iPRAGAZ

İPRAGAZ A.Ş.
DÖRTYOL STORAGE TERMINAL
DANGEROUS CARGOES HANDLING MANUAL

DATE OF ISSUE: 01.10.2022
(See revision page for revisions)

MERVE TURAN BAGATUR
(Terminal Manager)

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REVISION PAGE

(Tablo.1.1.Revision Table)

Serial No	Rev No	Revision Content	Revision Date	Revised By	
				Name Surname	Signature
1	01	Publishing of Directive	01.04.2016	FATİH VARDAR	
2	02	Making changes within the scope of Dangerous Loads Handling Guide Implementation Instruction dated 20.04.2022, published by the General Directorate of Maritime Affairs	01.06.2022	ERKAN AKSU	
3	03	Terminal Manager, Emergency Team and DGSA changed	27.03.2023	GÖKHAN YURTSEVEN	
4	04	DGSA changed	04.09.2023	AYFER KARAASLAN	
5	05	• Facility information form article 34- Name, title and contact details of the pilotage and towage services provider have been revised • ANNEX-9 EMERGENCY MANAGEMENT SCHEME- Marine Pollution Response Officer has been added • ANNEX-10 EMERGENCY MANAGEMENT SCHEME- Emergency Incident Commander have been revised	20.09.2023	AYFER KARAASLAN	
6	06	• Ipragaz Company Logo change • Expiration date of the Coastal Facilities Operation Permit • ANNEX-3 Emergency contact points and contact details • ANNEX-9 Emergency management chart	08.01.2024	GÖKHAN YURTSEVEN	
7	07	• In ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION, ANNEX-9 EMERGENCY MANAGEMENT SCHEDULE and ANNEX-10 DANGEROUS LOADS MANUAL sections, Yunus Ediz is defined instead of Emin Yahşi in emergency team members.	13.03.2024	GÖKHAN YURTSEVEN	
008	08	Facility Information Form Article 14	24.06.2024	Seren KARAASLAN	
9	09	Change of Terminal Manager	15.10.2024	Seren KARAASLAN	
10	10	Dangerous Goods Safety Advisor Change	07.02.2025	NESLİHAN KAYAASLAN	

NESLİHAN KAYAASLAN

Certificate Number

TMKTDGM/TMGD/2015/3569

(Dangerous Goods Safety Advisor)

Signature

CONTENTS

FIGURES AND TABLES

ABBREVIATIONS:

IMO: International Maritime Organization,

IMDG Code: International Code for Dangerous Goods Transported by Sea

BLU Code: Code of Practice for Safe Loading and Unloading of Bulk Carriers,

ISPS Code: International Vessel and Port Facility Security Code,

IMSBC Code: International Maritime Solid Bulk Cargo Code,

IBC Code: International Code on the Construction and Equipment of Vessels Carrying Dangerous Chemicals in Bulk

IGC Code: International Code for the Construction and Equipment of Vessels Carrying Liquefied Gases in Bulk

MARPOL: International Convention for the Prevention of Pollution of the Seas by Vessels,

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

DEFINITIONS:

Bulk Cargo means substances in solid, liquid and gaseous state intended to be transported without direct containment, which are the structural part of the vessel or in a tank or hold permanently fixed on or on the vessel,

Vessel means Vessels covered by legislation or international agreements to which we are a party

Vessel responsible means the owner, operator, tenant, captain or agents and natural or legal persons authorized to represent the owner

Administration means General Directorate of Maritime Affairs of the Ministry of Transport and Infrastructure of the Republic of Turkey

Carrier means actual carrier, broker, vessel owner, freight forwarder, freight forwarder, shipping agency that receives, submits and accepts offers for the transportation of all kinds of dangerous goods on their own behalf or on behalf of third parties, together with the combined transportation of dangerous goods by sea as well as by road or natural and legal persons carrying out the transport by rail

Dangerous cargoes means

a. Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Vessels (MARPOL) 73/78 Annex I, Attachment 1,
b. Packaged goods and objects given in IMDG Code Chapter 3,
c. 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,
d. Liquid substances with the phrase "S" or "S/P" in the "d" column of the Table given in Chapter 17 of the IBC Code, titled "hazards",
e. Gaseous substances given in IGC Code Chapter 19,

TMGD means Dangerous goods safety consultants authorized by the administration.
TYUB means Coastal Facility Dangerous Cargo Conformity Certificate, which is issued by the Administration and must be obtained by the coastal facilities that handle packaged or bulk dangerous goods.

Shipper means the real or legal person specified as the "shipper" in the bill of lading, maritime transport document or multi-modal transport document, and the real or legal person on whose behalf or on behalf of the carriage contract has been concluded with a maritime transport company,

Load responsible means Sender, receiver, representative or organizer of transportation works of dangerous goods,

Freight Transport Unit (CTU) means road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway wagon and tank wagon, container and tank container designed and manufactured for the transport of packaged or bulk dangerous goods

INTRODUCTION

1. INTRODUCTION

In our Coastal Facility, when dangerous goods are handled or stored at the entrance to the port and in the port areas, whether general safety and security is ensured, the load is surrounded, safety measures are taken for all persons in or near the port area, and the protection of the environment is controlled.

1.1 Facility General Information

FACILITY INFORMATION FORM

(Table.1.2. FACILITY INFORMATION TABLE)

1	Facility operator name/title	İPRAGAZ A.Ş.
2	Facility contact information (address, phone, fax, e-mail and web page)	Address: Atatürk Mah. Ertuğrul Gazi Sok. Metropol İstanbul Sitesi C2 Blok No:2A/25 (Kat21-24) Ataşehir-İSTANBUL Tel:(216)5135150 Fax:(216)5939200 e-mail: ipranet@ipragaz.com.tr web: www.ipragaz.com.tr
3	Facility Title	İPRAGAZ A.Ş. DÖRTYOL STOKLAMA TERMİNALİ
4	Province	HATAY
5	Contact Details of the Facility (address, telephone, fax, e-mail and web page)	Address: Yeşilköy Mah. Şehit Muhsin Ataç Cad. No:215 Dörtyol-HATAY Tel:(326)7341112-7342186-7342557 Fax:(326)7341588 e-mail: dortyolteknik@ipragaz.com.tr
6	Facility geographical area	Mediterranean Region
7	The Port Authority to which the facility is connected and contact information	İskenderun Regional Port Authority Address: Çay Mahallesi, Beş Temmuz Cd. No:43, 31300 İskenderun/Hatay Tel: (326)614 11 92 Fax: (326) 614 02 26 e-mail: iskendurun.liman@uab.gov.tr
8	Mayoralty and Governorship, which the Facility is attached	Dörtyol Mayoralty Address: İstasyon Cad. No: 50 Dörtyol-Hatay Tel:0(326) 712 92 01 - 712 92 02 - 712 92 04 Faxks:0 (326) 712 34 77 e-mail: basinyayin@dortyol.bel.tr
9	The name of the free zone or organized industrial zone where the facility is located	-
10	Expiration date of the Coastal Facilities Operation Permit / Temporary Operation Permit Certificate	30.09.2026

11	Facility Activities Status(X)	Own cargo and additional 3rd party (...)	Own cargo (...X)	3rd party (...)

12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	MERVE TURAN BAĞATUR **Tel:** 0 551 388 2308 ; 0 326 734 11 12 ; **Faks:** 0 326 734 15 88 **E-mail:** merve.bagatur@ipragaz.com.tr
13	Name and surname of the responsible person for dangerous goods operations, Contact details. (telephone, fax, e-mail)	MERVE TURAN BAĞATUR **Tel:** 0 551 388 2308 ; 0 326 734 11 12 ; **Faks:** 0 326 734 15 88 **E-mail:** merve.bagatur@ipragaz.com.tr
14	Name of Facility Security Hazardous Materials Safety Consultant and last name, contact details (phone, fax, e-mail)	NESLİHAN KAYAASLAN **Tel:** 0531 956 39 65 **E-mail:** neslihan.kayaaslan@tehlikeler.com
15	The sea coordinates of the facility	Latitude: 36º49'51" Longitude: 36º08'41"
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)	IGC CODE
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority of the connected region with Annex-1 form. It will be added to TYER when appropriate)	UN 1965 (LPG MIXTURE and PROPANE)
18	Classes for cargo handled, subject to IMDG Code	-
19	Groups in the characteristic Table for the cargo handled, subject to the IMSBC Code	-
20	Types of vessels that can enter the facility	Liquefied Gas Vessel (LPG Vessel)
21	The distance of the facility's main road (kilometer)	2 km.
22	Railway distance of the facility or Railway connection. (yes / no)	N/A
23	Name of the nearest airport and its distance from the facility (kilometers)	Hatay Airport - 90 km.
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	461.496 Ton LPG / year
25	Whether scrap handling is done at the facility	NO
26	Is there a border gate? (Yes No)	NO
27	Is there a bonded area? (Yes No)	NO

28	Cargo handling equipment and capacities	14-inch and 10-inch diameter, polyethylene-lined, subsea-laid steel pipeline
29	Storage tank capacity (m3)	23.100 m^3
30	Open storage area (m2)	NONE
31	Half covered storage (m2)	NONE
32	Indoor storage (m2)	NONE
33	Determined fumigation and/or de-fumigation area (m2)	NONE
34	Name, title, contact details of pilotage and tugboat services provider	Arpaş Ambarlı Römorkaj Pilotaj Tic. A.Ş. İskenderun Şubesi **Address**: Denizciler, E-5 Karayolu Üzeri No:12/B, 31280 İskenderun/Hatay **Phone:** (0326) 645 38 10 **Fax:** (0326) 645 38 10 **e-mail:** iskenderun@arpas-pilotaj.com.tr Uzmar Gemi İnşa Sanayi ve Tic. A.Ş. **Address**: Kocaeli Serbest Bölgesi Sepetlipınar Mah 102. Cad No: 14-16 41090 Başiskele / Kocaeli **Phone**: 0 (262) 341 45 10 **E-mail**: sales@uzmar.net
35	Has a security plan been created? (Yes/NO)	YES
36	Waste acceptance facility capacity (This section will be arranged separately according to the wastes accepted by the facility.)	**Waste Type**: There is no Waste Acceptance Facility. — **Capacity (m^3)**: -
37	Features of areas such as quays/piers	

Dock / Pier No	Length (meter)	Width (meter)	Maximum water depth (Meter)	Minimum Water Depth (Meter)	The Largest Vessel Tonnage and Length to Dock (DWT-GT / Meter)
The buoy system of the Port Facility consists of the pipelines coming from the buoy system and the LPG storage facility.			18	13	70.000 DWT/235 METER
Pipeline Name (If Available)			**Number**	**Pipeline Name (If Available)**	**Number**
Seabed pipeline no.1			1	2.026	14''
Seabed pipeline no.2			1	2.026	10''

Float Name	Marine Coordinates	Number	Float Depth (meter)	Marine Coordinates
AYGAZ LARGE CBM	36° 49' 473" N 36° 08' 681" E	4	18	70.000 DWT

1.2 Loading/Discharging, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the Coastal Facility

1.2.1 General Information

1.2.1.1 Dangerous goods handled and temporarily stored in our Coastal Facility are listed in the Table below:

1.2.1.2 The following issues will 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 In case of need, a coordination meeting will be held at least 1 day before the dangerous goods are accepted to the coastal facility and the participation of Operation, Site planning, HSE, TMGD and other relevant persons will be ensured to be present at this meeting.

1.2.1.2.2 In the coordination meeting, acceptance / rejection or administrative decision is taken by considering the issues within the scope of current IMDG CODE documents, regarding the Dangerous Goods to be accepted to the coastal facility:

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. Material and equipment needs in terms of Emergency Response
5. Adequacy of Emergency Response teams
6. Interaction with/from neighboring facilities

1.2.1.2.3 If a decision is made to accept the dangerous cargo at the meeting, 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 the need to inform the Port Authority during the admission to the coastal facility, the situation is notified to the Port Authority in writing together with the reasons.

1.2.2 Dangerous Liquid Bulk Cargo Safe Handling Operation Procedure

1.2.2.1 Implementation

1.2.2.1.1 Dangerous Liquid Bulk cargoes are handled with a buoy system at our shore facility.

1.2.2.1.2 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 HSE unit by the agency at least 3 days in advance of the ship notification.

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

1.2.2.1.4 Employees are present next to the flexible hoses that will 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.

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

1.2.2.2 Requirements

1.2.2.2.1 For the purpose of detecting gas leaks that may occur in the coastal facility, gas detectors will be calibrated and ready for use.

1.2.2.2.2 All kinds of vehicles coming to the filling/discharging platform in the facility will be completely free of static electricity, flame arrester apparatuses will be installed on their exhausts and grounded. Flame arresters will be provided by the Land Tanker operator. Land Tankers that are not flame-retardant will not be admitted to the shore facility. This feature will not be sought for tankers in ADR standards.

1.2.2.2.3 Necessary warnings and warning signs will be placed around the handling area. In dangerous places and situations, the relevant personnel will 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 will not be employed.

1.2.2.2.4 Periodic maintenance, repair and calibration of the devices used will be carried out and the certificate, journal or registry documenting this situation will be kept up to date.

1.2.2.2.5 In case of emergencies and accidents, first aid materials to be used for intervention will be kept in easily accessible places by the personnel.

1.2.2.2.6 Radios of the type that can be used safely in the flammable or explosive environment will be used in the loading / unloading operations of the communication equipment used in the coastal facility of dangerous liquid bulk cargoes.

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

1.2.2.2.8 A sufficient number of electrical insulation flanges shall be available for flexible hoses used in loading/discharging dangerous liquid bulk cargoes.

1.2.2.2.9 The operators of the coastal facilities where dangerous liquid bulk cargoes are handled, the liquid cargo foreman, supervisor, chief and the worker are responsible for the additional safety and security measures to be taken at the coastal facilities.

1.2.2.2.10 In our coastal facility, liquid cargo foreman, supervisor, chief are responsible for the handling of dangerous liquid bulk cargoes and their duties are defined in the quality management system and will act within the framework of these responsibilities.

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

1.2.2.2.11.1 By the ship master;

1.2.2.2.11.1.1 Proper shipping name, UN number and definition of physical and chemical properties (including reactivity) of dangerous goods.

1.2.2.2.11.1.2 Load transfer, slop transfer, degassing, inerting, ballasting, ballast discharge and tank cleaning procedures.

1.2.2.2.11.2 By Liquid cargo foreman, supervisor, chief;

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

1) Things to do in case of spillage or leakage specified in the Emergency Plans,

2) 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
3) Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.

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

1.2.2.2.13 During the handling and loading/unloading of dangerous liquid bulk cargoes, continuous communication will be provided from the Sea Band channel 16 and the working channel specified in the protocol, and the effectiveness of the communication will be ensured during the cargo operations.

1.2.2.3 Piping used for dangerous bulk liquid cargoes

1.1.1.3.1 Flexible Hose:

1.2.2.3.1.1 It shall not be used for loads other than those for which it is suitable, taking into account the temperature and suitability of such loads.

1.2.2.3.1.2 If it is prone to damage by impact, it will be appropriately protected.

1.2.2.3.1.3 In load handling, it shall be ensured that it is electrically continuous, except that it contains an insulating flange or a non-conductive reel piece. The pipeline on the sea side of the insulation section will be electrically continuous to the ship and the land side will be electrically continuous to the grounding system. The insulating flange is to be tested in accordance with section 17 of the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.2.2.4. By liquid load foreman

1.2.2.4.1. Take adequate measures to prevent short circuit in the insulation section

1.2.2.4.2. Ensure that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,

1.2.2.4.3. Shall ensure that other metallic connections between the interface and the shore are protected or regulated to ensure that there is no possibility of an initiating sparking where a flammable atmosphere may occur.

1.2.2.4.4. It will act according to the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.2.2.5. Ignition sources

1.2.2.5.1. The liquid cargo foreman shall ensure that the ship's master is informed of conditions that may require measures to be taken regarding sources of ignition, such as ship's furnaces or cooking utensils.

1.2.2.6. Avoiding Spills

1.2.2.6.1. In case of leakage of dangerous liquid bulk cargoes, the Operations Officer will ensure that all waste water pipe mouths, pipes and drains on the interface are closed before the start of transportation and kept closed throughout the transportation of all dangerous liquid bulk cargoes.

1.2.2.7. Handling

1.2.2.7.1. Flexible Hoses

1.2.2.7.1.1. Within their respective areas of responsibility, the Ship's Captain and Operations Officer will ensure the following:

2. that a Flexible hose is not used at any other working pressure for which it is not suitable or at any working pressure for which it is suitable for the temperature and suitability of such loads.
3. Each type of Flexible hose with end fittings will be checked to be tested and have a certificate showing burst pressure.
4. Prior to being placed into service, each Flexible hose shall be checked from documentation that it has been hydrostatically tested in accordance with Administration requirements.
5. Flexible hoses will be visually inspected before they are put into use. Flexible hoses will be inspected at frequent intervals during operation.
6. 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.
7. It has adequate electrical insulation and the length of the Flexible hose shall be sufficient to operate satisfactorily within the defined operating range without overloading the terminal connections.
8. A Flexible hose equipped for the transport of dangerous liquid bulk cargoes shall be adequately supervised.
9. To protect the environment, personal safety and equipment in the event of emergency, procedures for leak-proof separation of the Flexible hose coupling shall be adequately implemented.

1.2.2.8. Initial measures

1.2.2.8.1. Within their respective areas of responsibility, the Ship's Master and Operations Officer will test the cargo transport controls, measuring systems, emergency shutdown and alarm systems before starting the load transfer operation and ensure that they are adequate.

1.2.2.8.2. Before starting the dangerous liquid bulk cargo operation, the Ship's Captain and the Operations Officer will agree in writing the transportation times including the maximum loading or unloading speeds, taking into account the following points.

1.2.2.8.2.1. Capacity and maximum allowable pressure of ship loa

d lines and Flexible hose;

1.2.2.8.2.2 Steam ventilation system layout and maximum loading or unloading speeds

1.2.2.8.2.3. Possible pressure increases due to emergency shutdown procedures;

1.2.2.8.2.4. Possible electrostatic charge build-up; and

1.2.2.8.2.5 Availability of responsible persons on board and during launch operations on shore;

1.2.2.8.3 Appropriate security checklist showing the main security measures to be taken before and during such transfer operations will be completed and signed.

1.2.2.8.4 In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used will be accepted in writing.

1.2.2.8.5 Ensure that appropriate safety precautions and clothing are used

1.2.2.8.6 The operations manager shall ensure that the start controls on the bulk liquid transfer pumps are locked in the "off" position or located in a location accessible only to authorized personnel;

1.2.2.8.7 The Operations Manager will check that the flexible hose's loading/unloading connections are safely and sealed blank when not in use or in standby service.

1.2.2.8.8 The "Ship/Shore Safety Checklist" in the International Safety Manual for Tankers and Terminals (ISGOTT) will be filled and signed in accordance with the "Guideline for Completion of the Ship/Shore Safety Checklist" in ISGOTT.

1.2.2.9 Pumping

1.2.2.9.1 The Ship's Master and Operations Officer will ensure the following, within their respective areas of responsibility:

1.2.2.9.1.1 Checks are made at agreed periods to ensure that accepted back pressures and loading or unloading speeds are not exceeded;

1.2.2.9.1.2 All due care is taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and on shore, and adequate inspection is carried out during the transfer of dangerous bulk liquid cargoes;

1.2.2.9.1.3 Effective communication is maintained between the ship and shore equipment during transfer operations

1.2.2.9.1.4 Ensure that a safety checklist is available for inspection during handling operations.

1.2.2.9.1.5 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;

1.2.2.9.1.6 That responsible persons are present during operations on board and on shore;

1.2.2.3.1.7 Ensure that appropriate safety equipment and clothing are used.

1.2.2.10 Completion of the Operation

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

Besides:

1.2.2.10.1.1 Before the flexible hose leaves the ship, make sure the fluids are drained and the pressure is relieved;

1.2.2.10.1.2 All safety precautions have been taken, including blind flange sealing of ship manifold connections and flexible hoses, and

1.2.2.10.1.3 It will be ensured that appropriate safety equipment and clothing are used.

1.2.2.11 Also in LPG Operations;

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

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

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

1.2.2.11.1.3 Availability of adequate number of personal protective clothing and equipment ready for use.

2. RESPONSIBILITIES

We work diligently to ensure that the activities we carry out in our coastal facility are carried out in a safe, secure and environmentally friendly manner, to prevent accidents, and to minimize the damage that potential accidents may cause to people, the environment and equipment.

2.1. General Responsibilities

The general responsibilities of all parties engaged in the transport of dangerous goods in our coastal facility are as follows:

- ✓ Taking all measures to ensure that the transportation is safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when an accident occurs.

- ✓ All responsible parties should benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Vessels Carrying Dangerous Goods, in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous goods.

- ✓ To benefit from the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these loads.

2.2 Responsibilities of the employee responsible for the cargo

Responsibilities of the employee responsible for the cargo are as follows:

- ✓ To prepare and have all mandatory documents, information and documents related to dangerous goods and get them prepared and to ensure that these documents are present with the cargo during the transportation activity.

- ✓ To ensure classification, identification, packaging, marking, labeling and placarding of dangerous goods in accordance with the legislation.
- ✓ To ensure that dangerous goods are safely loaded, stacked and securely fastened to the approved packaging and cargo transport unit.

2.3 Carrier's Responsibilities

Responsibilities of the Carrier are as follows:

- ✓ To requests mandatory documents, information and documents related to dangerous cargoes from the cargo owner and ensures that they are present with the cargo during the transportation activity.

✓ To check the compliance with the legislation of dangerous cargoes classified, packaged, marked, labeled and plated by the cargo subject

✓ To check that dangerous cargoes are packaged in accordance with the rules using approved packaging and cargo handling units, that they are safely loaded and securely connected to the cargo carrying unit.

2.4 Responsibilities of İPRAGAZ A.Ş. Dörtyol Storage Terminal

The responsibilities of our Coastal Facility are stated below:

✓ Vessels carrying dangerous cargoes are not allowed to dock at the facility without the permission of İskenderun Regional Port Authority.

- ✓ Written information is given to the vessel within the scope of facility rules, cargo handling rules and relevant legislation to approach the facility.

- ✓ Dangerous cargoes for which a handling permit is not obtained from the administration are not handled, and the vessels that will dock will not be victimized by planning in this context.

- ✓ Mandatory documents, information and documents related to dangerous goods are requested from the cargo person and they are provided with the cargo. Our Coastal Facility is not obliged to accept or handle the dangerous cargo at the facility if the relevant documents, information and documents cannot be provided by the cargo person.

- ✓ By sharing all the data that may be required according to the characteristics of the cargo with the vessel concerned, it performs the loading or unloading operation according to the agreement to be reached, and does not make any changes in the operation without the knowledge of the vessel concerned.

- ✓ Considering the safe working capacity of our Coastal Facility and weather forecasts, the working limits have been determined and necessary measures are taken to ensure that the vessel is safely moored at the pier and handling.

- ✓ The transport documents containing the information that the dangerous goods arriving at our Coastal Facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit are checked.

- ✓ It is ensured that the personnel involved in the handling of dangerous goods and the planning of this handling are trained and documented on the risks of handled dangerous goods, safety precautions, safe working, emergency measures, safety and similar issues, and training records of the personnel are kept. Personnel without documents are not assigned to these operations.

- ✓ It is ensured in our Shore Facility that the dangerous goods handling equipment is in working condition and that the relevant personnel are trained and documented on the use of this equipment.

- ✓ Activities related to dangerous cargoes are carried out at docks and fields established in accordance with these works.

- ✓ The pier reserved for vessels that will load or unload dangerous liquid bulk cargoes is equipped with suitable installations and equipment for this work.

- ✓ An up-to-date list of all dangerous cargoes on the vessels berthed at our Coastal Facility and in the indoor and outdoor areas of our facility is kept and this information is given to the relevant persons upon request.

✓ The instantaneous risk of dangerous goods handled or temporarily stored in our Coastal Facility and the measures taken for it are notified to İskenderun Regional Port Authority.

✓ Incidents related to dangerous cargoes, including accidents at the entrance to indoor areas, are reported to İskenderun Regional Port Authority.

✓ Necessary support and cooperation are provided in the controls and inspections carried out by the administration and the regional port authority.

✓ Dangerous goods that are not allowed for temporary storage are transported out of the coastal facility as soon as possible without waiting. In cases where it is necessary to wait, the Administration is applied to obtain permission within the scope of the relevant regulation.

✓ The cargo transport units where dangerous goods are transported are temporarily stored in accordance with the separation and stacking rules, and fire, environmental and other safety measures are taken in accordance with the class of the dangerous cargo in the storage area. Fire extinguishing systems and first aid units are kept ready for use at any time in the areas where dangerous goods are handled, and necessary controls are made periodically.

✓ Before the hot work and operations to be carried out in the areas where dangerous goods are handled and temporarily stored, permission is obtained from the İskenderun Regional Port Authority.

✓ An emergency evacuation plan has been prepared for the evacuation of vessels from the coastal facilities in emergency situations and the relevant institutions/organizations are informed about the plan approved by İskenderun Regional Port Authority.

✓ In our facility, loading to the loading units is ensured in accordance with the loading safety rules.

✓ To ensure that vessels are berthed and moored in an appropriate, protected, secure manner.

✓ To ensure that the entry-exit system between the vessel and the shore is appropriate and safe.

✓ To provide training for people involved in loading, unloading and handling of dangerous goods.

✓ To ensure that dangerous goods are transported, handled, sorted, stacked, temporarily suspended and inspected safely and in accordance with the rules by

✓ The results of the draft survey or weighbridge survey are submitted to the regional port authority by the ship owner to determine the loading-unloading plan before the handling operation and the amount of loaded cargo before the vessel is lifted. Administration or regional port authority may request that the draft survey or weighbridge survey report be received from an authorized inspection firm.

✓ Precautions are taken to prevent the stability of the vessel from being adversely affected by ensuring that the cargo in the bulk cargo vessels, especially in bulk cargo vessels with a single hatch, is loaded in a way that spreads (by piping) to the floor of the hold.

✓ It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading operation so that the vessel structure is not subjected to excessive stress.

✓ Care is taken to ensure that the vessel is not inclined, but if an inclination is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the vessel, balanced loading and unloading is ensured in accordance with the approved stability boucle.

✓ In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.

✓ If necessary, the vessel is loaded in accordance with the separation rules of the loads.

3.3 Rules for Cargoes within the Scope of IGC Code

✓ All stakeholders involved in the transportation of cargoes within the scope of liquefied gases and some other substances specified in IGC Code Chapter 19 comply with all obligations regarding safe transportation for the vessel, its personnel and the environment during the transportation of the cargo in bulk by sea.

✓ IGC Code is mandatory since 01.07.1986 in accordance with SOLAS 74 Rule VII/11.1. Surveys and certification of vessels in accordance with the Code are carried out according to SOLAS.

✓ Vessels carrying Liquefied Gas need more stringent measures to protect from fire compared to other vessels in terms of occupational safety. Within the scope of IGC Code Chapter 11, all requirements regarding fire sources, smoking, portable electrical devices, communication devices, hot working, hammering and scraping, vessel shore grounding, self-ignition and static electricity are provided for fire safety.

✓ As per IGC Code Chapter 14., adequate number of protective equipment, first aid equipment, safety equipment and personal protective equipment are available for ship personnel for routine operations or emergencies and the effects of short or long-term handling operations. The features of this equipment are selected in accordance with the definitions made in IGC Code Chapter 14.

3.6 Rules for Transporting Dangerous Goods in the Port Area and Between Adjacent Ports

✓ Dangerous goods are transported in the administrative area of the coastal facility and between adjacent ports, in suitable packages, loaded on cargo transport units and provided that the necessary safety measures are taken by the carrier and the shipper.

✓ While determining the number of passengers to be on the vessels, the provisions of IMDG Code Rule 7.1.3.1 and Section 7.5 are taken into consideration. The procedures and principles in this regard are determined by the Administration.

3.8.1 Dangerous Goods Handling Equipment and Installations:

✓ 4 LPG Pumps for Dangerous Goods Handling in the Facility (1 x 200 m^3/h, 3 x 100 m^3/h LPG pumps) are used.

3.8.2 Risk and Safety Measures:

Packing/packaging is not performed in our coastal facility.

3.8.3 Protective Clothes Used by Coastal Facility Personnel, Vessel Persons and Other Authorized Persons Related to the Cargo in the Handling of Dangerous Goods during Loading, Unloading and Storage:

- Antistatic Nomeks Shirt for Work Wear
- Antistatic Nomeks Trousers for Work Wear
- Antistatic Work Shoes with steel shoe toe (For Summer)
- Antistatic Work Shoes with steel shoe toe (For Winter)
- Antistatic Nomeks Coat
- Cotton Shirt for Work Wear
- Cotton Trousers for Work Wear
- Cap Helmet (Private Security)
- Cotton Coat
- Antistatic Work Shoes (For Summer)
- Antistatic Work Shoes (For Winter)
- Helmet
- Helmet Visor
- Glasses
- Antifog Full Protection Glasses
- Protective Gloves
- Overalls
- Ear Plug
- Earphone
- Valved Dust Mask
- Half Face Gas Mask
- Gas Mask Filter
- Leather Jacket
- Snow Mask/Beret

3.8.4 Teams to Interfere with Fire at Dangerous Goods Handling Area, Equipment of These Teams, Fire Extinguishing Systems and First Aid Units:

✓ The list and duties of the personnel who will fight the fire in our coastal facility, the fire extinguishing systems and the first aid teams and the duties of these teams are also specified in the "Emergency Action Plan" and "Emergency Crisis Management Plan".

✓ The firefighting team in our coastal facility is equipped with firefighting equipment and fire extinguishers, first aid units and equipment are always ready for use.

✓ Information on the fire protection systems in our coastal facility is specified in the Dangerous Goods Handling Guide Article 8.10, 8.11, 8.12.

3.8.5 Preparation of Emergency Evacuation Plan for the Evacuation of Vessels and Marine Vehicles from Coastal Facilities in Emergency Situations by Coastal Facility Operators:

There is an Emergency Evacuation Plan prepared by Aygaz.

3.8.6 Matters Regarding Fire, Security and Safety Measures to be taken by Coastal Facility Operators:

✓ Measures taken regarding fire in our coastal facility are specified in the "Emergency Action Plan" and "Emergency Crisis Management Plan".

✓ The measures taken regarding security at our facility are specified in the "Port Facility Security Plan" prepared within the scope of ISPS CODE.

✓ Matters regarding the safety measures taken at our facility are specified in Article-9 of the "Dangerous Cargo Handling Guide".

3.8.7 Required Training and Certificates within the scope of the Directive on the IMDG Code Training Seminar Published with the Ministry's Approval dated 26.07.2019 and numbered 56617:

✓ The personnel involved in the dangerous cargo handling operation have received "General Awareness Training, Job-Specific Training, Renewal Training for Safety Trainings" according to the aforementioned regulation and have certificates. The certificates obtained are kept in the training records file.

✓ Persons who have not received training and do not have a certificate are not allowed to take part in dangerous goods handling operations and to enter the areas where these operations are carried out.

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

4.1 Classes of Dangerous Goods:

All cargoes (including mixtures and solutions) and articles subject to the provisions of the IMDG Code fall into one/more of the hazard classes, from Class 1 to Class 9, according to

the danger they present or the most predominant danger. Dangerous goods classes determined according to IMDG Code rules are listed below.
In our coastal facility, only dangerous goods coming by sea Class 2.1 Flammable Gas, UN1965 HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S. (LPG Mixture and Propane) are handled.

Danger Classes

(Table.1.5.Danger Classes Table)

Class 1. Explosives.

	**Class 1.1: Mass Explosive Substances and Objects** Contains explosives that can cause a mass explosion. Affects almost all charges in an explosion..
	**Class 1.2: Substances and articles which have a projection hazard but not a mass explosion hazard** Contains explosives that have the risk of throwing fragments but will not cause a massive explosion.
	**Class 1.3: Substances and Objects with a Fire Hazard or a Slight Explosion/Jump Hazard, but Not a Mass Explosion Hazard** It contains explosives with a risk of fire, with light explosion intensity, with a small risk of ejection, but which will not cause a mass explosion.
	**Class 1.4: Substances and articles which present no significant hazard** Only a small hazard in the event of ignition during transport with any effects largely Restricted to the package.
	**Class 1.5: Mass Explosion Hazard, But Very Low Sensitivity Matter and Objects** It contains very low sensitivity explosives that can explode in mass but explode very hard.
	**Class 1.6: Extremely insensitive articles which do not have a mass explosion hazard** It includes explosives that can explode very hard, have very low sensitivity and at the same time do not have the danger of mass explosion.

Class 2.Gases

	**Class 2.1: Flammable gases** Substances weighing 454 kg (1001 lbs.) that are gaseous below at 20°C (68°F). These substances have a pressure of 101.3 kPa (14.7psi) and a boiling point of 20°C (68°F) or less at this pressure. They are flammable at 101.3 kPa (14.7 psi) and air mixtures below 13%. Or, regardless of the lower limit, they are flammable in at least 12% air mixture and pressure of 101.3 kPa (14.7 psi).
	**Class 2.2: Non-flammable, non-toxic gases** This Class includes compressed gases, liquefied gases, and pressurized cryogenic gases, compressed gases in a solution and oxidizing gases. Combustible and non-toxic gases are gases not included in Class 2.1 and 2.3 with a pressure content of 280 kPa (40.6 psia) at 20°C (68°F).
	**Class 2.3: Toxic gases** Toxic gases, which are known to be harmful to human health and pose a health hazard during transportation, at a temperature of 20°C and below, at a pressure of 101.3 kPa (Boiling points of 20°C or less under this pressure) These are substances with an LC50 value over 5000 ml/m3.

Class 3. Flammable Liquids

	Flammable liquids are substances with a flash point of not more than 60.5°C (141°F), or in liquid form and kept heated for transport with a flash point of 37.8°C (100°F) or higher.

Class 4. Flammable Solids

	**Class 4.1: Flammable solids:** They are solids that are flammable as they are. These materials can ignite by friction and have a combustion rate of more than 2.2 mm (0.087 inches) per second. Also included in this Class are metal powders which are flammable and all reacting in 10 minutes or less. Substances that are thermally unstable, react strongly exothermically without the participation of air, and are self-igniting are also in this category. Explosives included in Class 1 but deactivated, or substances specifically included in this Class by the manufacturer.
	**Class 4.2: Spontaneously combustible Solids** Self-igniting substances are pyrophoric substances. These are substances that ignite within the fifth minute of contact with air or heat up without the need for an additional energy source when they come into contact with air.

	**Class 4.3: Dangerous when wet:** These substances are substances that release flammable and toxic substances in contact with water. The danger measure is to release more than 1 Liter of gas per hour for 1 kg of substance.

Class.5. Oxidizing agents & organic peroxides

	**Class 5.1. Oxidizing Agents** It includes substances that cause or contribute to the combustion of other materials, usually by giving off oxygen, whether or not they are combustible themselves.
	Class 5.2. Organic peroxides Organic peroxides are thermally unstable models and can undergo exothermic and self-accelerating decomposition.

Class 6. Toxic and Germ-Infecting Substances

	**Class 6.1: Toxic substances** Substances known to cause harm to humans during transport are classified as toxic substances. In addition, substances that are determined to be toxic in tests on animals are also considered dangerous for humans and are included in this category.
	**Class 6.2: Infectious substances** Infectious disease-containing substances are substances known or suspected to carry a pathogen. Pathogens are microorganisms (bacteria, viruses, fungi, etc.) or other factors that cause disease in animals or humans.

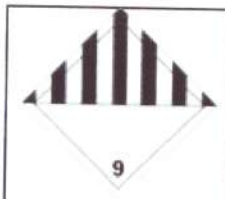
Class 7: Radioactive material

	Substances bearing the yellow RADIOACTIVE III (LSA-III) label. Although this label is not used for some radioactive materials, they must have a poster showing the radioactivity.

Class 8: Corrosives

	**Corrosives** They are substances that have an abrasive, thickness-reducing effect on human skin upon contact for a certain period of time. Substances that have a corrosive effect on steel and aluminum are also included in this Class.

Class 9: Miscellaneous dangerous goods

	**Miscellaneous other dangerous goods** Substances that pose a hazard during carriage but do not comply with any of the defined Classes are included in this Class. This Class includes the following items: Anesthetics or other harmful substances. These are substances that may cause discomfort to the flight crew or vessel personnel, preventing them from performing their duties. Substances with increased temperature, harmful substances, residues harmful to human health, or substances with a risk of polluting the sea.

4.2 Packages of Dangerous Goods:

Dangerous goods coming by sea at our coastal facility are in liquid bulk form, and packing and packaging are not performed in our facility

4.3 Placards, Plates, Brands and Labels for Dangerous Goods:

The following placards, markings and labels are made for dangerous goods arriving by sea at our port facility.

Class.2.1. Flammable Gases

4.4 Signs of Dangerous Goods and Packing Groups:

UN1965 HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S. (LPG Mixture and Propane) is not included in the packaging group.

4.5 Separation Tables in Vessel and Shore Facility According to Classes of Dangerous Goods

Since the dangerous goods coming to our port facility by sea are one type of product on the vessel and at the port, and there is no cargo belonging to other hazard classes, the separation provisions are not applied.

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

Dangerous goods coming to our port facility by sea are stored in tank storages and segregation provisions are not applied since there is no storage in the closed area or warehouse.

5. MANUAL ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

In order to contribute to the safe fulfillment of dangerous cargo loading/unloading, handling and temporary storage activities of our Coastal Facility, A Dangerous Goods Handbook, in dimensions that can be carried in a pocket, INCLUDİNG Dangerous Goods Classes, packages, packages, labels, signs and packaging groups of dangerous goods, Separation Tables of dangerous goods on the vessel and in the coastal facility according to their Class, separation distances of dangerous goods in warehouse storages, separation terms, dangerous cargo documents, dangerous goods emergency response action flow diagram, emergency contact information, emergency equipment locations, operating instructions and shore facility rules prepared and made available to those concerned. This manual is distributed to the facility personnel about the training received on the subject.

Prepared Dangerous Goods Handbook is attached as Annex-10

6. OPERATIONAL ISSUES

6.1 Procedures for Safely Docking, Mooring, Loading/Discharging, Shelter or Anchoring of Vessels Carrying Dangerous Cargo, Day and Night

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

6.1.2 In an emergency, directing a ship with any dangerous cargo on board to be transported in the port area or to be removed from the port area for the safety of the ship and crew can be done with the approval of the ship's captain, the port management decision 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 the following:

✓ Adequate and secure lashing facilities and

✓ Adequate and safe access between the ship and the shore

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

6.2.1 Bulk liquid cargoes should not be loaded in stormy weather.
6.2.2 In heavy rainy weather, filling / discharging activities are suspended, taking into account personnel safety.
6.2.3 Loading and discharging operations are suspended in case of storms, sudden strong winds and lightning strikes.
6.2.4 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.
6.2.5 In case the ship under operation leaves the buoy for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.
6.2.6 The relevant procedures are specified in the ship/shore safety checklist.

6.3 Procedures for Keeping Combustible, Flammable and Explosive Cargoes Away from Spark-Creating/May Generate Operations and Not Operating Vehicles, Equipment or Tools that Generate/Create Sparks in Dangerous Goods Handling, Stacking and Storage Areas.

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

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

6.3.3 These additional security measures will include the following:

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

✓ Removal of dangerous goods and other combustible materials from work areas and adjacent areas. Materials to be removed from these areas include lime, sludge, sediment and other potentially flammable materials.

✓ Effective protection of combustible building materials (e.g. beams, wood partitions, floors, doors, wall and ceiling coverings) against accidental ignition

✓ Ensuring Sealing and tightness open pipes, pipe passages, valves, joints, cavities and open parts, in order to prevent flames, sparks and hot particles from spreading from work areas to adjacent or other areas

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

6.3.5 Following should be performed when performing hot work,

✓ Controls will be carried out to ensure that conditions have not changed; and

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

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

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 the pier in accordance with ISGOTT and the Work Permit Procedure.

6.3.8 The Port Facility Occupational Safety Procedure will also be applied.

7. DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures Regarding All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procurement and Control of These by Relevant Persons:

7.1.1 The following IMO documents regarding dangerous goods are kept up-to-date in our Coastal Facility.

- SOLAS 2020
- IMDG Code, Volume 1,2 and Supplementary Book
- IGC Code
- IBC Code
- MARPOL Annex-1, Annex-2
- ISGOTT

7.1.2 In order for the dangerous goods arriving at our Coastal Facility to safely handle and to take appropriate precautions, the following detailed documents are required:

- Dangerous Cargo Notification Document
- Container/Vehicle Packaging Certificate
- Documents Required in Vessel
- Other Required Documents and Information
- Multi-Mode Dangerous Goods Transport Form

7.1.2.1 Dangerous Cargo Notification Document

The shipping documents prepared by the shipper must include a "Signed Certificate or Dangerous Goods Notification Document" stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.

At least twenty-four hours before entering the port administrative area, Vessel and marine vehicle carrying dangerous cargo submits the notification document containing detailed information about the cargoes to the regional port authority in writing, through the relevant persons. Vessels and marine vessels with a cruising time of less than twenty-four hours until entering the port area should do the same, immediately after their departure from the coastal facility.

The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by highway and rail.

In the event that the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and they may lose the order of approaching, departing or passing, if any.

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.

Dangerous Goods Notification Document can be in any form provided that it contains all the information specified in IMDG Code Section 5.4.

7.1.2.2 Documents Required in Vessel

Each vessel carrying dangerous cargo and marine pollutants shall have a special list, manifest or stowage plan regarding the names and locations of dangerous cargoes and marine pollutants. This particular list and manifest will be based on the documents and certificates required in the IMDG Code.

A detailed stowage plan determined as Class and showing the locations of all dangerous cargoes and marine pollutants can be used instead of this special list or manifest.

For dangerous goods shipments, appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to dangerous goods during transportation. This information will be away from packages containing dangerous goods and can be accessed immediately in case of an event. The information to be used in the emergency response will be found in the following documents:

- Special list in the manifest or dangerous goods declaration,
- In a separate document such as a safety data sheet,
- In separate documents, such as the Medical First Aid Guide (MFAG) for Use in Accidents involving Hazardous Substances, and the "Emergency Response Methods for Vessels Carrying Dangerous Goods (EMS Guide)" to be used in conjunction with the transport document.
- Other necessary information and documents

In certain cases, the following special certificates or documents will be required:

- An air abrasion certificate as required for certain entries in the Dangerous Goods List
- A certificate that excludes the substance, material or object from the provisions of IMDG (see separate entries for charcoal, fish food, seed meal, etc.);
- A notification by the competent authority of the country of origin on the approved Classification and transport conditions, for new self-reactive substances and organic peroxides or new formulations of currently assigned self-reactive substances and organic peroxides,

7.1.2.3 Multi-Mode Dangerous Goods Transport Form

Multi-Mode Dangerous Goods Transport Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode.

Example of Multi-Mode Dangerous Goods Transport Form is presented in ANNEX-18.

7.2 Procedures for Keeping the Up-to-Date List of All Dangerous Goods in the Coastal Facility Site and Other Related Information Regularly and Completely:

Our Coastal Facility is obliged to present the information indicating the class, quantity, emergency response methods and locations of all dangerous goods present in the facility, when requested.

The records of the dangerous goods handled in our facility are kept regularly and completely by the operations department, including the following information.

- UN Number,
- Proper Shipping Name (PSN-Proper Shipping Name),
- Hazard Class (with secondary hazards),
- Packing Group (For Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Buyer,
- Sender
- seal number,
- Additional Information (Glare, Ignition degree, viscosity, etc.),
- Where it is stored in the coastal facility area,
- Length of stay in the port,

The above-mentioned information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested.

Our coastal facility keeps up-to-date the Class and quantity information of the dangerous goods it handles throughout the year and reports it to the regional port authority in quarterly periods.

7.3 Procedures for whether Controlling that Dangerous Goods Arriving at the Facility is Properly Defined, Correct Shipping Names of Dangerous Goods are Used, Certified, Packed/Packed, Labeled and declared and Loaded and Transported Safely to the Package, Container or Cargo Transport Unit in Compliance with the Rules and Reporting the Control Results:

They check the accuracy of the following information on the dangerous goods documents issued by the Sender of the dangerous goods to be accepted to the coastal facility in coordination with the planning and operation:

- UN Number,
- Proper Shipping Name (PSN-Proper Shipping Name),
- Hazard Class (with secondary hazards),
- Packing Group (For Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Seal number,
- Additional Information (Glare, Ignition degree, viscosity etc. information)
- Where to store in the Coastal Facility area

This information is conveyed to the Tallymen, Field Supervisors, Warehouse Officers, HSE and the personnel who need to know, through the terminals/documents, and the control of the incoming dangerous cargo is ensured.

In case of differences between the information coming from the operation and the information of the cargo, the Operation is immediately informed and the Shipper is instructed to verify the information about the dangerous cargo / vehicle / container and to correct the missing and incorrect label brands.

7.4 Procedures for Obtaining and Keeping 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 (Road, Railroad, Airway and Seaway) by the laws of our country.

- UN Number,
- Proper Shipping Name (PSN-Proper Shipping Name)
  (Required for sea freight)
- Hazard Class (with secondary hazards),
- Packing Group (For 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.)

It is checked that the Safety Data Sheet (SDS) is included with the dangerous goods for all dangerous goods accepted to our shore facility.

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods:

The Administration requires that the report containing the information about the dangerous goods handled in our coastal facility be reported to the Regional Port Authority in quarterly periods.

Statistical evaluations from the records of the dangerous goods handled annually in our coastal facility are made by the trade and operations departments.

The monthly count and control reports of dangerous goods stored in our field are prepared by the operations department and submitted to the management.

Records and reports are archived by the departments in 5-year periods.

7.6 Procedures on Quality Management System:

We have **Management Systems** (ISO 9001, ISO 45001, ISO 14001) certificates with a proactive approach in our coastal facility to carry out the service processes in a safe, secure and environmentally friendly manner within the scope of the relevant management systems, to prevent accidents and to minimize the damage that possible accidents may cause to people, the environment and equipment and we also have adopted the principle of continuous improvement with the **Accident Prevention Policy** (KOP) and related procedures and instructions.

8. EMERGENCY ISSUES, BEING PREPARED FOR EMERGENCY SITUATIONS AND TO RESPOND TO THEM:

8.1 Intervention Procedures for Dangerous Cargoes and Dangerous Situations Composed by Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment:

Dangerous goods arriving, handled, stored, loaded and discharged to the coastal facility create unique hazards such as explosion, fire and poisoning. For this reason, it is extremely important to develop, publish and implement a Hazardous Material Emergency Plan in cooperation with local emergency teams in order to cope with the emergencies that the facility may encounter.

The following points are taken into account in the formation of the emergency strategy at the coastal facility;

- Prevention of Accidents
- Preparation of Emergency Action Plan
- Implementation and Practice of Emergency Procedures
- Regular Checking of Emergency Equipment
- Implementation of the Plan when an Emergency Occurs
- Incident Analysis and Report to Prevent Recurrence of the Emergency

8.1.2. Intervention Procedures for Dangerous Cargoes in Our Facility that Create/Can Create Risk to Life, Property and/or the Environment and Dangerous Situations that are related with Dangerous Cargoes:

Intervention to dangerous situations is carried out according to the Hazardous Material Emergency Plan, Emergency and Crisis Management Plan, Emergency Action Plan, Emergency Teams Task Instruction prepared by our facility. Considering the dangerous goods handled in our facility, the main principles for responding to emergency situations are as follows.

8.1.2.1. UN 1965 (LPG MIXTURE /PROPANE))

Emergency	Response
In Case of Gas Leakage	o Take people who are indoors out to the open air. o Ventilate closed areas thoroughly. o Close the valves of the tanks. o Do not play with electrical switches. o Do not make any hard movements.
In Case of Fire	• Make an immediate alarm and evacuate all personnel to the assembly area. • Respond to the fire with the emergency response team. • Inform the nearest fire department. • Close the valves of the LPG tanks in the area. • Cool with water to reduce the temperature of LPG tanks. Respond to the fire as follows. ✓ Try to extinguish the fire by suffocating it by performing first aid with dry chemical powder portable fire extinguishers. ✓ Extinguish the fire by cooling with water cannons, pulverized lances and sprinkler system available in our facility.

8.2 Information on the Opportunity, Capability and Capacity of the Coastal Facility to Respond to Emergency Situations:

Possibility, Capability and Capacity to respond to the Fire	• 2 Storage Tanks (2X1500 m^3) • 2 Diesel Pumps (750 m^3/h) • 1 Diesel Pump (300 m^3/h) • 1 Electric Pump (200 m^3/h) • 1 Joker Pump (40 m^3/h) • Fire Circuit Pressure 11 Bar • 8 Monitors • 1 Portable Monitor • 15 Hydrants and 30 Reels connected to them • 17 Pieces 50 Kg Dry Chemical Powder • 3 Pieces 12 Kg Dry Chemical Powder • 17 Pieces 6 Kg. Dry Chemical Powder • 1 Pieces 1 Kg Dry Chemical Powder • 3 Pieces 30 Kg. CO_2 Tubes • 7 Pieces 5 Kg. CO_2 Tubes o There are sprinkler cooling systems that are automatically activated at the top, equator and lower curtain concrete in spherical tanks, LPG pump

	stations and tanker filling stations at the top of cylindrical tanks.
Leakage and Spill Opportunity, Capability and Capacity	It is specified in Annex-14

8.3 Arrangements Regarding First Responding to Accidents Involving Dangerous Goods

8.3.1 Principles Regarding First Response to Accidents involving Dangerous Goods Handled in Our Facility

Medical First Aid Guide (MFAG) is used in accidents involving dangerous substances.

Dangerous Cargo	Responding Principles

UN 1965 (LPG MIXTURE/PROPANE)	○ Take the person exposed to LPG/PROPAN inhalation to the open air and rest. ○ If breathing difficulties, seek medical help. ○ If there is no breathing, give artificial respiration, give oxygen, and call for medical help. ○ Immediately wash the contacted parts with plenty of clean water. ○ Immediately remove contaminated clothing. ○ Remove items such as watches, rings, bracelets if they are not stuck, if they are, leave them as they are. ○ Do not rapidly rewarm the liquid contacted limb, rather do it slowly. ○ In case of contact with the eyes, immediately flush the eye with clean water for 15 minutes and cover the eye with a sterile compress. ○ In important cases, take the patient to a nearby medical center. ○ Our first aid team personnel will use full-face protection, respiratory system support, head and neck protective clothing, gloves and protective antistatic boots against the risks that may arise, and they will not use cigarettes and mobile phones, etc. will not use tools.

Notifications to be Made Inside and Outside the Facility in Emergency Situations

- ✓ When the accident occurred,
- ✓ If the accident is known, how it occurred and the reason,
- ✓ The place where the accident occurred (coastal facility and/or ship), its position and area of influence,
- ✓ Information, if any, of the ship involved in the accident (name, flag, IMO number, owner, operator, cargo and quantity, name of the captain and similar information),
- ✓ Meteorological conditions,
- ✓ 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 container in which the dangerous substance is transported, if any,
- ✓ Manufacturer, sender, carrier and receiver of dangerous goods,
- ✓ The extent of the damage/pollution,
- ✓ Number of injured, dead and missing, if any,
- ✓ Emergency response applications made by the coastal facility for the accident.

8.5 Accident Reporting Procedures

8.5.1 Communication

8.5.1.1 Communication channels for determining the communication methods inside the port and outside the facility in case of an emergency that may occur at the coastal facility and for the effective management of emergencies have been determined as follows;

- ✓ Fixed/ Mobile Phones
- ✓ Computers
- ✓ Radio
- ✓ Siren
- ✓ messengers

8.5.1.2 In the case of an emergency in the coastal facility, internal communication is primarily provided by radio and internal telephones. The communication between the Port and the Ship is maintained by the radio provided by the Port or by the VHF marine band radio.

8.5.1.3 In the case of an emergency that may occur at the coastal facility, secure communication is ensured as soon as possible with the official authorities, neighboring facilities and relevant persons.

8.5.2 Reports

8.5.2.1 The Emergency Management Center will operate the reporting system that will accurately inform the relevant authorities of the Emergency that will occur in the Port as soon as possible. It will create a healthy record of these reports containing the information that should be reported in an emergency.

8.5.2.2 Dangerous cargo accidents must be reported to the Port Authority. The report format will be a free form and will fully cover the article 8.4 related to the accident.

8.6 Coordination, Support and Cooperation Method with Official Authorities

8.6.1 The method of coordination, support and cooperation with official authorities is as stated in the Emergency Crisis Management Plan, General Communication Plan for Emergencies and Emergency Action Plan prepared by our Coastal Facility

8.6.2 In case of signs of a possible explosion, fire or emergency in the adjacent facility; First of all, measures will be increased at the facility.

It will be ensured that the teams are prepared to assist the neighboring facility.

8.6.3 Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to ask for help, aid and support teams will be assigned to intervene in the event.

8.6.4 By evaluating the dangerous cargo area and the class, quantity and danger risk of the cargo in the field, preparations will be made for measures such as discharging and

dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

8.7 Emergency Evacuation Plan for Removal of Vessels and Marine Vessels from the Coastal Facility in Emergency Situations

8.7.1 Preparation for Emergency Disconnect System

8.7.1.1 All emergencies should be reported to the Port Authority authorities.

8.7.1.2 If it is decided to move the vessel from the buoy urgently, the safe places where the vessel can be transported under controlled conditions should be specified by the Port Authority.

8.7.1.3 The ship master 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. In cases where the severity of the emergency and time permits, a representative from the Port Authority or the Harbor Master, Terminal Manager/Operation Officer, Ship Captain, Guide Captain will agree on the time and manner when and how the vessel will leave the buoy before the emergency leaving is made.

8.7.1.4 The vessel's machinery, steering gear and Marine System breakout equipment should be ready for immediate use.

8.7.1.5 All cargo unloading, ballast operations must be stopped and prepared for separation.

8.7.1.6 The ship fire circuit should be flooded and water mist should be used for strategic sections.

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

8.7.1.8 In all emergencies, if the required response exceeds the terminal facilities, the local police or fire department should be reported immediately.

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

- ✓ Qualification of tugs
- ✓ The ability of the ship to take off under its own power
- ✓ Availability of safe places to proceed or tow a Ship in an emergency
- ✓ firefighting competence
- ✓ Proximity of other ships
- ✓ Fire Ropes

8.7.1.10 As long as the ship is in the port facility, fire ropes should 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 should be tightened by wrapping at least five turns on the bollard. The part of the rope above the side must be tight from the bollard. A rope that can support the rope should be tied just before the eye of the rope and positioned so that the eye of the rope is three meters above sea level. While the ship is in the port facility, the eye of the rope should be kept at this level all the time.

8.7.2 Realization of Emergency Unberthing

8.7.2.1 If all the above preparations are examined and deemed appropriate, the ship will be immediately removed from the ship.

8.7.2.2 Emergency unberthing procedures will be provided by performing the following procedures in order.

8.7.2.2 Close coordination and cooperation between Terminal, Ship and Port Authorities is required at each stage.

8.7.2.4 Emergency unberthing procedure is as follows.

- ✓ Sounding the Alarm
- ✓ Vhf, giving information about the emergency via telephone
- ✓ Making the first situation assessment between the ship master and the port facility officer
- ✓ Stopping the operation
- ✓ Implementation of port facility and ship emergency plan measures
- ✓ Deterioration of the current situation and the aforementioned emergency separation
- ✓ Availability of conditions.
- ✓ Evaluation of the situation between the ship master, the port facility officer, the port authority or the Harbor Master, the pilot
- ✓ Deciding on an emergency unberthing
- ✓ Informing surrounding facilities and other vessels
- ✓ The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate readiness
- ✓ The captain of the ship completes the preparations for the ship and states that it is ready.
- ✓ Approval to open the release hooks by the authorized person

CAUTION!
THE SHIP EMERGENCY UNBERTING PROCESS MUST BE CONSIDERED TO BE APPLIED AS A LAST REMEDY AND THE SEPARATION HOOKS MUST NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS ARE FOLLOWED.

8.7.3 After Emergency Unberthing

8.7.3.1 Deciding and declaring the vessel to be towed and the location to be taken after the unberthing process.

8.7.3.2 Transfer / mooring of the ship to the allocated area, accompanied by tugboats or with its own machinery

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

8.7.3.4 Evaluation of when the ship and port facility will be ready for cargo handling again

8.7.3.5 Sharing the negativities, if any, that occurred during the Emergency Departure

An agreement has been made between the pilotage and tugboat organization and the coastal facility authorities for fire, explosion and similar emergencies that may occur during loading/evacuation.

In accordance with the protocol signed with the authorized company, tugboats with sufficient towing power and number equipped to fight fires according to the weather and sea conditions reach the scene as soon as possible in case of emergency in order to quickly move the ship away from the facility and tow it to a safe point.

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

There is a Safety Data Sheet (SDS) for each dangerous cargo handled in our facility. In the aforementioned forms, the handling and disposal of damaged dangerous cargoes and wastes contaminated by dangerous goods are taken into account.

8.9 Emergency Drills and Their Records

8.9.1 The trainings required by the persons engaged in activities related to dangerous cargoes are implemented as stated below:

✓ Every person involved in the transportation or handling of dangerous goods should receive training in proportion to their responsibilities regarding the safe transportation or handling of dangerous goods.

✓ Shore personnel should receive general awareness training, task-specific training and safety training.

The duties of those who will receive training may be as follows:

- Classifying the dangerous goods and defining the proper freight names of the dangerous goods;
- Packing dangerous goods into packages;
- Marking or labeling dangerous goods;
- Opening/closing the packages of dangerous goods transport units;
- Preparing shipping documents for dangerous goods
- Offering dangerous goods for transport;
- Accepting or receiving dangerous goods for transport;
- Handling dangerous goods in transit;
- Prepares dangerous goods loading/stacking plans;
- Loading/unloading dangerous goods from/to ships

- Carrying dangerous goods in transit;
- Deactivating dangerous goods packages/packages;
- Measuring and taking samples from dangerous goods warehouses;
- Washing the dangerous goods warehouses in accordance with the approved procedures and regulations;
- Enforces, monitors or monitors compliance with legal requirements and rules and regulations; or
- otherwise involved in the transport of dangerous goods as determined by the competent authority.

8.9.2 The trainings required by the persons engaged in activities related to dangerous goods are implemented as stated below:

✓ Every person involved in the transportation or handling of dangerous goods should receive training in proportion to their responsibilities regarding the safe transportation or handling of dangerous goods.

✓ Shore personnel should receive general awareness training, task-specific training and safety training.

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- Opening/closing the packages of dangerous goods transport units;
- Preparing shipping documents for dangerous goods
- Handling dangerous goods in transit;
- Preparing dangerous goods loading/stacking plans;
- Loading/unloading dangerous goods from vessels/vessels;
- Carrying dangerous goods in transit;
- Deactivating dangerous goods packages/packages;
- Measuring and taking samples from dangerous goods warehouses;
- Washing the dangerous goods warehouses in accordance with the approved procedures and regulations;
- Enforcing, monitoring or implementing compliance with legal requirements and rules and regulations; or
- Otherwise involving in the transport of dangerous goods as determined by the competent authority.

8.9.3 Otherwise involving in the transport of dangerous goods as determined by the competent authority.

- **General Awareness Training**

Everyone receives training in proportion to their duties related to the safe transportation or handling of dangerous goods. The training defines the general hazards of the loads involved and the legal requirements. This training includes the definition of dangerous goods types and classes, labeling, marking, packaging, separation and compliance with requirements, purpose definition and content of shipping documents, and definitions of current emergency responses.

- **Duty Specific Training**

Everyone should receive detailed training on the specific requirements for the safe transport or handling of dangerous cargoes in accordance with the function they perform.

- **Safety Training**

Everyone should receive training on the following regarding the risks and functions performed in the case of dangerous cargo release:

  - Packaging – accident prevention methods and procedures for proper stacking and separation of handling equipment and dangerous goods;
  - Required emergency response information and how they are used;
  - How to avoid exposure to hazards, including the general hazards of the various types and Classes of dangerous goods and, where appropriate, the use of personal protective clothing and equipment;
  - Emergency procedures to be followed in the unintentional release of dangerous cargo, including any emergency procedures for which the person is responsible and personal protection procedures to be followed.

8.9.4 Emergency procedures to be followed in the unintentional release of dangerous cargo, including any emergency procedures for which the person is responsible and personal protection procedures to be followed.

8.9.5 Drills and Records Related to Dangerous Goods

✓ **Drills:** In order to be prepared for emergencies within the facility, the personnel in the emergency organization are prepared for their duties with various trainings. Trainings are carried out with the support of specialist organizations when necessary. In this context, the relevant personnel at the port received IMDG CODE training on Dangerous Goods and were certified. It is planned to carry out and implement the drills in order to test the adequacy of the emergency plans and to be prepared for real situations, according to the worst scenarios that may occur at the facility.

✓ **Drill Scenarios:** In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the facility may encounter. In line with the

prepared scenarios, exercises are implemented in the fastest and most effective way.

Emergency Drills to be Made within the Shore Facility:

- The port should be specified in the annual training plans.
- They can be planned as a local or general intervention,
- Safety, spill etc. can be combined into the drill scenarios,
- Drills can be made with or without notice.
- The drills are based on various emergency scenarios.
- Either actual drills can be made or they can be performed as a seminar.
- Different time, day, season and event scenarios are prepared for each drill

8.10. Information on Fire Protection Systems

Within the scope of fire protection systems in our facility, there are storage tanks, hydrants, fire monitors, sprinklers, portable fire extinguishers and fire alarm buttons. Information on fire protection systems is as specified in Article 8.2.

8.11 Procedures regarding Approval, Inspection, Testing, Maintenance and Availability of Fire Protection Systems

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 side 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 intake 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 should be corrected, if any, due to the possibility of leakage.

8.11.1.3 As a result of the annual checks to be made, internal cleaning and maintenance should be carried out in closed warehouses, if necessary.

8.11.2 Fire Water Pumps

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

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

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

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

8.11.2.1.4 Pump motors will draw more current than normal due to inrush current at the first moment of operation. When all pumps start working at the same time, due to the high current to be drawn, disjunctions 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 different and appropriate time intervals according to the number of pumps and the amount of pumps to be activated at the same time, and the pumps should be activated sequentially.

8.11.2.1.5 After the above preparation and controls are made, the pumps are started by pressing the drive switches. During operation, the voltage of the electric motor and the amperage it draws should be checked from time to time. If the amperage draw is high in normal operation, the causes should be investigated and corrected. There may be a fault or mechanical stress in the pump or motor. Voltages below normal can be dangerous 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 If the check valve in the discharge pipe of the inoperative pump prevents the check valve from closing completely by jamming materials such as paper, garbage, stone pieces, moss and slime, some of the water pumped by the other pumps is pressed 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 existence of the above-described fault in these pumps.

8.11.2.1.9 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 existence of the above-described fault in these pumps.

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

8.11.2.1.11 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.

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

8.11.2.1.13 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

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

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

8.11.4.3 Working fire hoses should not be placed in cabinets when they are wet and contain water, while the malfunctions detected following the drills are eliminated. Facilities should provide suitable hose hangers for the complete draining and drying of the water in the hoses 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 corrected.

8.11.4.5 All fire hydrants, hoses and nozzles are repaired by the responsible persons if any deficiencies or malfunctions are detected as a result of the control.

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 purposes, spares should be put in place of the extinguishers taken from their places 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 are subjected to a general control once a year by the seller company, according to the TS ISO 11602-2 Fire Protection Portable and Wheeled Fire Extinguishers standard. Fire extinguishers are tested by the relevant company at intervals not exceeding 10 years, and chemical powder is checked at the end of the 4th year.

8.11.6 Freeze 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 underground.

8.12 Precautions to be Taken in the Cases when the Fire Protection Systems are not Working

8.12.1 Facility fire-fighting equipment is systems that back up each other and are installed as alternatives to the other.

8.12.2 In cases where own firefighting equipment of the facility does not work or is insufficient, the support of neighboring facilities, Fire Brigades and AFAD Units will be requested.

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

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

8.12.5 The capabilities of tugboats and sea vehicles with fire extinguishing features should also be taken into account.

8.13 Other Risk Control Equipment

Other risk control equipment is not available.

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

The objectives of the occupational health and safety works in our facility are listed below

To Protect the Employees

It constitutes the main purpose of occupational health and safety works. It is aimed to ensure mental and physical integrity by protecting employees against work accidents and occupational diseases.

To ensure the production safety

Ensuring production safety in a workplace is especially important from an economic point of view, as it will result in increased productivity.

Ensuring Operational Security

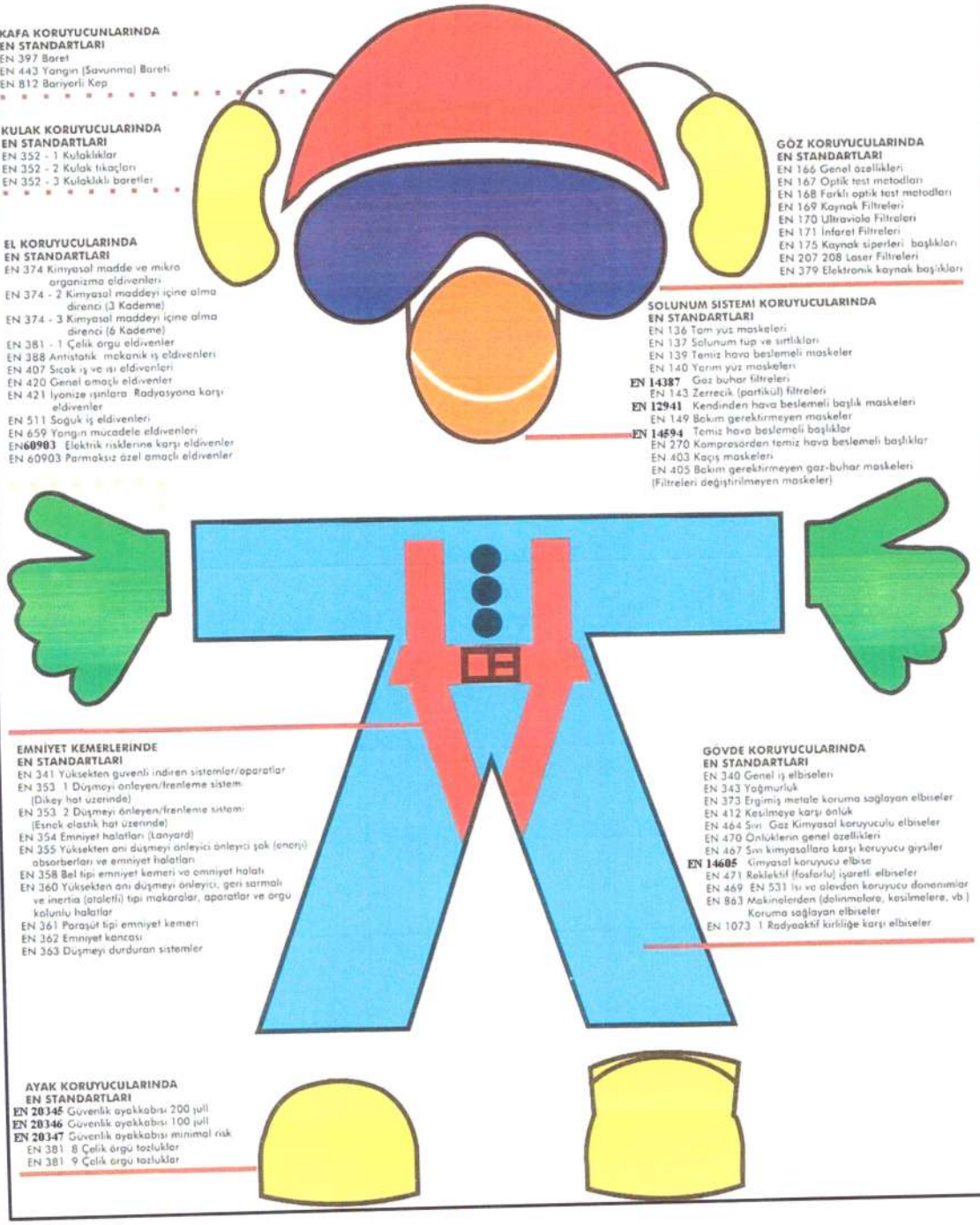
With the measures to be taken in the workplace, operational safety will be ensured as situations that may endanger the business such as machine malfunctions and shutdowns, explosion events, fire, which may arise due to work accidents or an unsafe and unhealthy working environment.

The measures specified in the "Occupational Health and Safety and Work Permit Procedure" and the "Contractor Safety and Security Instruction" prepared within the scope of Occupational Health and Safety in our facility are taken into consideration.

9.2 Information on Personal Protective Clothing and Procedures for Their Use

The personal protective clothing used in our coastal facility is in the standards specified in the following figure, and it is specified in Table attached as Annex-15, which shows which of these clothes will be worn by whom.

KİŞİSEL KORUYUCU DONANIMLARINDA EN STANDARTLARI



9.3 Entry Permit Measures and Procedures for the Restricted Areas

A Work Permit Procedure has been established in order to prevent accidents and eliminate risks by providing a safe environment by applying the safety management system requirements during the works at our coastal facility

Within the scope of this procedure, completely or partially closed volumes where the air inside the space can harm human health and safety due to the lack of natural air circulation is called "restricted area". The requirements of the work permit procedure are applied in works that require personnel to enter any restricted area or pits with a depth of more than 1.5 meters. If it is necessary to work with a fire in a closed or all-enclosed area, then a Hot Work Permit must also be issued/obtained.

While the work permit is given and the work continues, the Restricted Area Access Control Form and the relevant Work Permit are only for granting the indoor entry permit. Access Control Form is used to control whether the work is done within the framework of the given permission and rules. It is not meant to approve of the work to be done inside. Other control forms and annexes are prepared according to the work to be done inside. In all Restricted Area Entry Permits, gas measurement is duly performed by an authorized/qualified person. This leave is only valid for that working day.

Examples of the main hazards that may be encountered while working in closed spaces are as follows but these hazards are not limited to the following:

- Oxygen deficiency,
- Enriched oxygen,
- Nitrogen (N2), carbon dioxide (CO2), Halon etc. gases,
- Existence of flammable materials,
- Toxic substances,
- High level of noise,
- Static electricity generation (can create sparks),
- Radiation ionization-spread,
- Caves, collapses, landslides,

In the event of an emergency while working in a confined space, the Restricted Area Entry Permit becomes invalid. All personnel working in the area leave the area safely and go to the assembly point.

The original and annexes of the work permits and the work permit control forms are kept by the Terminal Management for a period of five years.

10 OTHER ISSUES

10.1 Validity of Dangerous Goods Conformity Certificate

Our Coastal Facility's Dangerous Goods Compliance Certificate (TYUB) is valid until 30.09.2023, and the Dangerous Goods Compliance Certificate (TYUB) is renewed every 3 years with the permission of the Ministry, within the scope of the Directive on Issuing the Coastal Facility Dangerous Cargo Compliance Certificate.

10.2 Duties Defined for Dangerous Goods Safety Advisor:

- ✓ To monitor compliance with the provisions of international agreements and contracts (ADR/RID/IMDG Code) in the transportation of dangerous goods.
- ✓ To provide suggestions to the business regarding the transportation of dangerous goods in accordance with the provisions of ADR / RID / IMDG Cod.
- ✓ To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first three months as of the end of the year and submit it to the Administration in electronic environment. (Annual reports are kept for 5 years and submitted to the administration upon request.)
- ✓ Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the ADR/RID/IMDG Code regarding this article.
- ✓ To provide trainings or get them provided to the employees of the enterprise about the national and international legislation and the changes made in them, and to keep the records of this training.
- ✓ To determine the emergency procedures to be applied in case of an accident or a possible event that will affect the safety during the transportation, loading or unloading of dangerous goods, and to ensure that the drills related to these are carried out by the employees periodically.
- ✓ To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
- ✓ To ensure that the special conditions stipulated by the legislation regarding the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
- ✓ To monitor compliance with the requirements for the transport of dangerous goods.
- ✓ To offer suggestions to the coastal facility regarding the transportation of dangerous goods.
- ✓ DGSA's authorized within the scope of the IMDG Code prepare quarterly reports regarding the responsibilities determined in the Regulation on the Maritime Transport of Dangerous Cargoes and Loading Safety of the Port facilities they serve, and notify this report to the Administration.

10.3 Issues Regarding Carriers of Dangerous Goods at the Entry/Exit to and from the Coastal Facility by Road (Such as Documents Required by Road Vehicles Carrying Dangerous Goods at the Entry/Exit to/from the Port or Coastal Facility Area, Equipment and Tools Required by These Vehicles; Speed Limits in the Port Area Etc.)

10.3.1 Documents Required for Vehicles

In accordance with the Agreement on the Road and International Transport of Dangerous Goods (ADR) and the Regulation on the Transport of Dangerous Goods by Road, documents required for vehicles are as follows

- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5),
- identification document bearing the holder's photo (identity card, driver's license or passport) for each personnel on duty in the vehicle,
- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5),
- identification document bearing the holder's photo (identity card, driver's license or passport) for each personnel on duty in the vehicle,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous goods

10.3.2 Equipment Required to be kept in Vehicles

1. Portable fire extinguishers,
2. Scotch suitable for the diameter and maximum mass of the wheel for each vehicle (at least 1 piece),
3. Warning sign that can be dug (2 pieces)
4. Eye rinse liquid
5. Warning vest
6. Portable lighting apparatus
7. A pair of protective gloves
8. Eye protection goggles
9. Emergency mask
10. Shovel
11. Drainage seal
12. Collection container

10.3.3 Speed Limits in the Port Area

The speed limits determined by our facility and specified on the traffic warning signs will be obeyed.

10.4 Issues Regarding Carriers of Dangerous Goods Coming to/Leaving the Coastal Facility by Seaway (Matters such as Day/Night Signs to be Displayed by Vessels and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility, Cold and Hot Working Procedures on Vessels)

10.4.1 Day/Night Signs to be Displayed by Vessels and Sea Vehicles Carrying Dangerous Goods at the Port or Coastal Facility

The vessel arriving at the coastal facility and carrying dangerous goods will have the International Signal Code "B" during the day and 2 Fixed Red Lights at night.

10.4.2 Cold and Hot Working Procedures in Vessels Carrying Dangerous Cargo at the Coastal Facility:

✓ Cold and/or hot works are not allowed on vessels carrying dangerous goods in the coastal facility.

10.5 Additional Considerations to be Added by the Shore Facility

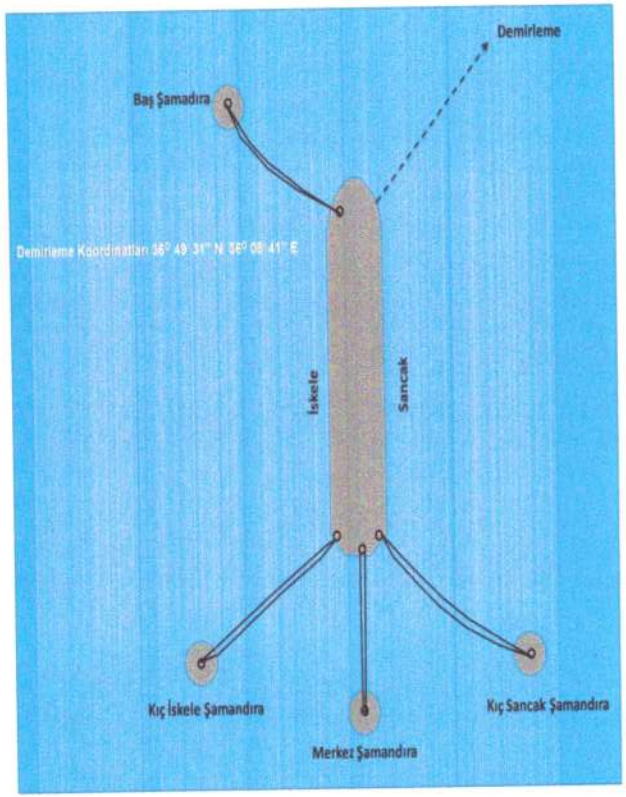
(NONE)

11 ANNEXES

ANNEX-1

GENERAL LAYOUT PLAN OF THE COASTAL FACILITY

ANNEX- 1 GENERAL LAYOUT PLAN OF THE COASTAL FACILITY (BUOY)

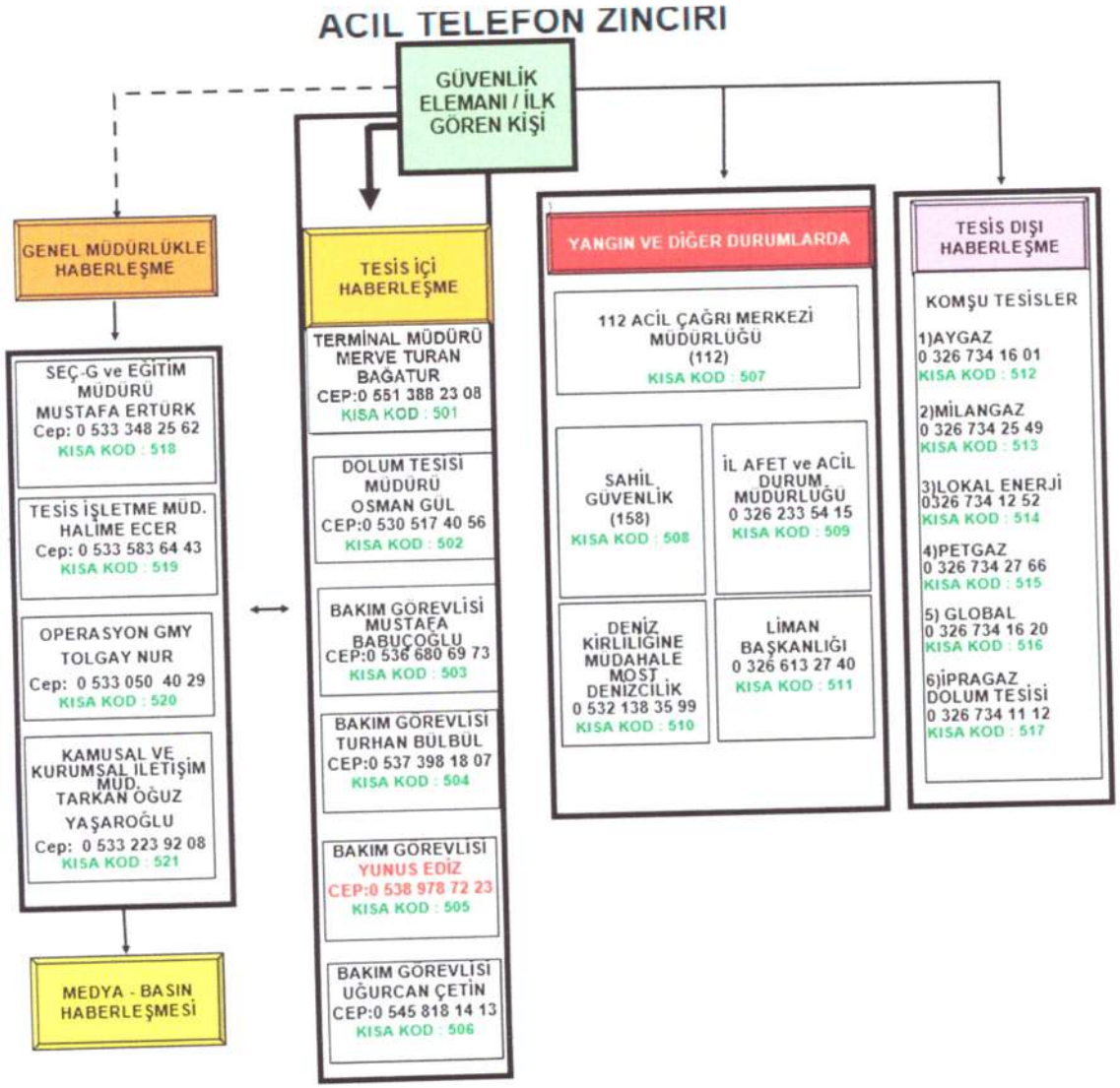


ANNEX-2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY

ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

İPRAGAZ A.Ş. DÖRTYOL STORAGE TERMINAL

EMERGENCY TELEPHONE CHAIN

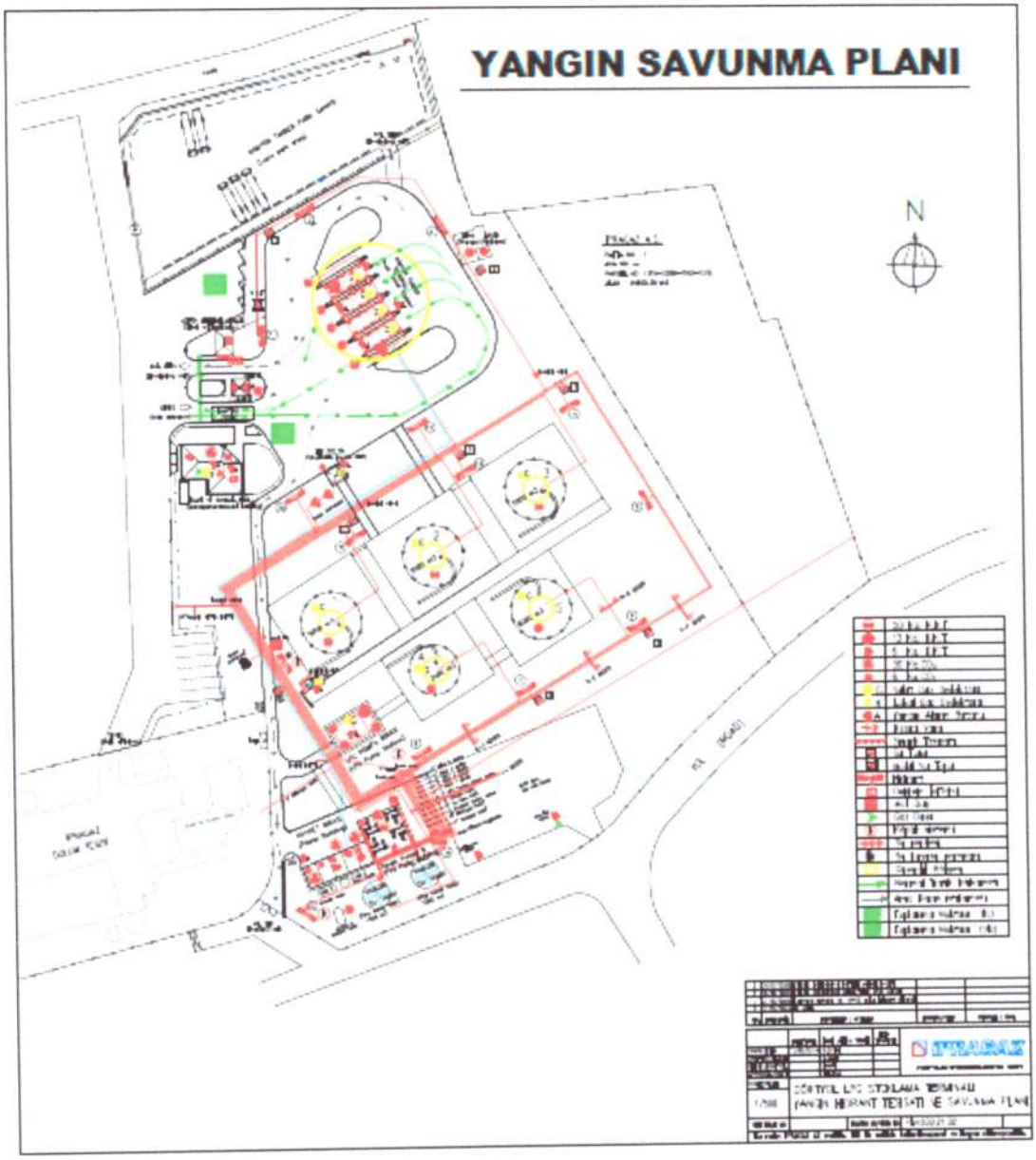


ANNEX 4- GENERAL LAYOUT OF AREAS WHERE DANGEROUS LOADS ARE HANDLED

ANNEX-5 FIRE PLAN OF AREAS WHERE DANGEROUS LOADS ARE HANDLED

The facility is available in the General Fire Defense plan.

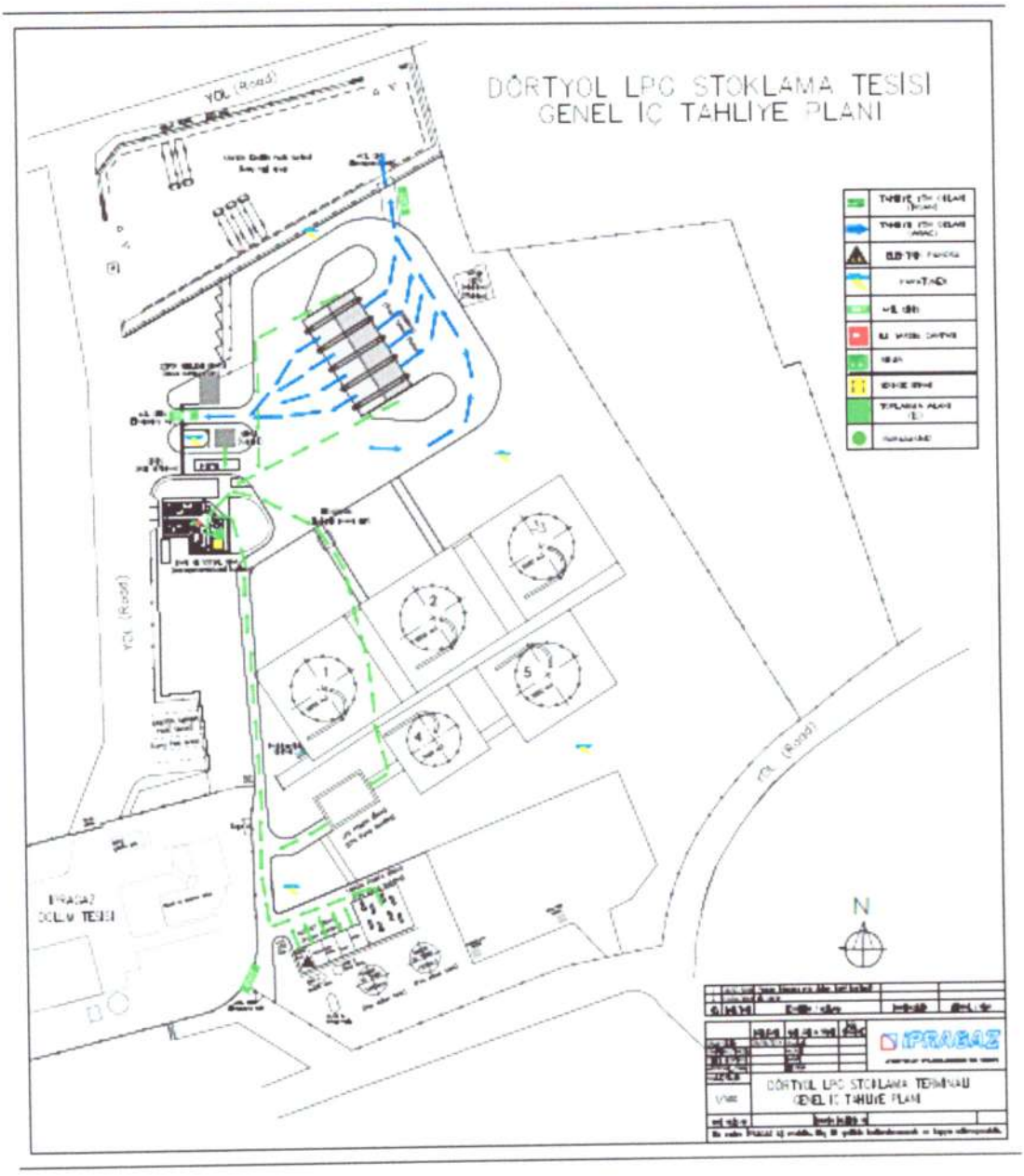
ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY



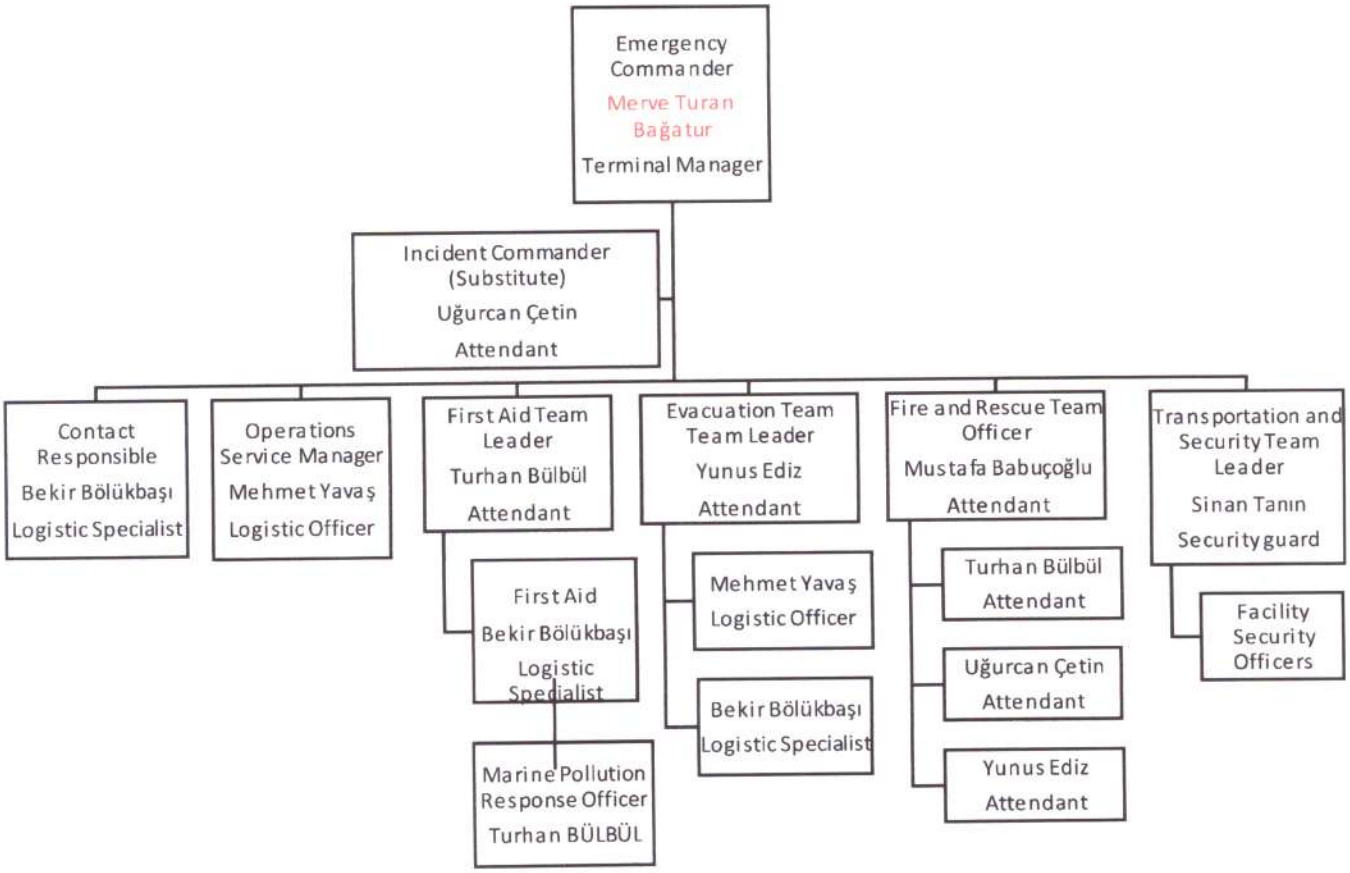
ANNEX-7 EMERGENCY ACTION PLAN

EMERGENCY ACTION PLAN IS AS ITS IN THE EMERGENCY ACTION PLAN of İPRAGAZ A.Ş. DÖRTYOL STORAGE TERMINAL

ANNEX -8 EMERGENCY ASSEMBLY AREA



ANNEX-9 EMERGENCY MANAGEMENT CHART

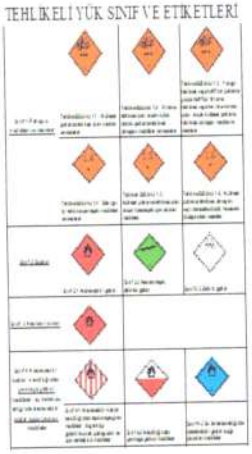


(Persons in Charge and Contact information in this organization are currently registered.)

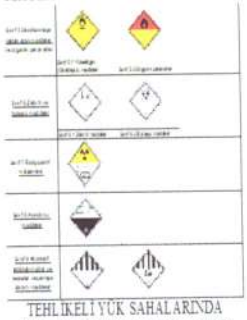
ANNEX-10 DANGEROUS CARGO MANUAL

TEHLİKELİ YÜK İŞARETLERİ

TEHLİKELİ YÜK SINIF VE ETİKETLERİ



TEHLİKELİ YÜK SINIF VE ETİKETLERİ



TEHLİKELİ YÜK AMBALAJLARI VE PAKETLEME GRUPLARI

AMBALAJLAMA GRUPLARI:
Ambalajlama grubu I: Yüksek derecede tehlikeli maddeler
Ambalajlama grubu II: Orta derecede tehlikeli maddeler
Ambalajlama grubu III: Düşük derecede tehlikeli maddeler

TEHLİKELİ YÜK SAHALARINDA UYULMASI GEREKEN KURALLAR

-Ateşle yaklaşmak, sigara içmek tehlikeli ve yasaktır

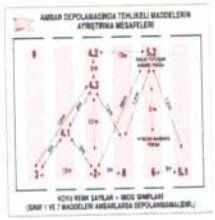
-Yetkisiz kişilerin girmesi tehlikeli ve yasaktır

-İş izni olmadan tehlikeli yük sahalarında çalışma yapmak tehlikeli ve yasaktır

-Tehlikeli yük sahalarında yer alan uyarı ikaz levhalarına uyulması zorunludur.

TEHLİKELİ YÜK BELGESİ ÖRNEĞİ

TEHLİKELİ YÜKLERİN LİMAN SAHASI AYRIŞTIRMA MESAFELERİ VE TERİMLERİ



KIYI TESİSİ KURALLARI

-Liman sahası içerisindeki uyarı ikaz işaret ve levhalarına titizlikle riayet edilecektir.

-Elleçlenecek yüke uygun kişisel koruyucu ekipmanların kullanılması zorunludur.

-Acil durumlarda hızlıkla ACİL DURUM MÜDAHALE DİYAGRAMI uygulanacaktır.

ACİL DURUM EKİPMAN KULLANIM TALİMATI

TEHLİKELİ YÜKLERİN GEMİDE AYRIŞTIRMA TABLOSU

iPRAGAZ

İPRAGAZ A.Ş.

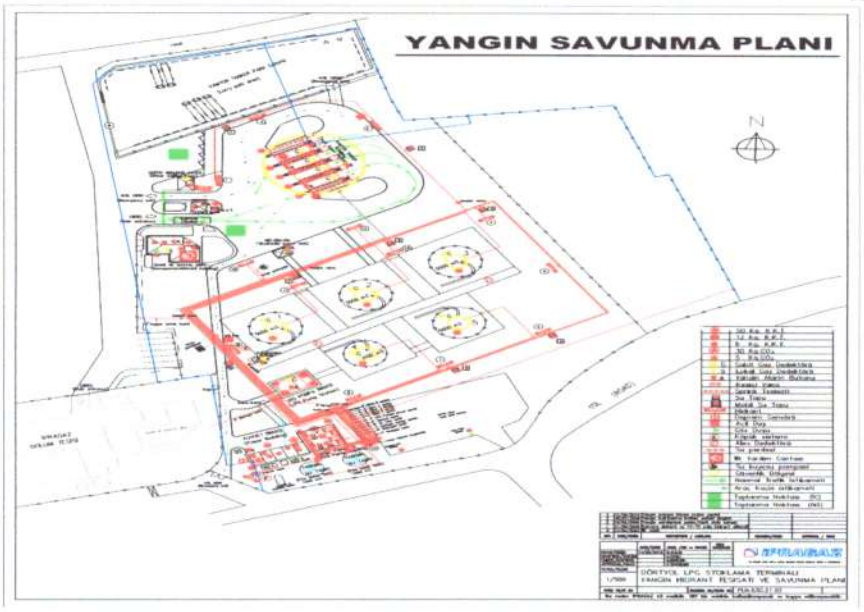
DÖRTYOL STORAGE TERMINAL

DANGEROUS CARGOES HANDLING MANUAL

EMERGENCY MANAGEMENT CHART

- Emergency Incident Commander Gökhan Yurtseven-Terminal Manager
- Incident Commander (Reserve) Mustafa Babuçoğlu-Maintenance Officer
- Communication Officer Bekir Bölükbaşı-Logistics Specialist
- Operation Service Responsible Mehmet Yavas-Logistics Responsible
- First Aid Team Leader Turhan Bülbül-Maintenance Officer
- Evacuation Team Team Leader Yunus Ediz-Maintenance Officer
- Fire and Rescue Team Officer Mustafa Babuçoğlu-Maintenance Officer
- Head of Transport and Security Team Sinan Tanan-Security Supervisor

ANNEX-11 LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES, INPUT/OUTPUT DRAWINGS



LEAKAGE AREAS ARE NOT AVAILABLE WITHIN THE SCOPE OF THE LOAD HANDLED IN THE FACILITY.

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

THERE IS NO SERVICE SHIP IN THE FACILITY INVENTORY.

ANNEX-13 İSKENDERUN REGIONAL PORT MANAGEMENT ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MARINE COORDINATES OF MANAGEMENT CAPTAIN LANDING/EMBARKING POINTS

ANNEX-14 EMERGENCY RESPONSE EQUIPMENTS AGAINST MARINE POLLUTION IN THE COASTAL FACILITY

As in the Approved Marine Pollution Emergency Response Plan

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

MATERIALS TO BE PROVIDED FOR ALL STAFF

1. Work Gloves (as they are worn out)
2. Raincoat (as it is worn out)
3. Helmet (when the usage term expires)
4. Safety shoes (a summer and a winter pair each (for administrative staff)
5. Leather jacket or coat (every three years)

MATERIALS TO BE PROVIDED FOR THE TECHNICAL STAFF

1. Work clothes (non-flammable) (summer and winter suits)
2. Coat (non-flammable) (every two years)
3. Ski mask or beret (annually)
4. Neoprene glove (quarterly)

MATERIALS TO BE PROVIDED FOR THE PROTECTION (PRIVATE SECURITY) PERSONNEL

1. Shirt (twice each for summer and winter)
2. Trousers (two pieces for summer and winter)
3. Tie (twice a year)
4. Cap (once a year)
5. Helmet cap (when the usage term expires)
6. Coat (Every two years)
7. Socks (two pairs for summer and winter)
8. Bandolier (twice a year)
9. Vest (once a year- in summer term)
10. Sweater (once a year- in winter term)
11. Gloves (once a year- in winter term)

ANNEX-16 DANGEROUS CARGO INCIDENTS NOTIFICATION FORM

iPRAGAZ	TEHLİKELİ MADDE KAZA/MAL KAYBI BİLDİRİM FORMU

BÖLÜM.1. KAZA/MAL KAYBI OLAN TEHLİKELİ MADDE BİLGİLERİ

Kaza/mal kaybı olan tehlikeli maddeler ile ilgili aşağıdaki bilgileri doldurunuz.

1.1. Kaza/Mal Kaybının Meydana Geldiği Tarih / Saat:..... .....

1.2. Kaza/Mal Kaybının Meydana Geldiği Taşıma Türü:

Karayolu Demiryolu Denizyolu

1.3. Olay Dahil Olan Tehlikeli Mallar:

UN No	Sınıf [a]	Ambalajlama Grubu	Tahmini Mal Kaybı Miktarı (Kg veya L)	Taşıma Kategorisi	Muhafaza Yöntemi [b]	Muhafaza Yöntemi Arıza Türü [c]

(a) İkincil Risk veya Deniz kirletici riski varsa belirtiniz.

(b) İlgili Muhafaza Yönteminin Numarasını Yukarıdaki Tabloda belirtiniz.		*(c)İlgili Muhafaza Yönteminin Arıza Türü Numarasını Yukarıdaki Tabloda belirtiniz.*
1 Ambalaj	*9 Tüplü gaz vagonu*	*1.Kayıp*
2 IBC	*10 Tüplü gaz tankeri*	*2.Yangın*
3 Büyük ambalaj	*11 Sökülebilir tankları olan vagon*	*3.Patlama*
4 Küçük konteyner	*12 Sökülebilir tank*	*4.Yapısal arıza*
5 Vagon	*13 Büyük konteyner*	
6 Araç	*14 Tank-konteyner*	
7 Tank-vagonu	*15 MEGC*	
8 Tanker	*16 Portatif tank*	

1.4. Tehlikeli Maddenin;

Alıcı Bilgileri: .....

Gönderen Bilgileri: .....

Üretici Bilgileri: .....

Taşıyan Bilgileri: .....

1.5. Olayın olduğu tarihteki meteorolojik koşullar:

.....

.....

.....

.....

.....

.....

ANNEX-17 CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS LOAD TRANSPORT UNITS (CTUS)

HAZARDOUS LOAD TRANSPORT UNITS (CTUS) ARE NOT AVAILABLE WITHIN THE LOAD HANDLED IN THE FACILITY

ANNEX-18 OTHER ANNEXES REQUIRED

MULTIMODAL DANGEROUS LOADS FORM

Multimodal Dangerous Goods Form

This form may be used as dangerous goods declarations as it meets the requirements of SOLAS 74, chapter VII, regulation 5; MARPOL 73/78, Annex III, regulation 4.

1 Shipper / Consignor / Sender		2 Transport document number	
		3 Page 1 of Pages	4 Shipper's reference
			5 Freight forwarder's reference
6 Consignee		7 Carrier (to be completed by the carrier)	
		SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled / placarded and are in all respects in proper condition for transport according to the applicable international and national government regulations.	
10 Vessel and Voyage n°	11 Port of Loading	9 Additional handling information	
12 Port of Discharge	13 Destination		

14 Shipping mark	* Number and kind of packages; description of the goods	Gross mass (kg)	Net mass (kg)	Cube (m3)

15 Container identification No./ vehicle registration No.	16 Seal numbers(s)	17 Container / vehicle size & type	18 Tare mass (kg)	19 Total gross (including tare) (kg)

CONTAINER / VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container identified above in accordance with applicable provisions.** **MUST BE COMPLETED AND SIGNED FOR ALL CONTAINERS/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING**	21 RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANISATION REMARKS:	
20 Name of company	Haulier's name	22 Name of company (OF SHIPPER PREPARING THIS NOTE)
Name/status of declarant		Name/Status of declarant
Place and date	Vehicle reg. No.	Place and date
	Signature and date	
Signature of declarant	DRIVER'S SIGNATURE	Signature of declarant

* DANGEROUS GOODS:You must specify: Proper Shipping Name, hazard class, UM No,, packing group, (where assigned) marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations, For the purpose of the IMDG Code see 5.4.1.1.** For the purposes of the IMDG Code, see 5.4.2.

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26.3.3 GEMİ / SAHİL EMNİYET KONTROL LİSTESİ

Geminin Adı:
İskele: Liman:
Varış Tarihi: Varış Saati:

Kısım 'A' - Dökme Sıvı Genel - Fiziksel Kontroller

Dökme Sıvı - Genel	Gemi	Terminal	Kod	Açıklamalar
1. Gemi ile iskele arasında güvenli bir geçiş vardır.			R	
2. Gemi emniyetli bir şekilde bağlıdır.			R	
3. Kararlaştırılan gemi/sahil iletişim sistemi faal durumdadır.			A R	Sistem: Backup sistem
4. Acil çekme tel halatları doğru olarak yerleştirilmiş ve donatılmıştır.			R	
5. Geminin yangın hortumları ve yangınla mücadele ekipmanı yerleştirilmiş ve derhal kullanım için hazırdır.			R	
6. Terminalin yangınla mücadele ekipmanı yerleştirilmiş ve derhal kullanım için hazırdır.			R	
7. Geminin kargo ve akaryakıt hortumları, boru devreleri ve manifoldları iyi durumda, uygun olarak donatılmış ve istenilen hizmet için uygundur.				
8. Terminalin kargo ve akaryakıt hortum- ları, boru devreleri ve manifoldları iyi durumda, uygun olarak donatılmış ve istenilen hizmet için uygundur.				
9. Kargo transfer sistemi, yeterli olarak izole edilmiştir ve bağlamadan önce kör filençlerin güvenle alınmasına izin vermesi için dreyn edilmiştir.				
10. Güvertedeki bütün frengiler etkili olarak tapalanmıştır ve damla tavaları yerinde ve boştur.			R	
11. Geçici olarak çıkarılan frengi tapaları devamlı olarak izlenmiş olacaktır.			R	
12. Sahil dökme kapları ve kuyuları doğru olarak yönetilmiştir.			R	
13. Geminin kullanılmayan kargo ve akaryakıt bağlantıları kör filençler ile tamamen civatalanmış olarak uygun şekilde kapatılmıştır.				
14. Terminalin kullanılmayan kargo ve akaryakıt bağlantıları kör filençler ile tamamen civatalanmış olarak uygun şekilde kapatılmıştır.				
15. Bütün kargo, balast ve akaryakıt tank kapakları kapalıdır.				
16. Deniz ve borda çıkış/tahliye valfları, kullanılmadığı zaman, kapatılmış ve görünür bir şekilde emniyete alınmıştır.				
17. Bütün harici kapılar, kaportalar ve ya- şam mahallindeki lumbozlar, mağazalar ve makine bölümleri kapalıdır. Makine dairesi havalandırmaları açık olabilir.			R	
18. Geminin acil yangın kontrol planları dışarıya yerleştirilmiştir.				Bulunduğu yer:

Eğer gemi bir inert gaz sistemi (IGS) ile donatılmışsa veya donatılmasını talep etmişse, aşağıdaki noktalar fiziksel olarak kontrol edilmelidir:

İnert Gaz Sistem	Gemi	Terminal	Kod	Açıklamalar
19. Sabit IGS basıncı ve oksijen miktarını kaydedici cihazlar çalışıyor.			R	
20. Bütün kargo tank atmosferleri hacimce %8 veya daha az bir oksijen miktarı ile pozitif basınçtadır.			P R	

Kısım 'B' - Dökme Sıvı Genel - Sözlü Doğrulama

Dökme Sıvı - Genel	Gemi	Terminal	Kod	Açıklamalar
21. Gemi kendi makinesi ile harekete hazırdır.			P R	
22. Gemi ve terminalde operasyonların uygun denetimi ve gemidekilerin maiyetinde etkili bir güverte nöbeti vardır.			R	
23. Sahilde ve gemide acil bir durumun icabına bakmak için yeterli personel vardır.			R	
24. Kargo, akaryakıt ve balast elleçleme için prosedürlerde mutabakat sağlanmıştır.			A R	
25. Acil durum sinyali ve gemi ve sahil tarafından kullanılan durdurma prosedürleri açıklandı ve anlaşıldı.			A	
26. Kargo transferi için Malzeme Güvenlik Bilgi Formları (MSDS) gerektiği yerde değiştirildi.			P R	
27. Elleçlenmekte olan kargonun içinde zehirli maddeler ile bağlantılı tehlikeler tanımlandı ve anlaşıldı.				H2S Miktarı: Benzen miktarı:
28. Bir Uluslararası Sahil Yangın Bağlantısı sağlanmıştır.				
19. Mutabık kalınan tank havalandırma sistemi kullanılacak.			A R	Metodu:
30. Kapalı operasyonlar için gereksinimlerde mutabakat sağlandı.			R	
31. PA/ sistemin çalışması doğrulandı.				
32. Bir buhar dönüş devresinin bağlandığı yerde, çalıştırma parametrelerinde mutabakata varıldı.			A R	
33. Eğer donatılmışsa, bağımsız yüksek seviye alarmları çalışır durumda ve test edildi.			A R	
34. Gemi/sahil bağlantısında uygun elektrik yalıtım vasıtaları yerindedir.			A R	
35. Bir geri döndürmez valf ile donatılan sahil devreleri veya geri kaçmadan sakınmak için prosedürler görüşüldü.			P R	
36. Sigara içme odaları tayin edildi ve sigara içme gereksinimleri gözlenmektedir.			A R	Tayin edilen sigara içme odaları:
37. Çıplak ışık kuralları gözlenmektedir.			A R	
38. Gemi/sahil telefonları, taşınabilir telefonlar ve çağrı cihazları gereksinimleri gözlenmektedir.			A R	
39. El fenerleri onaylı tiplerden biridir.				
40. Sabit VHF/UHF vericileri ve AIS ekipmanı doğru güç modunda veya kapalıdır.				
41. Seyyar VHF/UHF vericileri onaylı tiplerden biridir.				
42. Geminin ana telsiz verici antenleri topraklanmıştır ve radarlar kapalıdır.				
43. Tehlikeli bölge içindeki seyyar elektrikli ekipmana kullanılan elektrik kabloları güç kaynağından sökülmüştür.				
44. Pencere tipi iklimlendirme üniteleri bağlantısı kesildi.				
45. Yaşam mahallinin içinde pozitif basınç korunmaktadır ve kargo buharlarının girişine izin verebilir hava iklimlendirme girişleri kapalıdır.				
46. Pompa dairesinde uygun mekanik havalandırmayı sağlamak için ölçümler alındı.			R	
47. Acil bir kaçış için hazırlık vardır.				
48. Operasyonlar için maksimum rüzgar ve ölü dalga kriteri.			A	Kargonun durması: Sökülme: Ayrılma:
49. Uygunsa, Liman Tesisi Güvenlik Zabiti ve Gemi Güvenlik Zabiti arasında güvenlik protokollerinde mutabakata varıldı.			A	
50. Uygun olduğu yerde, ya inertleme veya geminin tanklarına pörç yapmak için ya da geminin içine devreyi temizleme için sahilden nitrojen ikmali alımı için prosedürlerde mutabakata varıldı.			A P	

Eğer gemi bir inert gaz sistemi (IGS) ile donatılmışsa, veya donatılmasını talep etmişse, aşağıdaki ifadeler yazılmalıdır:

İnert Gaz Sistem	Gemi	Terminal	Kod	Açıklamalar
51. IGS tam olarak faal ve iyi çalışır durumdadır.			P	
52. Güverte (su) sillleri veya muadili iyi çalışır durumdadır.			R	
53. Basınç/vakum kırıcılarda sıvı seviyeleri doğrudur.			R	
54. Sabit ve seyyar oksijen analiz ediciler kalibrasyonları yapılmış ve uygun bir şekilde çalışıyorlar.			R	
55. Bütün tank bireysel IG valfları (donatılmışsa) doğru olarak ayarlanmış ve kilitlenmiştir.			R	
56. Kargo operasyonlarıyla sorumlu bütün personel, inert gaz tesisinin kusuru halinde tahliye operasyonlarının durdurulması ve terminale haber verilmesinin farkındadır.				

Kısım 'D' - Dökme Sıvılaştırılmış Gazlar- Sözlü Doğrulama

Dökme Sıvılaştırılmış Gazlar	Gemi	Terminal	Kod	Açıklamalar
1. Kargonun güvenli elleçlenmesi için gerekli bilgiyi veren Madde Güvenlik Bilgi Formları (MSDS) elde mevcuttur.				
2. Bir imalatçı yasaklama sertifikası, uygun olduğu yerde, temin edildi.				
3. Su sprey sistemi derhal kullanım için hazırdır.				
4. Yeterli uygun koruyucu ekipman (kendinden destekli solunum aparatı dahil) vardır ve derhal kullanım için koruyucu giysi hazırdır.				
5. Ambar ve bariyer arasındaki bölümler uygun bir şekilde inertlenmiş veya gerektiği gibi, kuru hava ile doldurulmuştur.				
6. Bütün uzaktan kontrol valfları çalışır durumdadır.				
7. Gerekli kargo pompaları ve kompresörler iyi durumdadır ve maksimum çalışma basınçları (hususunda), hususunda gemi ve mutabakata varıldı.			A	
8. Sıvı haline gelme veya kaynama kontrol ekipmanı iyi durumdadır.				
9. Gaz bulma ekipmanı kargo için uygun olarak ayarlandı, kalibrasyonu yapıldı, test edileli ve kontrol edildi ve iyi durumdadır.				
10. Kargo sistem göstergeleri ve alarmları doğru olarak ayarlandı ve iyi durumdadır.				
11. Acil durdurma sistemleri test edildi ve uygun şekilde çalışıyor.				
12. Gemi ve sahil birbirinin ESD valflarının, otomatik valfların ve benzer düzenlerin kapatma hızı hususunda bilgilendi.			A	Gemi: Sahil:
13. Elleçlenecek olan kargonun maksimum/ minimum sıcaklıklarında/basınçlarında gemi ve sahil arasında bilgi değişimi yapıldı.			A	
14. Herhangi bir kargo operasyonu ilerlerken, her zaman kargo tanklarının dikkatsizce aşırı dolmasına karşı korunmuştur.				
15. Kompresör dairesi uygun olarak havalandırılmıştır, elektrik motor dairesi uygun olarak basınçlandırılmıştır ve alarm sistemi çalışıyor.				
16. Kargo tank emniyet valfları doğru olarak ayarlanmıştır ve gerçek emniyet valfının ayarları açık ve görünür bir şekilde gösterilmiştir. *(Ayarların kaydı aşağıdadır.)*				

Tank No.1	Tank No.6
Tank No.2	Tank No.7
Tank No.3	Tank No.8
Tank No.4	Tank No.9
Tank No.5	Tank No.10

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DEKLARASYON

Bu kontrol listesini, gerektiği yerde ortaklaşa olarak kontrol ettik, bilgimiz dahilindeki girişlerin doğru olduğundan emin oldu

Ayrıca ihtiyaç duyulduğunda kontrollann tekrarlanması için gerekli düzenlemeyi yaptık ve Kontrol Listesindeki 'R' kodlarıyla işaretli maddelerin ..... saatleri aşmayan aralarda yeniden kontrol edilmesi gerektiği kararına vardık.

Gemi için			**Sahil için**
Adı			Adı
Görevi			Pzisyonu veya Ünvanı
İmza			İmza
Tarih			Tarih
Saat			Saat

Kontrollerin tekrarlanması kaydı:

Tarih:			
Saat:			
Gemi için ilkler:			
Sahil için ilkler:			

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

Not applicable.

Dangerous Goods Safety Advisor
Name/Surname/Signature

Neslihan KAYAASLAN

Port Facility Offical/Manager
Name/Surname/Signature

Merve Turan Bagatur