necessary to use respiratory masks by trained personnel and to intervene with teamwork.

Extinguishers and Intervention Methods That Should Not Be Used: Water should not be poured directly on the burning product as it will cause the fire to spread.

Hazardous Substances Caused by Fire: At the end of combustion: Carbon oxides, Sulfur oxides, Nitrogen oxides are formed. If complete combustion does not occur, carbon monoxide exposure will increase. Product vapors from heat can burn at high temperatures.

FIRST AID

EYES: In case of contact with eyes, rinse with plenty of water (approximately 15 minutes). Check for the presence of contact lenses and remove them. If there is blurred vision, swelling, burning or redness in the eye, seek medical attention immediately.

SKIN: Remove contaminated clothing, wash contacted skin with soap and water. (minimum 15 minutes) Do not use any other solvent for cleaning. In case of prolonged contact, wash the skin with plenty of water for a long time. If redness, swelling or pain is felt on the skin, seek medical attention immediately.

INHALATION: If exposure to vapours, mists or fumes has caused dizziness, headache, blurred vision, irritation of eyes, nose or throat, immediately remove exposed person to fresh air. Be careful not to inhale the product as vapors of the product can cause severe and fatal lung inflammation (chemical pneumonia). Unconscious patients should be placed in first aid mode and placed on their side. Heartbeat should be monitored for rhythm disturbances. Respiration should be monitored. In cases requiring artificial respiration and heart massage, the intervention of authorized health personnel should be provided. Immediate medical attention should be sought.

INGESTION: If swallowed, spit immediately and rinse your mouth with plenty of water. In case of swallowing, ARTIFICIAL VOMITING MUST NOT be done, it should be taken to a doctor immediately. In case of vomiting,

the trachea should remain open and the substance should not enter the trachea. In this case, medical help should be sought immediately. Gastric lavage should only be done with tubing from the trachea.

EMERGENCY RESPONSE

SPILL OR LEAK: Environmental Precautions: Use appropriate containment to prevent environmental contamination. Prevent it from spreading or entering drains, ditches or rivers by using sand, earth or other suitable barriers. Try to disperse product vapors or direct the stream to a safe location, for example, using fog sprays. When the product is mixed with water, it should be prevented from spreading by using a suitable barrier and should be removed from the water surface with suitable adsorbents. The recovery of the spilled product should be done by qualified personnel.

Soil, sawdust and other substances contaminated by the product should be disposed of in accordance with legal regulations. Authorized diluents may be used for spills, provided permission is obtained from local authorities. If significant spills cannot be contained, local authorities should be notified. In case of exposure or potential exposure of the public or the environment, notify the authorities and call the Environment and Urbanization Line (ALO 181).

Methods and Materials for Containment and Cleanup: Gasoline product is highly volatile and has a very low flash point, so a spill or leak poses a serious risk of fire and/or explosion. For this reason, ignition sources should be removed from the spill area and the spilled material should be collected as soon as possible using soil, sand, sawdust and similar absorbent materials. Spilled product can make the floor slippery, care should be taken. Nearby unnecessary personnel should be removed from the site. Electrical equipment should not be used and grounding should be done against static electricity and necessary precautions should be taken. Large and widespread spills should be intervened under the supervision of expert personnel, the risk of flaming by suffocating with foam should be eliminated, and contact with air should be prevented by providing a foam cover. In case of spillage in a closed area, the environment should be well ventilated, it should be checked whether there is enough air inside for safe entry, oxygen mask and protective clothing should be used when necessary. Since product vapors are heavier than air, they can reach closed channels such as drainage channels and basements. The presence of ignition sources may create a risk of explosion and ignition.

FIRE

Fire Extinguishers: Dry chemical powders and carbon dioxide type fire extinguishers can be used for small fires. In large fires, the fire department should be notified immediately. Foam should be used to extinguish the fire. Take the wind at your back during the intervention so that combustion and evaporation gases harmful to human health are not inhaled. In order to ensure the transportation of vehicles coming from outside and withdrawing in case of danger to the fire, it should be ensured that the arrival and exit roads are kept open.

Special Hazards Caused by the Substance or Mixture: The product is highly flammable. It evaporates and there is a danger of flashing. There is a risk of ignition if vapors, sparks or a hot surface are ignited. Vapor is heavier than air and spreads over the floor and can ignite from a distance. May ignite in the presence of static electricity. Since it is lighter than water, it can spread to the water surface and catch fire again.

Advice for Fire Fighters:
Personal Protective Equipment Required for Intervention: Appropriate heat protective equipment, fire resistant full protective clothing, protective face mask and self-supplied breathing apparatus should be used when necessary. Surrounding tanks and personnel should be protected with water spray. In indoor operations, it is necessary to use respiratory masks by trained personnel and to intervene with teamwork. Extinguishers and Intervention Methods That Should Not Be Used Water should not be poured directly on the burning product as it will cause the fire to spread.
Hazardous Substances Caused by Fire: At the end of combustion: Carbon oxides, Sulfur oxides, Nitrogen oxides are formed. If complete combustion does not occur, carbon monoxide exposure will increase. Product vapors from heat can burn at high temperatures.

FIRST AID
EYES: In case of contact with eyes, rinse with plenty of water (approximately 15 minutes). Check for the presence of contact lenses and remove them. If there is blurred vision, swelling, burning or redness in the eye, seek medical attention immediately.

SKIN: Remove contaminated clothing, wash contacted skin with soap and water. (minimum 15 minutes) Do not use any other solvent for cleaning. In case of prolonged contact, wash the skin with plenty of water for a long time. If redness, swelling or pain is felt on the skin, seek medical attention immediately.

INHALATION: If exposure to vapours, mists or fumes has caused dizziness, headache, blurred vision, irritation of eyes, nose or throat, immediately remove exposed person to fresh air. Be careful not to inhale the product as vapors of the product can cause severe and fatal lung inflammation (chemical pneumonia). Unconscious patients should be placed in first aid mode and placed on their side. Heartbeat should be monitored for rhythm disturbances. Respiration should be monitored. In cases requiring artificial respiration and heart massage, the intervention of authorized health personnel should be provided. Immediate medical attention should be sought.

INGESTION: If swallowed, spit immediately and rinse your mouth with plenty of water. In case of swallowing, ARTIFICIAL VOMITING MUST NOT be done, it should be taken to a doctor immediately. In case of vomiting, the trachea should remain open and the substance should not enter the trachea. In this case, medical help should be sought immediately. Gastric lavage should only be done by attaching a tubing through the trachea.

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

There are no leak areas for CTU and packages within the scope of the cargo handled at the facility.

12- Inventory of Port Service Ships

There is no service ship in the facility inventory. Services provided to ships coming to dock at our buoys are provided by contracted third parties.

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

SAMSUN REGIONAL PORT MANAGEMENT

A) Port administrative area border

The port administrative area of Samsun Port Authority is the sea and coastal area between the lines drawn from the coordinates below to the true north direction and bordered by Turkish territorial waters.

a) 41º 08' 45" N – 037º 10' 29.5" E
b) 41º 41' 00" N – 035º 24' 56" E

B) Anchorage areas

a) Anchorage area no. 1: The anchorage area of ships smaller than 1000 GT is the sea area formed by the following coordinates.

1) 41° 17' 54" N – 036° 20' 24" E
2) 41° 17' 54" N – 036° 20' 36" E
3) 41° 17' 36" N – 036° 20' 33" E
4) 41° 17' 36" N – 036° 20' 42" E

b) Anchorage area no. 2: The anchorage area of ships not carrying dangerous goods smaller than 5000 GT and military ships is the sea area formed by the following coordinates.

1) 41° 18' 09" N - 036° 21' 06"E
2) 41° 18' 09" N - 036° 21' 45"E
3) 41° 17' 00" N- 036° 21' 39"E
4) 41° 17' 00" N - 036° 23' 00"E

c) Anchorage area no. 3: The anchorage area of ships of 5000 GT and above that do not carry dangerous goods and of military ships is the sea area formed by the following coordinates.

1) 41° 21' 00"N - 036° 21' 00"E
2) 41° 21' 00"N - 036° 22' 00"E
3) 41° 19' 36"N - 036° 21' 00"E
4) 41° 19' 18"N - 036° 22' 00"E

ç) Anchorage area number 4: 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) 41° 17' 36"N - 036° 23' 48"E
2) 41° 17' 36"N - 036° 25' 30"E
3) 41° 18' 36"N - 036° 25' 30"E
4) 41° 18' 36"N - 036° 23' 48"E

C) Pilot pick-up and drop-off place

1) 41° 18' 22"N – 036° 21' 42"E
2) 41° 16' 12"N – 036° 26' 30"E

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

SAMSUN TESİSİ DENİZ KİRLİLİĞİ ACİL MÜDAHALE EKİPMANLARI ENVANTER LİSTESİ							
EKİPMAN ADI	**ÖZELLİKLERİ-NİTELİKLERİ**	**MARKA**	**MODEL**	**İMAL YILI**	**SERİ NO**	**ADET**	**BULUNDUĞU YER**
Oil Boom (Petrol Bariyeri)	125 metrelik, Bariyer Freeboard = 40 cm. , Draft = 70 cm. toplam yükseklik = 110	--	--	--	--	--	ACİL MÜDAHALE SUNDURMASI
Bariyer Tamburu	--	--	--	--	--	--	--
Oil Skimmer	Boy: 1,21cm / H:0,45m. / Ağırlık: 52kg. ; DRAFT:0,24M, Pump Rating: 42m3/h ,Oil Recovery Rate: 23 m3/h	YANMAR		2005		1 adet	ACİL MÜDAHALE SUNDURMASI
Oil Spill Kit	Sorbent Pad(1 paket) Eldiven(1 çift) Toz maskesi(1 adet) Çöp Torbası(1 paket) Çizme(1 çift)					2 adet	ACİL MÜDAHALE SUNDURMASI
Sorbent Pad	Boyutlar: 50cm x 80cm, Emme kapasitesi: Kendi ağırlığının 15-20 misli	SEAGULL	--	--	--	20 paket (1000adet)	ACİL MÜDAHALE SUNDURMASI
Sorbent Bariyer	Boyutlar: 12cm çap, 300 cm boy, Emme kapasitesi: Kendi ağırlığının 15-20 misli	SEAGULL	--	--	--	85 adet	ACİL MÜDAHALE SUNDURMASI
Sorbent Yastık	Boyutlar: 50cm x 50 cm, Emme kapasitesi: Kendi ağırlığının 15-20 misli	SEAGULL				70 paket	ACİL MÜDAHALE SUNDURMASI
Sorbent Partikül	1 kg'ının emme kapasitesi 13 lt 2 kg paketlerde					88 paket	ACİL MÜDAHALE SUNDURMASI
Yüzer Depolama Tankı	15 m3 kapasiteli	SEAGULL		2005		1 adet	ACİL MÜDAHALE SUNDURMASI
Şamandıra	Armut Şamandıra					7 adet	MALZEME DEPOLAMA SUNDURMASI
Portatif Gaz Ölçer		HONEYWELL BW	GAS ALERT MICROCLIP XL		KA422-1107291	1 adet	TESİS MÜDÜR YRD.ODASI
Can Yeleği						13 adet	TEKNİK EMNİYET KONTEYNIR
Baret						7 adet	TEKNİK EMNİYET KONTEYNIR
Yağmurluk						11 adet	TEKNİK EMNİYET KONTEYNIR
Eldiven						12 adet	TEKNİK EMNİYET KONTEYNIR
Gaz Maskesi						4 adet	TEKNİK EMNİYET KONTEYNIR
Koruyucu Gözlük						5 adet	TEKNİK EMNİYET KONTEYNIR
Tulum						6 adet	TEKNİK EMNİYET KONTEYNIR
TYVEK Suit						10 adet	TEKNİK EMNİYET KONTEYNIR
Konteynir ve Sedye						1 adet	TEKNİK EMNİYET KONTEYNIR
Serpme Ağ						2 adet	TEKNİK EMNİYET KONTEYNIR
Çapa						8 adet	ACİL MÜDAHALE SUNDURMASI
Çizme						12 adet	TEKNİK EMNİYET KONTEYNIR
Tazyikli Yıkama Makinesi	2,2KW	Prestij		2005		1 adet	OTOPARK
Telsiz	Kara Telsiz	HYTERA	PD715Ex HP79XEx HP71XEx			10 adet	PERSONEL
Telsiz	Deniz Telsizi	İCOM	IC-M87			2 adet	PERSONEL
Ex-proof fener		MICA	IL-800		50000566	1 adet	TESİS MÜDÜR YRD.ODASI
SAYIMI YAPAN ADI-SOYADI				Fevzi ÇAKIR			
SAYIM TARİHİ				2.04.2025			

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- Hazardous substance 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- Control results notification form for dangerous cargo transport units (CTUs)

Control Results Notification Form for Dangerous Goods Transport Units (CTUs)

The form containing the CTU control results requested by the Administration to be sent quarterly to the port authorities is below.Containers are not handled at the facility.

YEAR/PERIOD	...../.....	NUMBER	PERCENTAGE
CONTROLLED PACKAGES:			
DEFECTIVE PACKAGES: • TOTAL • FILLED DOMESTIC • FILLED ABROAD			
DEFECTS :			
DOCUMENTATION : • DANGEROUS LOAD DECLARATION • CYLINDRICAL TANK/VEHICLE PACKAGING CERTIFICATE			
PLATING AND MARKING			
CYLINDRICAL TANK SAFETY AGREEMENT APPROVAL SHEET			
SERIOUS STRUCTURAL DEFECTS			
LAND TANKER MOUNTING ADD-ONS			
PORTABLE TANK OR LAND TANKER (IMPROPER OR DAMAGED)			
LABELING (FOR PACKAGES)			
PACKAGING (IMPROPER OR DAMAGED)			
LOAD SEGREGATION			
STACKING/CONNECTING THE INSIDE OF THE PACKAGE			

18- Other required annexes

ALTINBAŞ PETROL ve TİCARET A.Ş.

ATEŞLİ ÇALIŞMA İZNİ	Düzenlenme Tarihi	
	İzin No	
	Genel Çalışma İzin No	

Tesis Adı	
İşi Yapacak Kişinin Adı ve Soyadı	
İşin Yapılacağı Tarih	
Işin Yapılacağı Yer / Makina	

ÇALIŞMA SIRASINDA KULLANILACAK EKİPMANLAR
1.
2.
3.

KULLANILACAK GAZ DETEKTÖRLERİ		
Seri No	Marka / Model	Kalibrasyonun Geçerli Olduğu Son Tarih
1.		
2.		

İZİN GEÇERLİLİK SÜRESİ

Ateşli Çalışma İzni en fazla bir gün için düzenlenir.

Bu izin _____ **tarihinde**_____ **ile** _____ **saatleri arasında geçerlidir.**

UYARILAR:

- ☞ Ateşli çalışma süresince çalışma ortamındaki yanıcı gazın LEL seviyesi sürekli ölçülmelidir.
- ☞ Yanıcı gazın LEL seviyesi % 1 den küçük olduğu durumlarda ateşli çalışma yapılabilir. .%1 LEL den daha büyük değerlerde ateşli çalışma yapılmamalıdır.
- ☞ LEL seviyesi %1 seviyesini aştığı durumlarda çalışma derhal durdurulmalı ve gerekli tüm tedbirler alınmalıdır.

İŞE BAŞLAMA TALEBİ (Ekip Sorumlusu)

Yukarıdaki personelin emniyet ve acil durum düzenlemelerinden haberdar olduğunu ve işe uygun ekipmanla donatıldığını bildiririm. Kapalı hacim içindeki havanın çalışma için emniyetli olduğunu ve sürekli ölçüm yapılacağını bildiririm.

Ad ve Soyad: _____ İmza: _____ Tarih: _____

İŞE BAŞLAMA ONAYI (TESİS MÜDÜRÜ / TESİS MÜDÜR YARDIMCISI)

Ad ve Soyad: _____ İmza:_____ Tarih:_____

ÇALIŞMA ALANININ KONTROLÜ:

İş bitiminde çalışma alanı **en az** 1 saat süresince her 15 dakikada bir kontrol edilecektir.

	15 DAKİKA	30 DAKİKA	45 DAKİKA	60 DAKİKA
LEL Seviyesi				

İsim Soyad: İmza: Tarih:

İZİN SONU

Çalışma alanı temizlendi ve emniyet hale getirildi	☐ Evet	☐ Hayır
Ekipman tekrar çalıştırılabilir durumdadır.	☐ Evet	☐ Hayır
Yeni bir izin alınması gerekiyor mu?	☐ Evet	☐ Hayır

İşi yapan kişi Ad ve Soyad: _____ İmza: _____Tarih: _____

İŞİN TAMAMLANMASI (TESİS MÜDÜRÜ / TESİS MÜDÜR YARDIMCISI)

☐ İş tamamlanmıştır. ☐ İş tamamlanmamıştır. ☐ İş izni iptal edilmiştir.

Bu ateşli çalışma izni iptal edilmiştir. İptal edilme Sebebi: _____

Diğer Notlar: _____

Ad ve Soyad: _____ İmza:_____ Tarih:_____

F.P24-02 YAYIN TARİHİ: 23.11.2009 REV.NO:--REV.TARİHİ

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