SOLVENTAŞ TEKNİK DEPOLAMA AŞ.
DANGEROUS CARGO HANDLING GUIDE

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1 INTRODUCTION

1.1. The facility started operating in 1967 At the terminal, liquid bulk cargoes are stored and distributed through pipes and flexible hoses. SADAŞ, EFESANPORT are adjacent facilities to the terminal.

1.2. Acceptance of dangerous goods to the facility, handling operation, general safety and protection of the area, protection of cargoes, storage, safety of everyone at or near the coastal facility and protection of the environment should be controlled.

1.3. Life safety at sea is also related to the safety and protection of a ship, its cargoes and crew at the Port Facility, and the precautions taken regarding dangerous cargoes before they are directly loaded/discharged and during handling.

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

1.5. Although land, port and maritime elements are included in the general transport chain, it is very important that the persons responsible for the matters specified in chapter 2 take all necessary precautions and that all relevant information is given to the persons involved in the transport chain, also on the final consignment. Consideration should be given to the possible different requirements for different modes of transport.

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

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

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

1.1 Facility Information Form

General information about the facility is as in the facility information form presented below:

1	Facility Operator name/title	SOLVENTAŞ TEKNİK DEPOLAMA A.Ş		
2	Contact information of the facility operator (Address, telephone, fax, e-mail and web page)	Dilovası Organize Sanayi Bölgesi, 1.Kısım, Tuna Caddesi , No:7 Dilovası / Kocaeli 0 262 6482700 , info@solventas.com.tr www.solventas.com.tr		
3	Name of the facility	**SOLVENTAŞ TEKNİK DEPOLAMA A.Ş**		
4	Province	**KOCAELİ**		
5	Contact information of the facility	Dilovası Organize Sanayi Bölgesi, 1.Kısım, Tuna Caddesi , No:7 Dilovası / Kocaeli 0 262 6482700 , info@solventas.com.tr www.solventas.com.tr		
6	Geographical region	**Marmara Bölgesi**		
7	Port Authority to which the facility is affiliated and communication details	Kocaeli Bölge Liman Başkanlığı Atalar Mah.Sahil yolu cad. No:26 Yarımca –Körfez/ Kocaeli Tel: 0 262 5283754/ 5282434/ 5284631 Fax:0 2625284790/ 5285104 www.kocaeli.uab.gov.tr		
8	Municipality of the facility and contact details	Dilovası Belediyesi 0 262 7545517 Dilovası Organize Sanayi Bölgesi		
9	Facility Name of the Free Zone or Organized Industrial Zone	Dilovası Organize Sanayi Bölgesi		
10	Port Facility Operation Permit/Expiry date of the Temporary Operation Permit	**25.07.2027**		
11	Operational status of the facility	Own cargo and additional 3rd party	Own cargo	3rd party **X**
12	Name and surname of the facility manager , contact details (phone, fax, e-mail)	Elif Dilekhan Artan / General Manager 0 (532) 2937624		
13	Name and surname of the facility's dangerous cargo operations officer, contact details (phone, fax, e-mail)	Semih Ekici / *Operasyon Direktörü* 0 (262) 6482700		
14	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail)	*SEVDE DOĞRU* *TEL: 0533 123 35 38* *MAIL: sevde@tmgddanismanlik.com*		
15	Coordinates of the facility	**40° 46’ 0,34” N , 29° 32’ 40” E**		
16	Types of dangerous goods handled at the facility (with cargoes within the scope of MARPOL Annex-I, IMDG Code, IBC Code,	MARPOL EK-1, EK-2: YES (İZAYDAŞ) / IGC CODE: NO / IMDG CODE: YES (EXCEPT CLASS-1/CLASS-2/CLASS-4 /CLASS-5/ CLASS-6.2 / CLASS-7) /IMSBC : NO / IBC CODE: YES		

	IGC Code, IMSBC Code, Grain Code, TDC Code) asphalt/bitumen and scrap loads)	
17	Dangerous goods handled at the facility (except IMDG Code, among the cargo types in 16th article, will be written separately. Additional cargo request will be submitted to the port authority with the Annex-1 form. To be added to TYER when appropriate)	Liquid products with “S” and “S/P” phrases in IBC CODE Part-17; Butyl Acrylate, Diethylene glycol, Diethanol amine,ethyl acrylate,ethyl acetate,hexane, Isobutyl alcohol, Methyl alcohol, Methyl Methacrylate,Methyl Ethyl Ketone, Phosphoric acid, Perchloroetylene, Phenol, xylenes, White spirit, Vinyl acetate, Triethanolamine, TDI, Toluene
18	Classes for handled cargoes subject to IMDG Code	Class-3, Class-6.1, Class-8, Class-9
19	Groups in characteristic table for handled cargoes subject to IMSBC Code	-
20	Types of ships that can berth at the facility	Chemical tankers Petroleum/product tankers -Fuel Barges
21	The distance of the facility to the main road (kilometers)	200 m
22	The distance of the facility to the railway (kilometers) or the railway connection	Railway passes through the facility. No railway connection
23	Name of the nearest airport and distance to the facility (kilometers)	Sabiha Gökçen_ 20 km.
24	Facility's cargo handling capacity (Ton/Year; TEU/Year; Vehicle/Year	4.000.000 tonnes/year
25	Whether or not the facility handles scrap	No
26	Is there a border crossing?	Yes
27	Are there any bonded custom areas?	**Yes**
28	Cargo handling equipment and capacities	Pipelines, pumps, flexible hoses
29	Storage tank capacity (m³)	332368 m3
30	Open storage area (m²)	No open storage
31	Semi-closed storage area (m²)	No semi-closed storage
32	Closed storage area (m²)	Bonded Custom 1038 m², Duty-free 541 m²
33	Determined fumigation and/or degassing area (m²)	-
34	Pilotage and tugboat services provider's name, title, contact details	Sanmar Denizcilik Mak. Ve Tic AŞ. 0 216 4585900
35	Is security plan been created?	Yes
36	Waste reception facility capacity	WASTE TYPE / CAPACITY m3 MARPOL 73/78 APPENDIX-1 SLOP: 1000 MARPOL 73/78 APPENDIX-2 TOXIC LIQUID WASTE: 790
37	Dock/pier etc. Properties of the areas	

Dock/Pier		**Length (meter)**	**Width (meter)**	**Min. Water depth**	**Max. Water depth**	**The largest ship tonnage to berth (DWT veya GRT)**
1	**No.1**	270 m.	11 m	25 m.	10 m.	50000 DWT
2	**No.2**	235 m.	11 m	25 m	10 m	50000 DWT
				Number (adet)	**Length (metre)**	**Diameter (inç)**
1	Ship Unloading Load Circuit			60 pieces	300 ~1200 m	4” - 14”

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

Dangerous Liquid Bulk Cargoes both beloning to IBC Code, MARPOL and IMDG Code (Oil and Petroleum Products, Chemicals and Similar Liquid Dangerous Bulk Cargoes) Class 3, Class 6.1, Class 8 and Class 9 are handled at our port facility and stored in the port and land area.

1.2.1 Requirement

1.2.1.1 For the purpose of detecting gas leaks that may occur, gas detectors are calibrated and kept ready for use

1.2.1.2 During the loading/unloading operation, all kinds of vehicles coming to the filling/discharging platform in the facility are equipped with flame arrester apparatuses and grounded in order to be completely free of static electricity. Our automation system does not allow the filling of tankers whose grounding system is not connected. Land Tankers that are not flame-retardant are not admitted to the port facility.

1.2.1.3 Necessary warnings and warning signs have been placed in the form of fixed signs around the area where the handling is made. Personal protective clothing and equipment are worn in all operation areas of the enterprise, in dangerous places and situations, which the personnel should wear in accordance with the occupational safety and worker health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas are not employed.

1.2.1.4 Periodic maintenance, repair and calibration of the devices used are carried out and the certificates and records documenting this situation are kept up-to-date.

1.2.1.5 In case of emergencies or accidents, first aid materials to be used for intervention are kept in places known by the personnel and specified in the Dangerous Goods handbook and layout plan.

1.2.1.6 Ex-proof radios suitable for Zone-0 and Zone-1 area, which can be used safely in flammable or explosive environment, are used in the loading/unloading operations of communication equipment of dangerous liquid bulk cargoes.

1.2.1.7 Flexible hoses used for loading/discharging liquid bulk cargoes; Tests, maintenance and repairs are carried out in accordance with the criteria specified in ISGOTT, and test reports and maintenance and repair records are kept. Hoses that will be used in loading/discharge operations but not in service are kept by blinding in accordance with the criteria specified in ISGOTT.

1.2.1.8 Electrical insulation flange and insulated flange bolt connections are used in the connection of flexible hoses used in the discharge/discharge of liquid bulk cargoes to the ship.

1.2.1.9 Dangerous liquid bulk cargoes are handled in a way that eliminates the possibility of interaction with other cargoes, and circuits suitable for the product are used.

1.2.1.10 Ship Operations Manager, Ship Operations Chief and Ship Operations Shift Engineers are responsible for additional safety and security measures to be taken in ship unloading/loading operations during shift hours.

1.2.1.11 Ship Operations Manager, Ship Operations Chief and Ship Operations Shift Engineers are defined in the Quality Management System.

1.2.1.12 In cargo operations and emergencies, according to their areas of responsibility, the ship's captain and the Ship Operations Manager/Chief and the Ship Operations Shift Eng. The following information regarding dangerous liquid bulk cargoes that are loaded/discharged or transported shall be submitted to the port authority and other relevant parties, if deemed necessary.

By the master of the ship;

- Proper shipping name, UN number (if any) and description of its physical and chemical properties (including reactivity) of the dangerous cargo.
- Procedures for load transfer, slop transfer, inerting, ballasting, ballast discharge and tank cleaning.

By the Operations Officer;

- Written “Port Rules” and “Emergency At Pier” documents are delivered to the masters of the ships docking at our pier by the Ship Operations Shift Engineers.
- Ship captains ensure that all personnel on board learn the safety precautions and comply with the specified instructions.
- “Ship/Shore Safety Check List” is filled in mutually by the Ship Operations Shift Engineers and agreed with the Ship captain

Before the start of the handling and loading/discharge operations of dangerous liquid bulk cargoes and during the operation, all the entrances where the said operation will be carried out. Necessary warning notices/signs in written and pictograms have been placed in the form of fixed signs at the approach points of the quay and the quay.

1.2.1.14 "Liquid Chemical Ships Discharge Report" is signed by agreement between the shore and the ship and kept in the document file. During the handling and loading/unloading of liquid bulk cargoes, continuous communication is provided from Marine Band VHS channel 71 and the effectiveness of the communication is ensured during the discharge/loading operations.

1.3 Operational Procedures for Safe Handling of Dangerous Liquid Bulk Cargoes

1.3.1 Piping and hosing used for dangerous bulk liquid cargoes

- Flexible hoses will be used for cargo by considering the temperature and suitability and not be used for other than these cargoes.
- If they are prone to be damaged by impact they will be protected accordingly.
- The pipe will be electrically continuous except for the inclusion of an insulating flange or non-conductive spool piece when used for the transfer of a flammable liquid. The pipeline on the seaward side of the insulating section should be electrically continuous to the ship, and that on the landward side should be electrically continuous to the jetty earthing system. The insulating flange should be tested in accordance with chapter 17 of ISGOTT.

1.3.2 Operations Officer

1.3.2.1 Takes adequate measures to prevent short circuits in the insulation section,

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

1.3.2.3 The possibility of a sparking spark that may trigger a flammable atmosphere may occur. shall ensure that other metallic connections between the interface and the shore are protected or regulated to ensure

1.3.2.4 O.O. will act in accordance with the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.3.3 Ignition Sources

1.3.3.1 The Operations Officer shall ensure that that the master of a ship is notified of any conditions which may require precautions to be taken for avoidance of sources of ignition on the ship such as galley stoves or cooking appliances with non-immersed elements.

1.3.4 Containment Of Spills

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

1.3.5 Handling

1.3.5.1 Flexible Hoses

Within their respective areas of responsibility, the Ship's Master and Operations Officer must ensure that:

.1 No Flexible hose is used for cargoes other than those for which it is suitable, having regard to the temperature and compatibility of such cargoes, or at any working pressure for which it is unsuitable.

.2 Before being placed in service, each flexible hose should be hydrostatically tested in accordance with Administration requirements.

.3 Before being placed in service, each Flexible hose supplied should be hydraulically tested in accordance with the requirements of the regulatory authority.
.4 Before being put into use on any day a Flexible hose is visually inspected. Flexible hoses should be inspected at frequent intervals during operations..
.5 Documents showing the type of hose, its specified maximum working pressure and its month and year of manufacture will be kept at the facility.
.6 It will be ensured that there are adequate electrical insulation flanges and the length of each Flexible hose is sufficient to satisfactorily operate within the defined operating envelope without overstressing the terminal connections.
.7 Procedures for leak-free separation from the flexible hose coupling are adequately implemented to protect the environment, personal safety, and equipment in the event of an emergency.
.8 A Flexible hose rigged for the handling of liquid bulk dangerous cargoes is kept under adequate supervision.
.9 It will be ensured that there are adequate procedures for the disconnection of the Flexible hose in the event of an emergency, to protect the environment, personnel safety and equipment.

1.3.6 Initial Measures

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

1.3.6.2 Before starting the dangerous liquid bulk cargo operation, on the "Liquid Chemical Ships Discharge Report", 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.

1.3.6.2.1 The number, diameter, flow rate and maximum working pressure of the lines and hoses that the ship and Solventas can allocate for discharge;

1.3.6.2.2 Availability of responsible persons on board and during launch operations on shore.

1.3.6.3 An appropriate security checklist shall be completed and signed, indicating the main safety measures to be taken before and during such transfer operations

1.3.6.4 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.

1.3.6.5 To ensure that appropriate safety precautions and clothing are used.

1.3.6.6 The operations officer shall ensure that the flexible hose's loading/unloading connections are safely and securely blinded when not in use or in standby service.

1.3.7 Pumping

1.3.7.1 Within their respective areas of responsibility, the Ship's Master and Operations Officer shall ensure that:
1.3.7.1.1 Frequent checks are made to ensure that the agreed back-pressures and loading or unloading rates are not exceeded;
1.3.7.1.2 All reasonable care is taken to prevent all relevant pipelines, loading arms, Flexible hoses and associated equipment on board the ship and ashore from developing a leak, and that they are kept under adequate supervision during the handling of liquid bulk dangerous cargoes;
1.3.7.1.3 Effective communication is maintained between the ship and Port equipment during transfer operations;
1.3.7.1.4 A safety checklist is available for inspection during handling operations;
1.3.7.1.5 During the handling of dangerous liquid bulk cargoes, necessary arrangements have been made to measure the tankers to be discharged to ensure that the tanks are not overfilled;
1.3.7.1.6 Responsible persons are present during operations on board and on Port;
1.3.7.1.7 Appropriate safety equipment and clothing are used

1.3.8 Completion of the operation

1.3.8.1 Within their respective areas of responsibility, Ship's Master and Operations Officer: After the transfer of dangerous bulk liquid cargoes is completed, he will ensure that there is no pressure in the unloading valves and flexible hoses. In addition:

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

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

1.3.8.1.3 Ensure that appropriate safety equipment and clothing are used.

1.3.9 Ships' berthing to the pier by the Ship Operations Unit

1.3.9.1 The "ETA" (Estimated Time of Arrival) is sent to the Solventas Ship Unit by the agency 15, 7, 3, 2, 1 days before the ships dock at the Solventas pier. In the first notification made for the ship, "Solventas Pier Information" is sent to the ship agency. On the 2nd page of this notification sent as an Excel file; There is “Pre Arrival Information” which must be filled and sent to us by the ship. In this document, there is information such as from which side the ship wants to approach the pier, the ship's loading-unloading priorities, slop status, etc. At the same time, the ship's ISPS (Ship Security Certificate) certificate is also requested from the agency. Ships without ISPS certificate are prohibited from berthing at our pier..

1.3.9.2 A day before the ships dock at the pier, the "Guide captain information form" showing which pier and how they will dock is notified to the Dekaş Pilot Station by electronic message.

1.3.9.3 Ships that are not subject to piloting are berthed only by mooring. No vessel over 200 gross tonnage is allowed to berth to the pier without mooring.

1.3.9.4 Approach or leave the coastal facilities specified in the Regulation on the Amendment of the Ports Regulation of the Ministry of Transport, Maritime Affairs and Communications published in the Official Gazette dated 20 October 2015 and numbered 29508; 500 GT and larger tankers and ships and marine vehicles carrying all kinds of dangerous goods, 1000 GT and larger Turkish flagged ships and marine vehicles, 500 GT and larger foreign flagged ships and marine vehicles with a length longer than 55 meters or more than 400 GT Large foreign flagged commercial and private yachts are required to have a pilot. All foreign-flagged military ships are required to take a pilot when entering and exiting non-military coastal facilities. Refueling ships of 1000 GT and smaller that berth to the ships at anchor or in the Port Facility for refueling or leave to the shore facility to take their cargo for refueling, including the stage cruises in the port areas with the pilot stage cruise, to take a pilot. It doesn't have to."

1.3.9.5 "Sign Flag" is hung on the port manifold where the ship will dock. The ship docks by aligning its manifold to this flag. Ship docking is done under the supervision of facility staff.

1.3.9.6 After berthing, the ship is requested to have its own pier ladder and a safe shore crossing pier with a safety net stretched under it.

1.3.9.7 Notifications of berthing vessels are made to Izmit Port Authority. These notifications are entered on the website of the Presidency until 09:00 every day at the latest. Ships leaving the pier are also deleted by making their entries on this site.

1.3.10 Ensuring minimum safety conditions in order to ensure minimum safety and security conditions before, during and until departure of ships berthing at the piers, the following conditions must be met;

1.3.10.1 Before berthing, it is checked that the berths have suitable draft conditions.

1.3.10.2 If docking is to be made in front of or behind another ship at the pier, a distance of at least 10 meters should be left between the two ships.

1.3.10.3 In order to ensure that the berthing ships do not come into contact with the ships at the pier, the facility personnel performing the berthing maneuvers are immediately informed of the unsafe berthing conditions to the Mooring Personnel and the Pilot, and the berthing is canceled if necessary.

1.3.10.4 It is checked that the minimum mooring and trailer conditions required for berthing, depending on the gross size of the ship, exist according to the "Ports Regulation" published in the Official Gazette dated 31.10.2012 and numbered 28453.

1.3.10.5 Again, within the framework of the regulations, it is checked that the ships carry the appropriate navigation lights and signs.

1.3.10.6 When unsuitable ship rope is seen, the moorings are warned and the rope is changed.

1.3.10.7 Persons who may be at the pier while the ships are receiving or receiving ropes are removed from the rope spaces by the Facility Personnel in order to protect them from rope accidents.

1.3.10.8 Personnel providing mooring service Solventas Terminal must meet minimum safety and security requirements and have personal protective equipment such as life jackets, helmets and gloves.

1.3.10.9 For emergencies; It complies with the directives in the Terminal Guide and Emergency Booklet sent to Kocaeli Port Mooring Station.

1.3.10.10 Elements that threaten the safety of the ship, such as possible hot work, etc., that may be present at the pier during berthing are not allowed.

1.3.10.11 Itthat the fender and emergency release hooks in the berthing area are in suitable condition and ready for use, and their hooks are placed in the rope binding position.

1.3.10.12 The cruise area is checked before berthing, and situations that prevent maneuver are removed by immediately notifying the Coast Guard of possible violations of fishermen, divers, mussels, etc.

1.3.10.13 By observing the berthing angles and speeds of the ships to the pier, the Pilots and the masters of the ship are warned if necessary to exceed the limits.

1.3.10.14 During the time the ships stay at the pier, no berthing is allowed except for the tugboat that provides propulsion service.

1.3.11 Negotiations with the ship before discharge, preparation of safety and checklists

After the customs controls of the ship are completed;

1.3.11.1 Within the scope ISPS Code (International Ship Shore Security Code), the ship's entry log book is signed and the duty card is obtained and the ship is boarded.

1.3.11.2 The items in the form titled "Check List of Matters Related to Safety on the Ship and on the Beach" are checked and the missing parts are eliminated and signed by mutual agreement with the ship.

1.3.11.3 If the ship is at a higher security level than our security level as solventaş within the scope of ISPS Code, a Security declaration is drawn up between the ship and the facility and mutual signatures are signed. This situation is reported to the port authority.

1.3.11.4 Documents belonging to the cargo owner, if any, are taken from the ship and checked.

1.3.11.5 The original “Bill Of Lading”, “AT.R1 Certificate” documents received from the ship are delivered to the Customs Broker in return for a report.

1.3.11.6 The preparatory letter issued by the ship is examined and signed by specifying the required notes.

1.3.11.7 A cargo plan (Cargo Plan) is requested from the ship.

1.3.11.8 "Liquid Chemical Ships Discharge Report" is agreed and signed.

1.3.11.9 The ship's captain notifies the Ship Operations Engineer with the waste declaration form, the types and amounts of the wastes on the ship and the type and amount of the waste to be given to the port.
1.3.11.10 A "Waste Collection Agreement" is signed regarding the wastes to be given by the ship.
1.3.11.11 Documents pertaining to liquid chemical products belonging to the loading port are taken and the "Document Received from Ships Document" is filled and signed by the Captain.
1.3.11.12 The reports of the supervisors who control the ship are checked. It is checked by requesting the “Vessel Ullage Report”.
1.3.11.13 The official product quantity given in the Bill of Lading is compared with the product quantities measured in the ship tanks after loading. If abnormal differences are observed, the values of the tank measurements after loading and before unloading are checked and the reason is investigated.
1.3.11.14 The "Terminal Regulations" booklet containing the rules to be followed while at the pier and the "Ship-Shore Interface Emergency Situations and Procedures" booklet on what to do in emergency situations are delivered to the master of the ship.

1.3.12 Connecting hoses to ships
The procedures below are provided by the Ship Operation Engineers of the Facility.
1.3.12.1.1 Before the hose connection is made between the port manifold valve where the ship is docked and the ship manifold valve, the Ship Operations Engineer checks whether the ship's valve is the correct valve by looking at the "Ship Cargo Plan" together with the 2nd Captain of the ship.
1.3.12.1.2 Labels showing the type of goods and ship tank numbers are attached to the ship lines by the Ship Operations Engineer.
1.3.12.1.3 On the port circuit valve side, the ½” valve spool on which air/nitrogen connection can be made, the sampling apparatus and the existing fixed isolated flanges used to provide electrical isolation with the ship are checked. Quick release couplings are installed between the hose and the port connection flange. Before and after all fasteners, gaskets suitable for the type of load are placed and the bolts are tightened completely mutually.
1.3.12.1.4 The port and ship manifold flanges are fitted with shields for very hazardous liquid chemical products

2 RESPONSIBITY

All parties engaged in the transport of dangerous goods; they have to take all necessary precautions to make transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage when an accident occurs.

2.1 Responsibilities of the Relevant Person of Cargoes

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

2.1.2 To ensure that dangerous goods are classified, defined, packaged, marked, labeled and plated in accordance with the legislation.

2.1.3 To ensure that dangerous goods are safely loaded, stacked, secured, transported and unloaded in approved and legal packaging, container and cargo transport unit.

2.1.4 To ensure that all relevant personnel are trained on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, security and similar issues, and to keep training records.

2.1.5 To ensure that the necessary safety measures are taken for dangerous goods that do not comply with the rules, are unsafe or pose a risk to people or the environment.

2.1.6 To provide necessary information and support to those concerned in case of emergency or accident.

2.1.7 Notifying the administration of dangerous goods accidents occurring in the area of responsibility.

2.1.8 To provide the required information and documents in the controls made by the official authorities and to provide the necessary cooperation**.**

2.2 Responsibility of The Port Facility Operator

2.2.1 To ensure that the ships are berthed and moored in an appropriate, sheltered and safe manner.

2.2.2 To ensure that the entry-exit system between the ship and the shore is appropriate and safe.

2.2.3 To ensure that the persons involved in loading, unloading and handling of dangerous goods receive training.

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

appropriately qualified, trained personnel who have taken occupational safety precautions.

2.2.5 To request all mandatory documents, information and documents related to dangerous goods from the person concerned, and to ensure that they are present with the cargo.

2.2.6 Keeping an up-to-date list of all dangerous goods in the operation area.

2.2.7 Ensuring that all operating personnel are trained on the risks of handled dangerous goods, safety precautions, safe working, emergency measures, security and similar issues, and keeping training records.

2.2.8 To check the relevant documents in order to confirm that the dangerous goods entering the facilities are properly identified, classified, certified, packaged, labeled, declared, safely loaded and transported to the approved and legal packaging, container and cargo transport unit.

2.2.9 Taking the necessary safety measures for dangerous goods that are not in compliance with the rules, unsafe or pose a risk to persons or the environment, and notify the port authority.

2.2.10 To ensure that emergency arrangements are made and that all relevant persons are informed about these issues.

2.2.11 To notify the port authority of the dangerous cargo accidents that occur in the field of operation responsibility.

2.2.12 To provide the necessary support and cooperation in the controls made by official authorities.

2.2.13 To carry out activities related to dangerous goods in quays, piers, warehouses and warehouses established in accordance with these works.

2.2.14 .To equip the piers and piers reserved for ships and marine vehicles that will load or unload bulk oil and petroleum products, with facilities and equipment suitable for this work.

2.2.15 To transport the dangerous goods that cannot be kept temporarily in the operation area or that are not allowed, out of the Port Facility as soon as possible without waiting.

2.2.16 Not to berth the ships and marine vehicles carrying dangerous goods to the pier and quay without the permission of the port authority.

2.2.17 To prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency

2.3 Responsibilities of the Ship's Relevant Contact Person

2.3.1 To ensure that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

2.3.2 Requesting all mandatory documents, information and documents related to dangerous goods from the cargo person and ensuring that they are present with the cargo during the transportation activity.

2.3.3 To ensure that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.

2.3.4 Checking the transport documents containing information that the cargo transport units loaded on the ship are properly marked, plated and loaded safely.

2.3.5 To inform the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.

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

2.3.7 To ensure that the loading program, if any, is approved and documented and kept in working order.

2.3.8 To inform the port authority and the Port Facility about the instant risk posed by the dangerous cargoes on the ship approaching the Port Facility and the measures taken for it.

2.3.9 Not accepting the dangerous goods to carry the dangerous goods in case of leakage or such a possibility.

2.3.10 To notify the port authority of the dangerous cargo accidents that occur on the ship while navigating or at the Port Facility.

2.3.11 To provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

2.3.12 Not accepting to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.

2.3.13 To ensure that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.

2.3.14 To provide the requirements regarding the loading safety of the loads loaded on the ships.

2.4 Responsibilities of Dangerous Goods Safety Advisor

2.4.1 According to Article 6 of the Regulation on the Transportation of Dangerous Goods by Sea and Loading Safety, Coastal Facilities must have a Dangerous Goods Safety Advisor.

2.4.2 Responsibilities and duties are listed as follows;

2.4.3 The main duty of the consultant is to facilitate the management of these activities in the safest way by determining and using the most appropriate tools and activities within the scope of the requirements of the work, under the responsibility of the person at the head of the business.

2.4.4 A DGSA consultant primarily performs the following duties:

2.4.5 Monitoring compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.

2.4.6 Provides suggestions to the business in the transportation of dangerous goods in accordance with the provisions of ADR / IMDG.

2.4.7 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.

2.4.8 Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the IMDG/ADR regarding this substance.

2.4.9 Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.

2.4.10 To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.

2.4.11 To provide training to the employees of the enterprise about the national and international legislation and the amendments made, or to ensure that they receive it, and to keep the records of this training.

2.4.12 determine the emergency procedures to be applied in case of an accident or an event that may affect safety during the transportation, loading or unloading of dangerous goods,

2.4.13 the employees conduct the exercises related to them periodically and keep the records.

2.4.14 To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.

2.4.15 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.

2.4.16 To ensure that employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.

2.4.17 To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.

2.4.18 To create instructions for keeping the documents and safety equipment required to be in the vehicle during transportation according to the class of the dangerous substance.

2.4.19 To record all kinds of activities, including training, audit and control, to keep these records for 5 years and to submit them to the Administration if requested.

2.4.20 To prepare and enforce the business security plan specified in ADR/IMDG 1.10.3.2.

2.4.21 In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR); To determine procedures for work and operations related to packaging, labeling, marking and loading.

2.4.22 In the inspections to be carried out in relation to his duty in the enterprise; To keep records by specifying the date and time of the audited persons and works.

2.4.22 In case of any danger, to stop the work until the danger is eliminated, to start the work with his own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.

2.4.23 DGSA, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes damage to life, property and the environment; collects information about the accident and gives an accident report to the enterprise management or the Administration. This report, prepared by DGSA, is sent to the Administration via the address www.turkiye.gov.tr by the enterprise or DGSA Company (TMGDK) within one month. This report does not replace the report that should be written within the scope of international or national legislation.

2.4.24 In order to prepare the annual activity report of the enterprise regarding the transportation of dangerous goods in accordance with the format determined by the Administration, within the first three months as of the end of the year, and to send it to

the Administration via www.turkiye.gov.tr when requested, and to DGSA Company (TMGDK), where it works and consultancy services are provided. present to the business.

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

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

2.5.1 To have the personnel who will work at the Port Facility receive the training specified in the Administration's circular dated 27.03.2013 and numbered 79462207/315,
2.5.2 To act in accordance with the rules specified in the IMDG Code in the Port Facility,
2.5.3 The Dangerous Goods Guide created by the Port Facility and To act in accordance with the procedures regarding dangerous goods,
2.5.4 to report any inconvenience in the handling, transportation and storage of dangerous goods in the Port Facility, to report the situation to the facility authorities,
2.5.5 To work to eliminate the Occupational Health and Occupational Safety risks that may occur during the use and storage of dangerous goods. Sending the (SDS) Form, which constitutes an important part of it and which is prepared to inform the user accurately and adequately, containing the dangers and risks of the relevant dangerous goods and other information, to the Port Facility management and the Administration.

2.6 Responsibilities of the Carrier

2.6.1 To prepare the mandatory documents and ensures that these documents are present with the cargo during the transportation activity.

2.6.2 To provide classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

2.6.3 To ensure that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

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

The rules and precautions set forth in this section are in the 1,4,6,7,8,9,10 of this guide. Chapters, Dangerous Goods Emergency Plan and Accident Prevention Policy are detailed. Infrastructural requirements are provided by our Port Facility.

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

3.1.1 Berthing

3.1.1.1 Port facility operators shall ensure that the following are provided:

3.1.1.2 Adequate and safe mooring facilities; A pier is not provided by the facility. The ship has to use its own pier and has to take the necessary safety measures such as a net to prevent falling.

3.1.2 Inspection

3.1.2.1 Ensure that Discharge/Loading ship circuits and shore tanks are properly inspected and that cargo transport units are regularly inspected for leaks or damage. Response when leakage or damage is detected Ship Operations Manager, Ship Operations Chief and Ship Operations Shift Eng. done under control.

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

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

3.1.3.1 Port facility managers are responsible for ensuring that dangerous cargo entering the facility is properly identified, packaged, marked, labeled or tagged, in accordance with the provisions of the IMDG Code or, alternatively, appropriate national or international legal requirements that can be applied in the mode of transportation.

3.1.4 Safe loading and Segregation

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

3.1.5 Emergency operations

Port facility responsible;

3.1.5.1 Makes sure that appropriate emergency arrangements are made and notified to those concerned. These arrangements include;

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

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

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

3.1.5.1.4 coordinated arrangements for the departure of a ship in the event of an emergency; and;

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

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

3.1.5.2.1 The "Medical First Aid Guide (MFAG)" in the annex of the IMDG Code is used in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these cargoes.

3.1.5.2.2 For emergency situations involving dangerous goods, the “Emergency Plans (EmS)” in the IMDG Code annex is used.

3.1.6 Emergency information

Port facility responsibles;

3.1.6.1 Proper Shipping Names, including Quantities, correct technical names (if any) UN numbers, classes or, when assigned, division of goods, Class 1, compatibility group letter, sub-hazard classes (if assigned) packing group (if assigned) and provides a list of all dangerous goods in warehouses and other areas, including the exact location kept ready for emergency services.

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

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

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

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

3.1.6.6 It ensures that port or dock emergency response operations and port or quay emergency telephone numbers are located within or in important locations of warehouses and dangerous goods transportation and operations.

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

3.1.6.8 It gives the information of the emergency operations in force and the services available in its interface to the captain of the ship loading or carrying the dangerous cargoes.

3.1.7 Fire precautions

3.1.7.1 Must be Ensured that::

3.1.7.1.1 The mooring area at the docking interface of the ships is always available for emergency services access;

3.1.7.1.2 Since audible or visual alarms are found within the area for emergency use and communication tools are kept ready for emergency services

3.1.7.1.3 All areas used for the transport of dangerous goods are kept clean and tidy

3.1.7.1.4 The ship's captain is aware of the dangers of dangerous goods. Before loading, it is informed about the location of the nearest vehicles to make a call to the emergency services, and

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

3.1.7.1.6 Smoking is prohibited. that the places are determined; and

3.1.7.1.7 Since the warnings in the form of symbols prohibiting smoking are clearly visible at every point and are kept at a safe distance from places where smoking areas would pose a danger.

3.1.7.2 The Port Operator shall be responsible for the port operator in a flammable or explosive environment or in an area where such conditions may develop.used in space is safe to be used in a flammable or explosive environment, does not cause any fire or explosion and is suitable for use in this way.

3.1.7.3 Portable, ex-proof electrical equipment suitable for the zone code of the area, which is safe to use in a flammable environment, is used in this area;

3.1.8 Fire-fighting

3.1.8.1.1 Sufficient and correctly tested fire extinguishing equipment and facilities on board, dangerous Ensures that cargoes are kept ready in accordance with the requirements of the Administration in areas where transportation or loading operations are carried out.

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

3.1.9 Environmental precautions

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

3.1.9.1.2 Spilled on the quay/pier are not thrown into the sea by sweeping or washing. The piers are surrounded by borders in a way to prevent the said loads from going to the sea with the rain water, and the rain water and possible spillage liquids that accumulate in the area surrounded by the border are collected in the collection pit by means of the collection pipe.

3.1.9.1.3 Takes necessary precautions to prevent any spilling of cargo from the ship or the pier to the sea during the loading and unloading of liquid bulk cargoes from the ship.

3.1.9.1.4 Necessary measures are taken to prevent the dangerous liquid substances handled at the Port Facility from contaminating the soil, water or areas where water is discharged.

3.1.9.1.5 Itis possible to take from the ship for contaminated bilge water, polluted ballast, sludge, slop and cargo waste. It is possible to receive the product tank pre-wash waste water of the products within the scope of Marpol 73/78 Annex-II.

3.1.10 Figthing Pollution

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

3.1.10.2 Mare Deniz Cleaning Services Inc. and the Law on Emergency Response to the Pollution of the Marine Environment with Petroleum and Other Harmful Substances No. 5312 and the Law on the Principles of Arrangement of Damages and Emergency Response within the scope of the Implementation Legislation.

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

3.1.10.4 Ensures that the personnel involved in the transportation and handling of dangerous goods are trained and experienced in the use of pollution fighting equipment and facilities according to the Administration's requirements.Tehlikeli yüklerin dökülmesi halinde oluşabilecek hasarı asgariye indirmek için yeterli ekipmanlar sağlanır.

3.1.11 Reporting of Incidents

3.1.11.1 If an accident occurs during the transportation of dangerous goods within its area of responsibility, which may endanger the safety and security of the port, the ships in the port, another property, the environment or the persons responsible for the transportation task, the operation will be stopped immediately and appropriate safety precautions will be taken. The operation is not restarted until measures are taken. In case of an accident during the handling of dangerous liquid cargoes by all personnel, this is reported to the person responsible for the operation.

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

3.1.12 Inspections

3.1.12.1 The Port Officer, where appropriate:

3.1.12.1.1 Checks the documents and certificates regarding the safe transport, handling, packaging and stacking of dangerous goods on arrival at the port

3.1.12.1.2 Applicable provisions of the IMDG Code and mode of transport that they are marked, labeled or placarded in accordance with national and international legal requirements, and unnecessary labels, banners and signs are removed and that cargo transport units are loaded, packaged in accordance with the IMO/ILO/UN Guidelines for Packaging of Cargo Transport Units (CTUs), and checks packages containing dangerous goods, unit loads and cargo transport units to verify that they are secure;

3.1.12.1.3 Dangerous goods , in order to ensure that they have a current safety approval certificate in accordance with the International Safe Container Convention (CSC) 1972 as amended, or approved according to the relevant provisions of the IMDG Code or with a certification or approval system of an appropriate authority. controls cargo containers, liquid containers, portable tanks and vehicles containing and

3.1.12.1.4 Inspect each cargo container, liquid container, portable tank or vehicle containing dangerous cargoes by external inspection for visible damage affecting its physical condition, strength or package integrity, and for any indication of leakage of its contents.

3.1.12.2 Makes sure that the relevant security measures are taken in the port area and checks this process regularly for a safe transport operation.

3.1.12.3 If the above-mentioned controls reveal that there are deficiencies that may affect the safe transportation or transportation of dangerous goods, the Port Operator immediately informs all relevant parties and requests that the deficiencies are corrected before the transportation or transportation of dangerous goods.

3.1.12.4 Provides all necessary support to the port administration or other persons or institutions authorized to inspect dangerous cargoesTehlikeli yüklerin güvenli nakli, taşınması, ambalajlanması ve limana varışında istiflenmesi ile ilgili belgeleri ve sertifikaları kontrol eder

3.1.13 Hot work and other repair or maintenance work

3.1.13.1 Hot work is not allowed at the piers during the ship's disembarkation/loading. The ship must keep the main engine and auxiliary navigation devices ready at any time to take off.

3.1.14 Alcohol and drug use

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

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

3.1.15 Weather conditions

3.1.15.1 In the port information file on our website (www.solventas.com.tr), it is stated in which weather conditions the ship operations will be carried out.

3.1.16 Protective equipment

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

4 CLASSES OF DANGEROUS GOODS, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE

4.1 Types of Dangerous Cargoes

4.1.1 Types of Dangerous Cargoes

Dangerous goods are divided as follows according to their origin and properties;
Petroleum and by-products – Fire is the main risk (Marine fuel, Diesel and Fuel Oil)
Chemical products – Products produced and loaded as final consumer products or by-products for industrial use. The latter account for the majority of dangerous goods transported, and if not handled properly, they can cause great harm to people, transport units and the environment.
Before the safe stacking, sorting, marking, labeling and storage of dangerous goods, it is necessary to know what harm this dangerous substance carries for the user. The term 'harm' in this text refers to a source or situation that could potentially cause harm to People, the Environment, Property and Reputation (PEAR Concept).
All chemicals are subject to this code and are assigned to one of the available classes from 1 to 9 according to the most predominant hazards they have.

4.1.2 Classification of Dangerous Goods

Classification is done by the shipper/shipper or the appropriate competent authority. The IMDG Code of chemical liquid substances stored in Solventas classifies dangerous substances as follows (simplified form)

Class 3: Flammable Liquids
Class 6.1: Toxic substances
Class 8: Corrosive substances
Class 9: Various dangerous substances and objects

The numerical order of the classes and sections does not indicate the degree of danger

Class 3		
	**3**	Flammable Liquids
Class 6.1		
	**6.1**	Toxic substances

Class 8		
	**8**	Corrosive substances

Class 9		
	-	Various dangerous substances and objects

Environmentally Hazardoues Substances		
	-	Can be classified in any other classes.

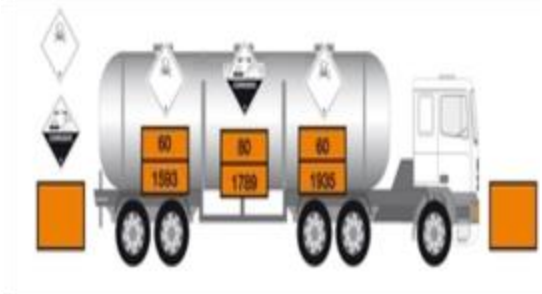
4.2 Packages and packaging of dangerous goosds

The signs, labels and/or plaques on the products are all communication channels for the user.
These communication channels tell the user about the shipment or product features. The IMDG Code provides clear procedures for prior notification, markings, labels and documentation (manuals, electronic computing or electronic information exchange techniques, and placarding), as well as authorizing shipments.
The Code clearly states that no person may carry out dangerous goods unless the goods are properly marked, labeled, placarded and certified. Carriers of dangerous goods must clearly indicate the UN Number and proper shipping name on the cargo. If it contains a marine pollutant, the word "marine pollutant" must be included in the document accompanying the shipment. This requirement is particularly important in the event of an accident involving these goods in order to determine the necessary emergency procedures to deal with the situation appropriately. In the case of the presence of marine pollutants, the master of the ship must comply with the requirements of MARPOL 73/78.

Tankers Carrying Dangerous Goods

Transport units with a single tank section

Transport units with Packaged Dangerous Good



Multi-tank compartment

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

The IMDG Code proposes a system based on labels and plan cards designed in such a way that anyone working in close proximity to such a cargo will be able to recognize, preferably at first glance, the nature of the risks posed by these substances, regardless of their packaging.

4.3.1 Labels

The IMDG Code states that all packages, packages and bins carrying dangerous goods must be labeled. The labels are in the shape of a rhombus in either of these colors white, orange, blue, green or red, or a combination of these colors. Symbols indicating the Hazard Class are also required. Generally, each label is divided into two parts, a lower half and an upper half. The upper half is the symbol of the class of the commodity(s) and the lower half is the symbol of the text, class or division number. The minimum dimensions of the labels are 10 cm x 10 cm. Labels should be firmly affixed to the package and placed in such a way that they can be easily seen. The quality of the labels must be such that they do not deteriorate outside and remain unchanged during the entire transport and at least three months at sea.

It is also necessary to use "secondary risk labels" because dangerous goods may pose more than one risk. These labels are the same as those with primary risk in terms of colour, shape and symbols. Although the IMDG Code says something about it, in some countries the class number is indicated only on the primary risk label and the secondary risk label does not contain the class number. This is an effective way to distinguish between the two.

4.3.2 Placards

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

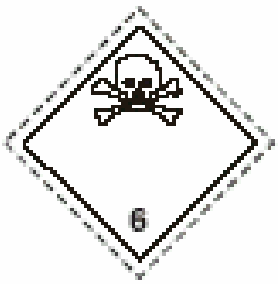
Containers carrying dangerous goods must have at least one plaque on each side and one at each end of the unit (that is, on all four sides). Rail cars must be plated on at least both sides. Freight containers, trailers and portable tanks should be placarded on all four sides. Road vehicles should have suitable placards on both the rear and both sides.

Shape and Colors of Labels and Placards

Class 3 – Flammable Liquid

 	Symbol – Black and white colored flame Background color – red color Text – Flammable liquid (optional) Number 3 – in the bottom corner

Class 6.1 – Toxic Substances

	Section 6.1 Toxic Substances Symbol – black skull and crossbones Background color – White color Text – Toxic (optional) in bottom corner

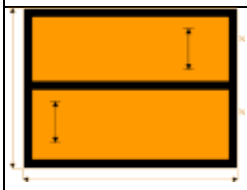
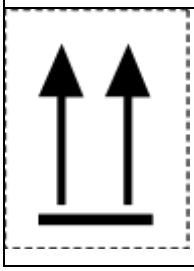
Class 8 – Corrosive Substances

	Symbol – Liquids falling from two test tubes to one hand and black metal piece Background color – White colored top half and white border black colored lower half, Text - Corrosive (optional) Number 8 - lower corner

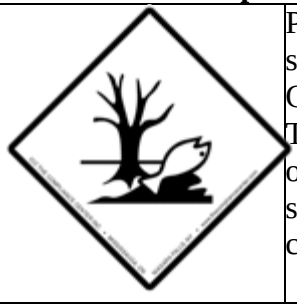
Class 9 - Miscellaneous Hazardous Substances (including Environmentally Harmful)

	Symbol - seven vertical bars in black in the upper half Background color - white colored Number 9 - in the lower corner

Other labels

	indicate elevated temperature (liquid at a temperature equal to or above 100°C or solid at a temperature equal to or greater than 240°C
	UN Numbered orange-colored plates
	Black and red directional arrows

Placards on marine pollutants

	Packages and cargo transport units containing dangerous substances classified as "Marine pollutants" by the IMDG Code must bear the markings shown here and must be durable. These should be placed close to the risk labels or risk placards of the goods. The dimensions of marine pollutant markings should be a minimum of 10 cm per side of packages and 25 cm per side of cargo transport units.

4.4 Signs and packing groups of dangerous goods.

4.4.1 Packing Groups, Classification Criteria

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

Packages/containers must comply with the following conditions:

They must not be affected by the load they carry.

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

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

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

It must be in good condition.

It must be properly marked, labeled and marked.

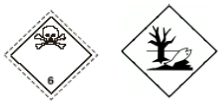
For packaging purposes, dangerous goods belonging to all classes except classes 1, 2, 6.2 and 7 are divided into three "packaging groups" according to the degree of danger they represent:

Packing Group I – High hazard level
Packing Group II – Medium hazard level
Packing Group III – Low danger level

SUBSTANCE NAME	UN NO	CLASS	P.G.	ORANGE PLATE	PLACARDS
ASETON	1090	3	II	33 1090	
BUTİL AKRİLAT(N)	2348	3	III	39 2348	
BUTİL ALKOL(N)	1120	3	II	33 1120	
BUTİL ASETAT(N)	1123	3	II	33 1123	
DEHYDOL LS 2 HN	3082	9	III	90 3082	
ETİL AKRİLAT	1917	3	II	339 1917	
ETİL ALKOL	1170	3	II	33	

				1170	
ETİL ALKOL DENATÜRE	1170	3	II	33 1170	
ETİL ASETAT	1173	3	II	33 1173	
2 ETİL HEKSİL AKRİLAT	3082	9	III	90 3082	
EXXSOL DSP 80/110	3295	3	II	30 3295	
EXXSOL D30	3295	3	III	30 3295	
FENOL (çözelti)	2821	6.1	II	60 2821	
PHOSPHORİC ACYDE	1805	8	III	80 1805	
GASOİL	1202	3	III	30 1202	
HEXAN	1208	3	II	33 1208	
HEPTAN	1206	3	II	33 1206	
İZOBUTYL ALCOHOL	1212	3	III	30 1212	

İZOPROPİL ALCOHOL	1219	3	II	33 1219	
İSOPAR HB	3295	3	III	30 3295	
CAUSTIC POTASH	1814	8	II	80 1814	
XYLEN	1307	3	II	33 1307	
MALEİK ANHİDRİT(katı)	2215	8	III	80 2215	
TDI	2078	6.1	II	60 2078	
METHANOL	1230	3, (6.1)	II	336 1230	
METHYL ACETATE	1993	3	III	33 1993	
METİL ETİL KETON	1193	3	II	33 1193	
METİL METAKRİLAT	1247	3	II	339 1247	
n - PROPANOL	1274	3	II	33 1274	
n - PROPİL ASETAT	1276	3	II	33	

				1276	
NEODOL 45-7	3082	9	III	90 3082	
PETROSOL D15-20	3295	3	III	30 3295	
PERKLORETİLEN	1897	6.1	III	60 1897	
PM	3092	3	III	30 3092	
PMA	3272	3	III	30 3272	
SOLVESSO-100	1268	3	III	30 1268	
SOLVESSO-150	3082	9	III	90 3082	
SOLVENT NAFTA	3295	3	III	30 3295	
STYREN MONOMER	2055	3	III	39 2055	
TOLUEN	1294	3	II	33 1294	
VİNİL ASETAT MONOMER	1301	3	III	339 1301	

WHİTE SPİRİT	1300	3	III	30 1300	

4.5 Segregation tables on board and in port according to the classes of hazardous substances..

In accordance with IMDG Code parsing rules, the table on the separation rates applied according to the hazard classes of the products stored in our facility is as follows

The numbers and symbols in the table mean the following;
1- "Must be kept away"
2- "Must leave"
3- "Must be kept separately by means of a whole compartment or compartment"
4- "It must be separated longitudinally by means of a whole compartment or compartment that passes through"
X- "It has no interaction"

4.5.1 IMDG Code separate storage, stacking and dangerous goods list

General separate storage is applied in all cargo areas above or below deck of all types of ships and loads in transport units, and incompatible goods must be stored separately. For separate storage purposes, IMDG Code grouped similar chemical properties in the list of hazardous goods. In the list of hazardous substances, the group items are grouped as follows:

1. Acids
2. Ammonium Compound
3. Bromates
4. Chlorates
5. Chlorides
6. Cyanide
7. Heavy metals and salts
8. Hypochlorite
9. Lead and Compounds
10. Liquid halogen hydrocarbons
11. Mercury and mercury compounds
12. Nitrites and their mixtures
13. Perchlorates
14. Permanganates
15. Powder metals
16. Peroxides
17. Azids
18. Alkali

If items are shipped under Otherwise Unspecified (NOS) entries, the sender will decide for the appropriate separate storage group.
Under column 16 of the numerical list of dangerous goods, the IMDG code can be found in Volume 2, with stacking conditions listed for each of the dangerous goods.

This column also contains stacking information about solutions and mixing areas, etc., for example; For THE UN No 1099" product of THE FOREHEAD BROMIDE, column 16 contains the phrase " Category B, keep away from living spaces.

5 MANUAL FOR DANGEROUS LOADS HANDLED IN THE PORT FACILITY

The Port Facility, which operates hazardous cargo evacuation and handling and temporary storage, to contribute to the safe performance of such activities;

Danger classes,
Packages of DG's,
Packaging
Tags
Labels and packaging groups,
Sorting tables on board and in port according to the classes of dangerous cargoes,
Dangerous cargoes containing emergency response action flow diagram topics,

A Dangerous Goods Handbook is prepared and presented in the appendix in the dimensions that can be carried in the pocket.

6 OPERATIONAL CONSIDERATIONS

6.1 Procedures for safe docking, connecting, loading/evacuating, sheltering or docking of vessels carrying dangerous goods during the day and night.

6.1.1 It is the responsibility of the port authority to guide a vessel with any hazardous liquid cargo in its tanks where and when to dock, connect, dock and stay in the port area, taking into account related issues such as the nature and quantity of dangerous cargoes found, environment, population and weather conditions.

6.1.2 In an emergency, the departure of a vessel with dangerous liquid cargo in its tanks from the port area or its removal from the port area in relation to the safety of the ship and crew may be made by the decision of the ship's captain, the port operator and the approval of the port authority.

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

6.1.4 Port plant operators ensure that the following are provided:
6.1.4.1 Ensuring adequate and secure binding facilities and
6.1.4.2 Ensuring adequate and safe access between ship and coast.
6.1.5 Docking of ships at Solventaş piers from sunset until dawn.
6.1.6 In ship evacuation operations;
Discharge rate in flammable and flammable liquid chemical products with low glare temperature;
-In normal roofed tanks, the discharge rate at the beginning of the evacuation is not exceeded to 1 m/s flow rate until the liquid product rises above 20 cm above the tank inlet valve.
-In tanks with floating ceilings, the tank does not go above 1 m/s until the floating ceiling starts to float.
-When the conditions specified above are met, evacuation is continued with the highest safe evacuation flow rate and speed. Flow rates are determined according to the conductivity and evaporation pressure characteristics of the products. The plant automation system gives an automatic alarm when these specified flow rates are exceeded. After the alarm warning, the evacuation flow rate of the ship is lowered to ensure the appropriate flow rate.
Evacuation flow is completed by maintaining a maximum pressure of 7.0 kg/cm2 of at least 6.0 kg/cm2 in the scaffolding manifold.

6.2 Procedures for additional measures to be taken according to seasonal conditions for the processing of dangerous substances for the processing of tahmil, evacuation and limbo.

6.2.1 Port specifications and ship acceptance requirements on the web (www.solventas.com.tr) page of our facility have all information about stopping evacuation/loading due to weather conditions, removing the hose and removing the ship from the pier.

LİMAN ÖZELLİKLERİ VE GEMİ KABUL ŞARTLARI

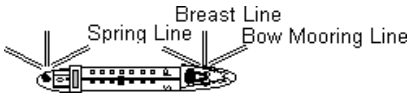
Tesis: Solventaş Teknik Depolama A.Ş.
Adres: Dilovası Organize Sanayi Bölgesi 1. Kısım Tuna Cad. No: 7 Dilovası/Gebze - TÜRKİYE
Telefon: +90 262 648 27 00 / 40 / 41 / 42 **Faks:** +90 0262 648 27 95
E-mail: gemi@solventas.com.tr

1. **İSKELE BİLGİLERİ**

İskele No: NO:1 İskele	**İskele No:** NO:2 İskele
Konum-Koordinatlar: 40° 46' 0,34" N, 29° 32' 40" E	**Konum-Koordinatlar:** 40° 46' 0,63" N, 29° 32' 45" E
İskelenin Doğrultusu: 172,1°	**İskelenin Doğrultusu:** 157,6°
İskele Boyu: 270 m	**İskele Boyu:** 235 m
İskele Eni: 10 m	**İskele Eni**: 10 m

No:1 ve No:2 İskele Doğu Taraf Yanaşma: Gemi/Pilot tercihi
No:1 ve No:2 İskele Batı Taraf Yanaşma: Gemi/Pilot tercihi

Deniz Suyu Yoğunluğu: 1,0170 kg/cm3 - @20 °C	**Min Dip-Tekne Açıklığı:** 0,5 m
İzin Verilen Maks. Gemi Boyu: No:1: 200 m, **No:2**: 180 m	**Azami Gemi Yanaşma Hızı:** 0,10 m/s
İzin Verilen Maks. Gemi Genişliği: 35 m	**Azami Gemi Yanaşma Açıları:Barçlar için:** 15°
İskelede Azami Gemi Draftı: No.1:12 m. No.2:10 m	**Gemi tonajı<10.000 DWT:** 10°
İskelede Azami Hava Draftı: -	**Gemi tonajı= 10.000-50.000 DWT:** 8°
Azami Gemi Tonajı: 50.000 DWT	



* Baş ve Kıç halatlar ile başta ve kıçtaki açmaz ve göğüs halatları 2'şer adetolmalıdır.

2. **RÜZGAR LİMİTLERİ**

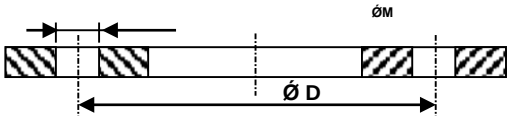
Tahmil/Tahliye İşlemini Durdurma Rüzgar Hızı: 6 Bofor (22-27 knot)
Hortumları Gemiden Sökme Rüzgar Hızı: 7 Bofor (28-33 knot)
Geminin İskeleden Ayrılması Rüzgar Hızı: 8 Bofor (34-40 knot)

*İskelede beklenen vasat rüzgarlar güney, güneybatı ve güneydoğu yönlerinden 0 ila 2 kuvvetindedir.

*İskeledeki gel git durumu 20-30 cm gibi ihmal edilebilecek düzeydedir.

3. **HATIRLATMALAR**

1. Yanaşma öncesi gemilerin P&I sigorta sertifikaları terminale gönderilmelidir.
2. Gemi tayin edilmeden önce yük sahibi Q88 formunu Terminal'e iletmelidir.
3. Gemi, manifold çıkışını Solventaş'ın aşağıdaki; DIN2576 (EN1092-1) Standartlarına uygun, hortum flanşlarına göre uyarlamalıdır:



PN 16	Ø D – Civata Merkezleri ArasıÇap (mm)	Ø M – Civata Delik Çapı (mm)	Civata Sayısı
DN 200	295	22	12
DN 150	240	22	8
DN 100	180	18	8

4. **UYARILAR**

1. Portatif pompa kullanımı yasaktır.
2. Gece yanaşma yoktur. Kalkış yapılabilir.
3. 25 yaş üzeri gemilerin Solventaş iskelelerine yanaşması yasaktır.
4. Yanaşacak olan gemiler çift cidarlı olmalıdır.
5. Gemiye, malzeme ve yakıt alımı yasaktır.
6. Sahil iskele merdiven ekipmanı terminal tarafından temin edilmemektedir. 4 metreden daha yüksek fribordlu gemiler kendiyaşam mahali merdivenini kullanmak zorundadır.

ÖNEMLİ İLETİŞİM BİLGİLERİ

İtfaiye: 110	Hastane: + 90 262 644 1460
Ambulans:112	Gümrük: 136

6.3 Procedures for keeping flammable, flammable and explosive substances away from sparking/forming processes and not to operate tools, appliances or tools that can create/create sparks in hazardous load handling, stacking and storage sites.

6.3.1 Heat treatment is not allowed on the ships that have docked at our piers and during the evacuation/loading of these vessels.

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

7 DOCUMENTATION, CONTROL AND RECORDING

7.1 What are all mandatory documents, information and documents related to hazardous substances, procedures for the provision and control of them by their subjects.

7.1.1 The following documents regarding Hazardous Materials are kept up to date.

IMDG Code International Code for Hazardous Substances Transported at Sea

MARPOL 73/78 International Convention on the Prevention of Pollution from Ships, 1973/78

SOLAS 74 is the International Convention on Safety of Life at Sea, dated 1974

IBC Code International code for the construction and equipment of ships carrying Hazardous Chemicals at Sea

ISGOTT

7.1.2 Documents that must be taken between the ship and Solventas before and after the evacuation/loading of hazardous liquid substances to Solventaş by sea:

The ships must submit a list of "Pre-arrival evacuation information" by their agent 24 hours before docking at Solventaş Piers.

Ships are obliged to report their waste covered by Marpol 73/78 ANNEX-1 / Annex-2 24 hours before docking at Solventaş Piers. Waste information must be specified in the "Pre-arrival Evacuation Information" notification form.

-Preparatory letter
-Checklist of ship/coast guard issues
-Ship evacuation protocol
-Safety declaration
-Documents received from the ship.
-Timeline.

Mandatory documents to be obtained before and after evacuation/loading between solventas and the contracted inspection firm of the tank tenant who brings products by ship:

-Empty coastal tank conformity report / Coastal tank pre-evacuation measurement report
-Ship tanks measurement report / ship empty tank report
-Solventas evacuation circuit control and sealing report
-Leaving a set of product samples taken from the ship's tanks unsealed for tets in the Solventaş laboratory and sealed for storage as witnesses.
-Sealed line samples before evacuation.
-Missing/excess product protest letters.
-Timeline

The procedure for the provision and control of all mandatory documents, information and documents related to dangerous substances has been established. Within the scope of the document control procedure, national and international standards, legislations, ASTM test methods, product safety information forms, etc. are monitored and kept in relevant places.

7.2 Procedures for keeping an up-to-date list of all hazardous substances and other relevant information on the Port Facility site in an orderly and complete way.

7.2.1 The instructions, procedures and documentation of all products stored with the management system of the QDMS documents we use in our facility are checked through this system. All necessary revision procedures are made through this system to ensure that all users are informed about the changes in the current information of these products or the storage of a different product from these products. It is registered in this system in the Article Guide.

7.3 Control and reporting procedures of control and control of the proper identification of hazardous substances arriving at the facility, the correct shipping names of dangerous cargoes, certification, packaging/packaging, labeling and declaration, safely loading and transporting approved and compliant packaging, containers or cargo transport units.

7.3.1 The classes of hazardous substances stored in Solventaş Technical Storage Inc. and the license plates, plates, brands and label lists for these substances are listed in 4.1 and 4.3. In order to store a new product other than these products in our facility, a change of these lists will be published on the TMR revision page.

Within the scope of the procedure for making tank contracts, it is defined what actions will be taken for a product that will start to be stored in the facility. The product safety information form of the product is examined by the relevant departments and the requirements for OHS and Business administration are decided. Before the product arrives at the facility, stock code and all other definitions (storage temperature alarm values, NFPA code, physical and chemical properties, trade name, chemical name, IMDG identification, ADR identification, door exit ADR certificate, etc.) are made through the system.

There is no evacuation/ loading of packaged and packaged hazardous materials by sea at Solventaş Technical Storage Inc. piers. Only liquid chemical and fuel products are evacuated/loaded.

Thanks to its automation system, Solventaş has an effective control system that will prevent operations that may cause incorrect product handling and quality deterioration during ship evacuation/loading.

Solventaş has the "Dangerous Goods Transport Training Authorization Certificate"issued by the Turkish Ministry of Transport and Infrastructure, The General Directorate of Transportation Services Regulation, and is trained and approved by all personnel carrying out hazardous substance operations by an instructor with an "IMDG Code Trainer Certificate" within it.

7.4 Procedures for the provision and possession of the Hazardous Substance Safety Data Sheet (SDS).

7.4.1 SDS of products are stored in closed boxes in scaffolding and warehouses for everyone's access. In addition, the QDMS documents in solventaş computer system are kept up-to-date in the control system and in the common area that is accessible to all oparators and are accessible to all users.

7.5 Procedures for keeping records and statistics of dangerous loads.

7.5.1 Statistical evaluations from the records of dangerous loads handled annually in our port are carried out by the operations and quality departments.

7.5.2 Dangerous liquid substances stored in our Port Area monthly, quarterly, six-month, annual census and control reports are organized by the operations department and presented to management.

7.5.3 Records and reports are archived by departments with 5-year periods.

7.5.4 The stock status of the instant tank can be checked and a report can be obtained thanks to the electronic level and temperature measuring instruments available on the tank tops. Customers can track their product stocks remotely via the system online. This information, which is followed by the system, can be recorded and old-timed stock information can be accessed.

7.6 Information on the Quality Management System

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

8 EMERGENCY, PREPARING AND EMERGENCY RESPONSE PROCEDURES

8.1 Procedures for responding to hazardous substances and hazardous situations involving hazardous substances that pose a risk to life, property and/or the environment.

8.1.1 Protective measures for a particular situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, on-site shelter may be the best option. Sometimes, these two actions can be used together. In any emergency, officials need to quickly issue instructions to the public. The public will need to hear information and instructions continuously while being protected or evacuated at the scene.

8.1.2 Proper evacuation of the following elements shall determine the degree of effectiveness of evacuation or protection at the scene. The severity of these factors may vary depending on the emergency conditions. In specific emergencies, other elements may also need to be identified and considered. This list shows what kind of information may be needed to make the first decision.

8.1.2.1 Hazardous Substances

8.1.2.1.1 Degree of health harm
8.1.2.1.2 Chemical and physical properties
8.1.2.1.3 Quantity included
8.1.2.1.4 Control of holding/ release
8.1.2.1.5 Rate of steam movement

8.1.2.2 Threatened Population

8.1.2.2.1 Where they are located
8.1.2.2.2 Number of people
8.1.2.2.3 Available time to evacuate or control where they are
8.1.2.2.4 Ability to control evacuation or protection at the location
8.1.2.2.5 Types and availability of buildings
8.1.2.2.6 Private organizations and populations.

8.1.2.3 Weather Conditions

8.1.2.3.1 Impact on steam and cloud movement
8.1.2.3.2 Potential for change
8.1.2.3.3 Impact on evacuation or on-site protection

8.1.3 Protective Actions

8.1.3.1 Protective Measures refer to the steps that should be taken to protect the health and safety of emergency teams and the public in the event of an incident of hazardous substance release.

8.1.3.2 Isoeing the Danger Zone and Banning Entrymeans that anyone who will not participate directly in emergency response operations is kept away from thearea. Unprotected emergency responders are also not allowed to enter the isolated area.

8.1.4 Evacuation

8.1.4.1 Evacuate: It states that everyone should be transported from a threatened area to a safer location. In order for an evacuation to take place, people need to have enough time to be warned, prepared and to leave the area. If there's enough time, then evacuation is the best safeguard.

8.1.4.2 First of all, persons who are nearby and within sight should be evacuated. When additional assistance arrives, areas in the wind direction and against the wind are evacuated.

8.1.4.3 Even after people are evacuated to the recommended distances, they may not be completely safe from danger. They are not allowed to gather at these distances.

8.1.4.4 Evacuees are transported to a certain distance, via a special route and to a distance where they do not need to be evacuated again when the wind blows.

8.1.5 Protecting at the Scene

8.1.5.1 : It states that people must be protected inside a building and remain inside until the danger passes. The protection measure at the scene is applied if trying to evacuate people poses a greater risk than keeping them where they are, or if there is no possibility of evacuation. Inform the people inside to close all doors and windows and to turn off all ventilation, heating and cooling systems.

8.1.5.2 The precaution of protection at the scene is not the best measure in the following cases:

8.1.5.2.1 If the vapors are ignitable;

8.1.5.2.2 In case it takes a long time to de-gasse the area.

8.1.5.2.3 In case buildings are not tightly closed.

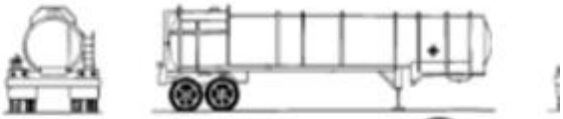
8.1.5.2.4 If the pencele is closed and the ventilation systems are turned off, vehicles may provide certain protection for a short period of time. However, vehicles are not as safe as buildings when it comes to on-site protection.

8.1.5.3 In order to provide advice on changing conditions, it is vitally important to maintain communication with competent persons inside the building. People who are protected on site should be warned to stay away from windows, as there is a danger of glass or metal being hit in the event of a fire and/or explosion.

8.1.5.4 Each incident involving hazardous substances differs from each other. There are separate problems and concerns about each of these. The form of action aimed at protecting people should be carefully chosen.

Emergency Response Guide

The forms of intervention according to the guide numbers given in the table below are attached to the Contingency Plan.



Aşındırıcı Sıvı Tanker 137

Alçak Basınçlı Kimyasal Tanker 137

8.2 Information on the Port Facility's ability, capability and capacity to respond to emergencies.

8.2.1 The property has an approved fire plan. Firefighting teams have been formed for each shift. Training trainings and exercises are carried out within the scope of various scenarios in planned and unplanned informal times, reports and records are created. The fire fighting equipment envisaged in the approved plan is kept in full and maintenance checks and tests are carried out.

8.2.2 The property has an approved plan to combat Environmental and Marine Pollution. Anti-pollution teams have been created for each shift. Training and exercises are carried out within the scope of a planned scenario twice a year and reports and records are created. Environmental and Marine Pollution related equipment is stored in the facility and counting and checks are carried out. The property also has a protocol for material stored in the area for support in case of inadequate conditions.

8.2.3 Response teams will be deployed in accordance with this guideline and in accordance with the IMDG CODE against hazardous material spillage.

8.2.4-Solventas and fire defense
As a result of a comprehensive risk assessment, our facility developed a defense against fire with proactive measures by assessing that the greatest possible risk of our facility is fire. There is a danger and risk management taking into account the fire risk itself.
Preventive measures

- The internal regulations and prohibited behaviors and rules of our facility to be observed are determined in accordance with the fire risk. Please note that the property is nonsmoking and does not use a mobile phone.
- Our facility is equipped with warning signs and signs taking into account the fire risk.
- The entrances and exits of our facility are controlled and controlled by security personnel trained in regards to fire risk.
- Tankers arriving at our facility are checked and filled according to the national and international hazardous materials legislation. Compliance with ADR legislation is questioned and labeling of vehicles in accordance with ADR after filling is checked. The necessary documents are arranged and delivered in accordance with ADR at the door exit.
- Tanker fillings are filled in the filling towers in accordance with the filling instructions. Absolutely automation system does not allow filling without grounding.
- All tanks in our facility are grounded from 4 or 5 different points, all circuits are 50 m.de and grounding points are controlled by the Chamber of Electrical Engineers once a year.
- All electrical equipment in our facility is exproof and is strictly not allowed to work with non-exproof devices.
- The anti-explosion document of our facility has been prepared and possible explosive environments have been determined. Control measures were carried out by

calculating the control and magnitude of the possible effects of the explosion by risk assessment. Danger zone zones have been identified.

- There are two lightning rods in our facility against lightning strikes.
- All thermal/hot sources and environments in our facility are kept under control. (Generator, boiler room, etc.)
- All work in our facility is subject to work permit and is under control.
- Plant personnel are trained according to fire risk and possible consequences in all processes of the enterprise.
- Our facility performs its services in accordance with national and international standards and regulations. (API, NFPA, ISO, CDI-T, ISGOTT.vb)

8.2.5-Fire defense system and organization

Our facility has made its worst-case scenarios over possible fires and its consequences and has shaped the ACTIVE AND PASSING FIRE DEFENSE SYSTEM and ORGANIZATION in accordance with the relevant regulations and standards.

a) Passive fire defense system

- All structures and tank farms in our facility were structurally planned in accordance with the Hk. Regulation on Fire Protection of Buildings. Generator rooms, boiler rooms and atolye /office buildings are in complies with the regulations.
- Tank field pools have the capacities to correspond to the largest tank volume in tank sites with various products in mind of tank or stretcher fire.
- Tank farm pool walls are resistant to impermeable fire and glare.
- Tank farm and manifold expenses can be closed with drainage system cutting valves. Fire dampers are placed in the drains and tank sites can be isolated in possible fire.
- Floating tanks and non-flammable products with high ignition temperatures are stored as much as possible in tank farms within the boundaries of the facility. Distances to neighbors.surrounding roads comply with the relevant regulations.
- Tank construction is structurally carried out in API standards, e.g. tank roofs with poor welding.
- Our facility has an emergency evacuation plan and the facility routes and emergency exits are made with a fast reliable evacuation in mind in case of an emergency.
- We have safe emergency collection centers.

b) Active fire defense system

- Our facility's ACTIVE FIRE DEFENSE SYSTEM is structured as a result of risk assessment with the worst-case scenarios and was established in accordance with the relevant regulations and standards in terms of Fire Defense capabilities and capabilities. Fire Protection of Buildings Hk. Regulation, NFPA, API, UL, FM APROVED, etc.
- Our facility has a fire alarm at its headquarters and can be heard throughout our facility and checks are carried out every monday at 08:30.
- The code is "A" in the radio operation of our facility and there are fire notification buttons in the building; manifolds, filling towers, tank sites in and out of

the building. Smoke detectors are available in offices and heat detectors are available in board rooms in the field and our loading /stacking racks are equipped with heat sensors in our warehouses. Generator Building Has automatic extinguishing system activated by smoke detectors. Voltage rooms have a fixed CO2 extinguishing system and the transformer room has an aqueous extinguishing system. When the aqueous system is activated, the electrical power is cut off and the generator does not come into play. The system can be monitored through pressure and flow switches. The sample building is equipped with smoke and heat detectors and has an automatic foam sprinkler system. The inspections of the notification system are carried out regularly every month. Security is in our information center 24 hours a day and can evaluate incoming alarm signals.

- Our facility has 2000 tons of fresh water reserves as a water reserve and is regularly fed from artesthesians.
- There is a max.6inç.foam line parallel to the 10 and 12" inch fire hydrant line that surrounds the entire plant. The fire hydrant line is kept under constant pressure of 10 bar. The Fire Hydrant line can feed more than both freshwater reserves and the sea. The foam line can be fed from foam centers from three different points.
- We have 2 diesel pumps, each 350m³/h, which feeds from fresh water reserve, and we have an electric jockey pump that continuously feeds the 25m3/hour line when the line pressure drops, and we have electric pumps of 50 m3/hour. The pumps are under constant control and maintenance.
- We have 2 electric pumps with negative suction from the sea, one of which is 30 m3/hour and the other 120 m3 hours. The pumps are under constant control and maintenance.
- We have three 450m3/hour diesel pumps with negative suction from the sea and are maintained and checked in preparation for any emergency. All pump systems are designed according to NFPA 20.
- In our facility, we have 3 foam centers consisting of 10 tons of foam concentrate reserve, turbine foam pump and 6% foam proportioner that feeds the foam line. The foam used is AR-FFFP, which is effective in both solvents and hydrocarbons. Our total foam reserve is 30 tons and our foam centers can be commissioned from our remote fire information center.
- The scaffolding is protected by hydraulic, electro-hydraulic remote control system and equipped with hydraulic monitors for 2700lt/min. Monitor towers can be cooled with sprinklers. Manifolds are equipped with foam sprinklers. In addition, automatic cooling systems in manifolds can be activated with heat sensors set to 85 degrees.
- Projects are underway to protect the filling platforms in the business area with foam sprinkler system, which can be activated with heat sensors. Tanker filling platforms are intrusive with fixed water+foam monitors in both directions.
- Manifolds in new Tank fields are protected by medium expansion fixed foam nozzles and foam application can be performed with remote control valves.
- Fire defense equipment of all tanks is configured according to IP 19 /NFPA 11 standards. Tanks are protected by foam chambers with flows that can apply 6.5

lt/min/m2 foam based on solvents at the lowest ignition temperature. Roof and side-side cooling systems are designed with reference to 2lt/min/m2.

- Our facility has a fire defense station and fire material trailer and has all operational vehicles and materials against fire. (Such as fire response dress (PBI Matrix), alimunize dress, scba, etc.)
- Our facility is very widely equipped with portable fire extinguishers according to its location and suitability. 12kg in manifolds and filling towers. and we have 50 kg of PPE extinguishers. 10kg in boardrooms. and we have 30 kg OF CO2 extinguishers. We have 12 Kg PPE extinguishers inside the building and we have FM20 extinguishers in the IT room. Boiler rooms and warehouses are equipped with 12 kg and 50 kg CTTs. The distribution of extinguishers complies with the regulation. Maintenance and inspection of portable fire extinguishers are carried out according to the relevant standards and regulations.
- The operating area is prepared for emergencies equipped with mobile water+foam balls (2700lt/min), fixed foam+water cannons (2700lt/min) and common fire material cabinets.
- Laboratory and spousal buildings are equipped with smoke detectors and protected by sprinklers.Wet alarm valve stations that control sprinkler systems sound alarms through pressure and flow switches.and mechanically act as alarm alarms in alarm gongs via turbine.
- The boardroom with laboratory and sensitive electronic units is protected by a fixed gas extinguishing system active with smoke and infra-red flame detectors in the Lab. building. Laboratory CO2 ;p ano chamber fm200 has gas constant extinguishing system.
- The plant is protected by Foam Spirinklers, which are fed from the Sample Building Fixed Foam System and also have priority intervention with injection system. There is a shelf-monitored fire notification system with multidedctors (heat+smoke) in the building and the system is monitored and monitored.
- Facility Energy Buildings AG-OG Rooms are protected by FM200 and CO2 Fixed gas extinguishing systems and Jeberator Rooms are protected by aqueous sprinklers. There is a fire notification system with smoke detector in the buildings and the system can be monitored and monitored.
- All Board Rooms in the property are protected by fixed Aerosol Devices placed in the cell. The aerosol system is automatically activated at the location where the fire started and all devices can be activated manually in series at any time. When the system is activated, it can be monitored and monitored. In the boardrooms, detectors can be monitored through the FIRE DETECTION SYSTEM as a detection system.
- All buildings in the facility (except the administrative building) filling towers, manifold gas detections, detection equipment located in the barrel filling area can be monitored via siemens fire detection panel.
- Remote controlled water cannons with a range of 80 m and a capacity of 4000 lt/min are installed in all areas of the facility that can be responded with water and foam, these monitors will be commissioned in 2017.

8.2.6-Chemical rashes

- Scurabber systems are used in Tanker Fillings against toxicological and environmental effects of chemicals, especially products with toxicological effects such as TDI and MDI are closed circuit filling.
- Products mentioned against toxicological effects are kept under nitrogen cover.
- Debris under 50lt in Contingency Plans is small;50lt. Top rashes are defined as large rashes.
- Absorbent absorbent powders, solvent liquids and pads are kept at designated points ready for use in the operating area for intervention and control of large and small debris.
- Emergency Supplies are available against Large Debris, but drills are held once a year to respond to and control large debris in the seas and on land.
- A total of 500m long Barriers are available in 2 piers belonging to our facility. There are also 125 m fence barriers supplied from the company contracted for marine pollution

8.2.7-Organization

Our facility has an Emergency Plan for emergencies such as Fire and Large Debris and has an organization that can respond to emergencies. The organization is connected to emergency service groups through the Emergency Management Center / Crisis Desk and Accident Control Agency, which is the headquarters of the relevant responsible people. Under the Emergency Service Group, the Fire Service Group consists of KBRN Service Group, Safety and Traffic Services, Search and Rescue Services, Health Service Group, Communication Service Group, Transportation and Infrastructure Service Group, Nakiye Service Group, Evacuation and Placement Planning, Energy Service Group. Our facility is always ready for emergencies with its organizational structure, teams participating in frequent response and fire response drills.

8.3 Regulations regarding first responders to accidents involving hazardous substances (procedures for first responders, first aid facilities and capabilities, etc.).

8.3.1 In case of emergence or indications of an emergency at the port, the implementation of the emergency plan regarding the approval of the Accident Controller, The Chief Accident Controller is implemented. The Emergency Management Center / Crisis Desk also reviews and implements the decisions regarding the measures to be taken within the scope of ISGOTT and IMDG Code. Developments are continuously monitored by the Emergency Management Center / Crisis Desk and it is decided to take higher-level measures or get help if necessary.

8.3.2 The Emergency Management Group will work in the Emergency Management Center or equivalent area of this center. Depending on the severity of the emergency, there are different levels of emergency management:

Facility / Site
Institutions
County Emergency Management Center
Provincial Emergency Management Center
It can be managed by the central administration.

8.3.3 Facility-level Emergency Management; a well-designed organization, equipped with training and exercises, will be maintained using secure, fast internal and external communication facilities with Contingency Plans including Procedures and documentation. In Emergency Management, the following measures will be implemented and the process will be monitored and controlled.

ACTIONS TO BE DONE	Related Sections
WARNING: Reporting that an emergency and unexpected situation has occurred/is more likely to occur	All Personnel/ Safety and Traffic Services
CALL FOR HELP: Contacting the relevant institutions and transferring the necessary information	Environmental Officer/ Safety and Traffic Services
RESPONSE: Responding to the emergency as soon as possible with the right equipment and trained personnel determined in the Plan	Opration Group/ Emergency Service Groups
FIRST AID: Performing first aid activities in the time it takes for professional support teams to arrive	Medical Responsible/ Health Service Group
RECOVERY: Recovery of materials, vehicles, information, documents and other important documents belonging to the Port Facility	Related Department Personnel
PROTECTION: Protection of recovered materials, vehicles, information, documents and other important documents	Related Department Personnel
INFORMATION: Sending necessary disclosures to customers and other persons and press with whom they have a business relationship	Press, Public and Customer Relations
MANDATORY NOTICES: Sending notifications to public authorities in accordance with the legislation	Management / Crisis Desk

8.4 Notifications that need to be made on and off-site in case of emergency.

a) When the accident occurs,
b) How the accident occurred if known and the cause,
c) The place where the accident occurred (Port Facility and/or ship), position and domain,
d) Information if there is a ship involved in the accident (Name, flag, IMO no, equipment, operator, cargo and quantity, captain's name and so on),
d) Meteorological conditions,
e) UN number of the hazardous substance, the appropriate transport name (to be based on the legislation specified in the definition of dangerous goods) and the quantity,
f) Hazard class of hazardous substance or sub-hazard section, if any,
g) Packing group if there is a hazardous substance,
ğ) Additional risks, such as marine pollutants, if any, of hazardous substances,
h) Sign and label details of the dangerous substance,
i) The characteristics and number of the packaging, cargo transport unit and container in which the hazardous substance is transported, if any,
i) Manufacturer, sender, carrier and buyer of the dangerous substance,
j) The extent of the damage/pollution,
k) The number of injured, dead and missing, if any,
Emergency response practices made by the Port Facility for the accident.

8.5 Procedures for reporting accidents.

8.5.1 Communication

8.5.1.1 Communication channels for determining communication methods in and out of port in case of emergencies in the port facility and for the effective management of emergency situations;

- Fixed Mobile Phones
- Computers
- Radio
- Siren
- Designated as messengers.

8.5.1.2 In case of emergency situations occurring in the port, internal communication is primarily provided by radio and internal telephones. Port Inter-ship communication is carried out by radio or VHF sea band radio from channel 71.

8.5.1.3 In case of any emergency that may occur in the port, safe communication is provided with the official authorities, neighboring facilities and interested authorities as soon as possible.

8.5.2 Reports

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

8.5.2.2 Dangerous cargo accidents will be reported to the Port Authority. The report format will be free form and will cover the following information about the accident in full.

a) When the accident occurs,
b) How the accident occurred if known and the cause,
c) The place where the accident occurred (Port Facility and/or ship), position and domain,
ç) Information if there is a ship involved in the accident (name, flag, IMO no, equipment, operator, cargo and quantity, captain's name and so on),
d) Meteorological conditions,
e) UN number of the hazardous substance, appropriate transport name (to be based on the legislation specified in the definition of hazardous substance) and quantity,
f) Hazard class of hazardous substance or sub-hazard section, if any,
g) Packing group if there is a hazardous substance,
ğ) Additional risks, such as marine pollutants, if any, of hazardous substances,
h) Sign and label details of the dangerous substance,
i) The characteristics and number of the packaging, cargo transport unit and container in which the hazardous substance is transported, if any,

i) Manufacturer, sender, carrier and buyer of the dangerous substance,
j) The extent of the damage/pollution,
k) The number of injured, dead and missing, if any,

8.6 Coordination, support and cooperation with official authorities.

8.6.1 All accidents related to Hazardous Materials are primarily coordinated with the Port Authority. Support and cooperation with the assistance units of the Provincial / District Fire Department, AFAD and neighboring facilities are provided with the information of the Port Authority.

8.6.2 In case of possible signs of an explosion, fire or emergency at the adjacent facility;

In the facility, measures are increased first,
Preparation of teams to help the neighboring facility
provided,

8.6.3 Given the urgency of the situation and the extent of the danger, assistance and support teams will be deployed to respond to the incident if it is deemed that there is no time or opportunity to seek help.

8.6.4 Preparations will be made for measures such as evacuation, dilution of cargoes, and removal of the vessel in place of anchorage if there is a ship in the interface by assessing the class, quantity and hazard risk of cargoes in the hazardous cargo area and the field.

8.7 Emergency evacuation plan for the removal of ships and naval vessels from the Port facility in case of emergency.

8.7.1 Emergency Separation System Preparation

8.7.1.1 All emergencies are reported to the Port Authority authorities.
8.7.1.2 If it is decided to leave the ship immediately, the Port Authority must specify the sure places where the vessel can be transported under controlled conditions.
8.7.1.3 The ship's captain and the Port Authority will initiate the emergency separation process by mutual agreement in cases requiring urgent separation and will notify the Port Authority as soon as possible. In cases of emergency violence and time permitting, a representative from the Port Authority or The Port President, Business Manager/Chief Engineer of Ship Operation, Ship Captain, Guide Captain will agree on the time and shape of the separation process before the emergency separation is made.
8.7.1.4 The ship's machinery, rudder equipment and marine break equipment must be made available for immediate use.
8.7.1.5 All cargo unloading, ballast printing must be stopped and ready 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 vent is required, machine room personnel must be ready, all non-essential receiving entrances should be closed, all safety measures related to normal operations should be fulfilled and a warning notice should be issued.
8.7.1.8 If all emergencies exceed the required response terminal facilities, they should be notified to the local police or fire brigade immediately.
8.7.1.9 The decision to remove the ship under control is based on the principle of safety of life and should include the following conditions.

- Adequacy of tugboats
- The ship's ability to lift on its own power
- Availability of locations where an emergency Ship can move or tow
- Fire fighting competence
- Proximity of other ships

8.7.2 Emergency Separation

8.7.2.1 If all the above preparations are examined and deemed appropriate, the ship will begin to be lifted immediately.
8.7.2.2 Emergency Separation procedures will be provided by performing the following procedures in order.
8.7.2.3 Close coordination and cooperation between Terminal, Ship and Port Authorities is carried out at each stage.
8.7.2.4 Emergency Separation Procedures are below.

- Alarm is raised.
- VHF is informed about the emergency via telephone
- The first situation assessment is carried out between the ship's captain and the Port Authority official.
- Your operation is stopped.
- Port Facility and ship emergency planning measures are implemented.

- Worsening of the current situation and the emergency separation mentioned above

availability of conditions.

- A situation assessment is carried out between the ship's captain, port authority, port authority or Port President, guide captain.
- Decision to allocate urgently
- Environmental facilities and other vessels are notified
- The deployment of tugboats for emergency separation around the ship, completing their preparations and stating that they are ready.
- The ship's captain completes preparations for the ship and indicates that he is ready.
- Approval by the authorized person to open the release hooks

ATTENTION!

SHIP EMERGENCY PROCESS WILL BE APPLIED AS A LAST RESORT AND THE RELEASE HOOKS WILL NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS ARE REPLACED.

8.7.3 After Emergency Separation

8.7.3.1 -After the ship separation process, the decision is madeabout the backing up of the ship and the location where it will be taken.
8.7.3.2 The ship is transported / connected to the allocated area with the help of the trailers or by its own machine.
8.7.3.3 Port Facility Port Facility is examined and a possible damage or deficiency is detected.
8.7.3.4 The time when the ship and port facility will be ready for reloading is evaluated.
8.7.3.5 Negativity, if any, is shared during Emergency Departure.

8.7.4 Guidance and tugboating between the tugboat agency and Port Facility authorities for fires, explosions and similar emergencies during the evacuation

A protocol has been made with DEKAŞ for the tugboat service and emergency to reach the scene within 15-20 minutes in order to quickly move the ship away from the facility and to a safe point.

8.8 Procedures for handling and disposal of damaged hazardous loads and waste contaminated with hazardous loads.

8.8.1 Waste Collection and Transport

8.8.1.1 It is collected separately in waste bins according to the type of wastes formed and transported and stored appropriately. The wastes that arise as a result of maintenance activities are also discussed in this context.

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

8.8.2 Disposal of Waste

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

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

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

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

8.8.3 Contaminated Packaging;

8.8.3.1 These wastes are empty barrels. When it occurs, it is left in the contaminated packaging area at the landfill and within the period specified in the legislation, the Environmental Consultancy Company and the Environmental Management System Manager contact the contracted and licensed company and its shipment is provided through the MoTaT system. In case of hazardous waste shipments, TMGD should be contacted and "Transport Documents" should be prepared and delivered to the transporter. The transport vehicle must also be subject to vehicle control

8.8.3.2 Contaminated Waste; These wastes are used gloves, tops and work. When it occurs, it is collected in the barrel with the name of the waste at the exit of the production-warehouse part and taken to the waste area. Within the period specified in the legislation, the Environmental Consultancy Company and the Environmental Management System Manager contact the contracted licensed company and send it through the MoTaT system is provided. In case of hazardous waste shipments, TMGD should be contacted and "Transport Documents" should be prepared and delivered to the transporter. The transport vehicle must also be subject to vehicle control.

8.9 Emergency drills and their records.

8.9.1 Training Applications ;

In order to prepare for emergencies on site, the personnel involved 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 have received IMDG CODE trainings on dangerous loads and have been certified. In order to test the adequacy of the contingency plans and to be prepared for real situations, it is planned to carry out and implement the drills according to the worst-case scenarios that may occur at the facility.

8.9.2 Training Scenarios;

In the form of a combination of a single event or event that the port may encounter in the planning of the exercise, the worst-case scenario is foreseen. In line with the prepared scenarios, the implementation of the exercises is ensured in the fastest and most effective way.

8.9.3 Emergency Drills to be carried out within the Port Port Facility;

8.9.3.1 The port should be specified in the annual training plans.

8.9.3.2 It can be planned in the form of local or general intervention,

8.9.3.3 It can be combined into drill scenarios such as safety, spillage, etc.,

8.9.3.4 Drills can be carried out with or without notice.

8.9.3.5 The drills are based on a variety of emergency scenarios.

8.9.3.6 As well as being de facto, the tastings can be done at the desk, seminar style,

8.9.3.7 Different time, day, season and event scenarios are prepared for each training.

8.10 Information on fire protection systems.

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors in The Fields
- Electric and Diesel Fire Pumps

IMDG CODE SUPP fire rulers will be used in case of fire related to hazardous loads.

FIRE FARMS	REMARKS
F – A	**GENERAL FIRE ZONE**
F – B	**EXPLOSIVE SUBSTANCES AND OBJECTS**
F – C	**NON-COMBUSTIBLE GASES**
F – D	**RESISTING GASES**
F – E	**IECI CIVILIANS THAT DO NOT ENTER WATER REACTION**
F – F	**HEAT CONTROLLED ORGANIC PEROXIDES**
F – G	**OBJECTS THAT ENTER WATER-REACTION**
F – H	**OXIDIZING OBJECTS WITH EXPLOSIVE POTENTIAL**
F – I	**RADIOACTİF MATERIAL**
F – J	**REACTIVE ORGANIC PEROXIDES FROM ITS NON-HEAT CONTROLLED SELF**

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

8.11.1 Fire Water Tanks and Fire Water

8.11.1.1 Mosses and sludge formed at the bottom or sides of the warehouse should be emptied and cleaned at least once a year to prevent them from ingesting a hazard during a fire. During the discharge of the pools, suction valve, check valve and filters are maintained.

8.11.1.2 In case of serial drops at the water level, the leakage location should be investigated and the fault should be fixed if any.

8.11.1.3 Internal cleaning and maintenance should be carried out in closed warehouses if necessary as a result of annual inspections.

8.11.2 Fire Water Pumps

8.11.2.1 In addition to planned maintenance, the issues to be considered regarding the operation of fire pumps and the elimination of possible failures that may occur are listed in the following articles.

8.11.2.1.1 The printing bolts of the pumps' seal bearings must be checked to be tight, where the pump can be easily turned by hand. It is normal to drip water from the seal bearings during the operation of the pump. In order for this water not to flow to the floor, the gear under the bearing console must be connected to the drain through the thin pipe through the mouth.

8.11.2.1.2 Fire water pumps are operated and registered for at least 1 hour per week.

8.11.2.1.3 Make sure that the pump and suction pipe are fully filled with water. If this is suspected, water should be filled until water overflows from the airing taps, turning on the water filling plug and airing taps, and when the water stops at the tapa level, the plug should be thoroughly squeezed.

8.11.2.1.4 Pump motors will draw above-normal current due to demaraj current when operation is first started. With all the pumps starting to operate at the same time, disjonctors may be discarded due to the high current to be pulled or major failures may occur in the diesel generator. For this reason, the time relays that arrange the switching from star to triangle in the protective switches that drive the pump motors should be adjusted according to the number of pumps and the amount of pumps to be activated at the same time, according to different and appropriate time intervals, ensuring that the pumps are activated in turn.

8.11.2.1.5 After the above pre-preparation and controls are made, the pumps are operated by pressing the drive switches. During operation, the electric motor voltage and amperage should be checked from time to time. If the amperage taken in normal operation is high, the causes should be investigated and eliminated. There may be a failure of the pump or engine or a mechanical strain. Below-normal voltages can pose a danger to the engine.

8.11.2.1.6 Manometers must be kept under constant control and one or more of the pumps must be stopped in excess pressure rises.

8.11.2.1.7 The pressing pipes of the pumps must be discharged first by valve, after valve by check valve.

8.11.2.1.8 If the check valve in the press pipe of the non-working pump has prevented the full closure of the check valve by jamming items such as paper, garbage, stone fragments, moss slime, some of the water pressed by other pumps is pressed back into the pool when passing through these pumps and suction pipes that do not work. This failure, which restricts the required water flow in the event of a fire, should be fixed. If during the operation of some pumps, if a rotation is observed in the couplings of some of the pumps that do not work, it should be considered a sign of the presence of failure described above in these pumps.

8.11.2.1.9 During operation, the pump and motor must be ensured to rotate in the correct direction. For this reason, the direction of rotation should be drawn on the couplings and the control should be done accordingly.

8.11.2.1.10 During the operation of the pumps, the heat of the pump and motor bearings may be hot enough to withstand the hand. If the temperature is high, it can come from a mechanical internal strain or coupling adjustment wackiness. In such cases, the pump must be stopped immediately and the fault should be fixed.

8.11.2.1.11 In pumps driven by diesel engines, the operation of the engine must be carried out in accordance with special instructions.

8.11.2.1.12 If any deficiencies or glitches are detected as a result of the control, they will be eliminated by the responsible.

8.11.3 Sprinkler Installation

8.11.3.1 The most important thing to pay attention to in sprinkler installation and the maintenance to be carried out is to prevent the sprinkler heads from clogging. To ensure this, the sprinkler must be operated in accordance with the standards/legislation and ensure that it is operational. In each plant, enough sprinkler heads should be kept as a spare and replaced with new ones in the event of a failure and the defective ones should be repaired and backed up.

8.11.4 Fire Hydrant Installation

8.11.4.1 Rainwater should be prevented from entering the fire hydrant hose cabinets, hoses should be broken, intact and sufficiently squeezed. At least one of the hoses must be kept always connected to the fire valve.

8.11.4.2 Fire valves must be fault-free and sealed. Defective nozzles, valves, hoses will be replaced immediately and failures must be repaired and backed up. Therefore, each facility should have a sufficient amount of hoses, nozzles, fire valves, clamps, glands and their spare materials. In fire installation, failure cannot be allowed for any reason.

8.11.4.3 While the faults detected following the drills are fixed, working fire hoses should not be placed in cabinets in a wet and containing water. The premises should ensure proper hose suspension assemblies for the complete discharge and drying of the water inside the hoses and not put them in place until they are sure that the hose is thoroughly dry. If sea water is pressed with hoses, they should first be washed with fresh water and dried in a cool-windy place.

8.11.4.4 All pipes belonging to fire hydrant and sprinkler installation should be checked every three months, rusted parts should be painted, rotten parts should be

replaced with new ones, valves and pull valves should be checked and faults should be fixed.

8.11.4.5 All fire hydrants, hoses and nozzles are removed by the relevant responsible authorities if any deficiencies or defects are detected as a result of the inspection.

8.11.5 Mobile Fire Extinguishers

8.11.5.1 For faults, inspections or maintenance, a sufficient amount of spare devices must always be kept in the plant warehouses. For the above purposes, replacements should be replaced with extinguishers taken in order.

8.11.5.2 All fire extinguishers are inspected and inspected monthly. After the check, the extinguishers are marked. During the inspection, especially dry dust extinguishers are turned over and the base is gently hit, allowing the dust inside the tube to move. Otherwise, the dust inside the extinguishers, which remain in the same position for a long time, can collapse into the base and solidify. If any deficiencies or glitches are detected as a result of the audit, they will be eliminated by the relevant responsible authorities.

8.11.5.3 Fire extinguishers TS ISO 11602-2 Fire Protection: According to the Portable and Wheeled Fire Extinguishers standard, it is checked by the seller 1 time per year. Fire extinguishers are tested by the relevant company at intervals not exceeding 10 years, while chemical dust is checked at the end of the 4th year.

8.11.6 Freezing Protection

8.11.6.1 Protection of Generators

8.11.6.1.1 In winter, the water may start to freeze as the external temperature drops below +4C. Therefore, the radiators of the generators whose engine is water-cooled should be secured with antifiriz.

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 environmental temperature should not fall below +4C.

8.11.6.3 Protection of Fire Water Distribution Pipes

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

8.12 Precautions to be taken when fire protection systems are not working.

8.12.1 Plant fire fighting equipment is an alternative system that backs each other up.

8.12.2 In cases where the plant's own firefighting equipment is not working or inadequate, support from neighboring facilities, fire services and AFAD Units will be requested.

8.12.3 Other Hazardous and flammable materials/vehicles likely to be affected by the fire are removed from the area if possible.

8.12.4 Under what conditions the provision of assistance and support will take place and
a protocol may be required to determine the scope of the scope.

8.12.5 From the Sea in the Region, the
the capabilities of the facility should also be taken into account.

8.13 Other risk control equipment.

8.13.1 In addition to the medium expansion fixed foam nozzles, the manifolds in the new Tank fields have completed the life-life work of the system for all manifolds and foam application can be done with remote control valves.

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures.

In working with hazardous chemicals, the Port Facility Management is obliged to prevent employees from being affected by these substances, to minimize them where this is not possible, and to take all necessary measures to protect employees from the dangers of these substances.

9.1.1 Risk assessment

9.1.1.1 Port Facility Management is obliged to carry out risk assessments in accordance with the provisions of the Occupational Health and Safety Risk Assessment Regulation dated 29/12/2012 and published in the Official Gazette no. 28512 in order to determine the presence of dangerous chemicals in the port facility and to determine the negative effects on the health and safety of employees in case of dangerous chemicals.
9.1.1.2 The following points are taken into account in the risk assessment to be carried out in studies with chemicals:
9.1.1.2.1 Health and safety hazards and harms of the chemical.
9.1.1.2.2 Turkish material safety information form (SDS) to be provided from manufacturers, importers or sellers.
9.1.1.2.3 The type, level and duration of the impact.
9.1.1.2.4 Quantity of chemical substance, conditions of use and frequency of use.
9.1.1.2.5 Occupational exposure limit values and biological limit values given in the annexes of this Regulation.
9.1.1.2.6 Impact of preventive measures taken or should be taken.
9.1.1.2.7 If any, the results of previous health inspections.
9.1.1.2.8 In work with multiple chemicals, each of these substances and their interactions with each other.
9.1.1.3 The Port Facility Operator obtains additional information from the supplier or other sources required for risk assessment. This information includes specific risk assessments of chemicals, if any, contained in applicable legislation for users.
9.1.1.4 A new activity containing hazardous chemicals is started only after all measures determined by risk assessment are taken.
9.1.1.5 Precautions to be taken in the study of hazardous chemicals
9.1.1.5.1 Risks to the health and safety of employees working with hazardous chemicals are eliminated or minimized by the following measures:
9.1.1.5.2 Appropriate arrangement and business organization is carried out at the port facility.
9.1.1.5.3 Work with hazardous chemicals is carried out with a minimum number of employees.
9.1.1.5.4 The amount of substances and exposure periods that employees will be exposed to is ensured to be at the minimum possible level.
9.1.1.5.5 The amount of chemicals that should be used in the port facility is kept to a minimum.

9.1.1.5.6 Workplace buildings and add-ons are always kept organized and clean.
9.1.1.5.7 Suitable and adequate conditions are provided for the personal cleaning of employees.
9.1.1.5.8 Arrangements are made for the optimal processing, use, transportation and storage of hazardous chemicals, waste and residos in the Port facility.
9.1.1.5.9 By applying the substitution method, a chemical that is dangerous or less dangerous in terms of the health and safety of employees is used instead of dangerous chemicals. If the substitle method cannot be used due to the characteristics of the work done, the risk is reduced according to the result of the risk assessment and by taking the following measures, respectively:
9.1.1.5.10 Appropriate process and engineering control systems are selected and appropriate machinery, materials and equipment are used in the studies with hazardous chemicals, including maintenance repair works that may pose a risk to the health and safety of employees, and taking into account technological developments.
9.1.1.5.11 To prevent risk at source, collective protection measures such as proper business organization and adequate ventilation system are implemented.
9.1.1.5.12 Personal protection methods are applied with these measures when the measures taken to protect employees from the negative effects of dangerous chemicals are not sufficient.
9.1.1.6 Adequate control, supervision and supervision are provided to ensure the effectiveness and continuity of the measures taken.
9.1.1.7 Port Facility Management ensures regular measurement and analysis of chemicals that may pose a risk to the health of employees. These measurements are repeated when there is any change in the conditions that may affect the exposure of employees to chemicals at the port facility. The measurement results are evaluated taking into account the occupational exposure limit values specified in these Regulation annexes.
9.1.1.8 Port Facility Management also considers the specified measurement results. In any case where occupational exposure limit values are exceeded, the Port Facility Management takes preventive and preventive measures to address this situation as soon as possible.
9.1.1.9 The Port Facility Management, based on the results of risk assessment and risk prevention principles, shall be able to process, store, transport and affect chemical substances that may affect each other in order to protect employees from hazards arising from the physical and chemical properties of chemical substances, provided that the provisions of the Regulation on the Protection of Employees from the Dangers of Explosive Environments are reserved, dated 30/4/2013 and published in the Official Gazette no. 28633. In accordance with the characteristics of the work carried out, including the prevention of contact with the i, it takes technical measures and makes administrative arrangements in the order of priority specified below:
9.1.1.9.1 The port facility prevents flaming and explosive substances from reaching dangerous concentrations and the presence of chemically unstable substances in dangerous quantities. If that's not possible,

9.1.1.9.2 The port facility is prevented from having igniting sources that may cause fire or explosion. Conditions that can cause chemically unstable substances and mixtures to have a harmful effect are eliminated. If that's not possible,

9.1.1.9.3 Necessary measures are taken to prevent or minimize damage to employees in the event of a fire or explosion caused by flaming and/or explosive substances or from harmful physical effects of chemically unstable substances and mixtures.

9.1.1.10 The design, manufacture and supply of work equipment and protective systems provided for the protection of employees is carried out in accordance with applicable legislation in terms of health and safety. The Port Facility Management ensures that all equipment and protective systems to be used in explosive environments comply with the provisions of the Regulation on Equipment and Protective Systems Used in Possible Explosive Environment (2014/34/EU) dated 30/06/2016 and published in the Official Gazette 29758.

9.1.1.11 Adjustments are made to reduce the impact of the burst pressure.

9.1.1.12 The plant ensures that machinery and equipment are kept under constant control.

9.1.1.13 Minimum safety distances are observed in the placement of storage tanks with liquid oxygen, liquid argon and liquid nitrogen in the workplace.

9.1.2 Emergencies

9.1.2.1 Port Facility Management, the following issues are taken into account in case of emergencies caused by dangerous chemicals in the Port facility, provided that the issues specified in the Regulation on Emergencies in The Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681 are reserved:

9.1.2.1.1 Preventive measures to reduce the negative effects of emergencies are taken immediately and employees are informed of the situation. Necessary work is carried out to normalize the emergency as soon as possible and only employees assigned in emergency situations and teams arriving at the scene from outside the workplace are allowed to enter the affected area for maintenance, repair and mandatory work.

9.1.2.1.2 Persons allowed into the affected area are given appropriate personal protective equipment and special safety equipment and are provided to use as long as the emergency continues. Persons without appropriate personal protective equipment and special security equipment are not allowed to enter the affected area.

9.1.2.1.3 Information on hazardous chemicals and emergency response and evacuation procedures are available for use. Employees assigned to emergency situations at the port facility and organizations operating in matters such as first aid, emergency medical intervention, rescue and fire fighting outside the workplace are provided with easy access to this information and procedures. This information is provided by the

9.1.2.1.3.1 In order for the employees assigned to the port facility in emergency situations and organizations operating in matters such as first aid, emergency medical intervention, rescue and fire fighting outside the workplace to be ready in advance and to make appropriate intervention, the dangers in the work carried out, the measures to be taken and the work to be done,

9.1.2.1.3.2 Information about the specific danger and to-dos that may arise in an emergency,

9.1.3 Training and information of employees

9.1.3.1 Port Facility Management ensures that employees and representatives are trained and informed, provided that the issues specified in the Regulation on the Procedures and Principles of Occupational Health and Safety Trainings no. 28648 dated 15/5/2013 are reserved. These trainings and information specifically include the following:

9.1.3.1.1 Information obtained as a result of the risk assessment.

9.1.3.1.2 Recognition of these substances related to dangerous chemicals in or that may arise at the port facility, information about health and safety risks, occupational diseases, occupational exposure limit values and other legal regulations.

9.1.3.1.3 Measures and what needs to be taken to ensure that employees do not endanger themselves and other employees.

9.1.3.1.4 Information on Turkish material safety information forms provided by the supplier for hazardous chemicals.

9.1.3.1.5 Information on labeling/locking in accordance with the legislation regarding sections, containers, piping and similar installations containing dangerous chemicals.

9.1.3.2 Training and information to be given to employees or their representatives in studies with hazardous chemicals shall be in the form of training supported by oral instructions and written information, depending on the degree and characteristics of the risk assessment. This information is updated according to changing conditions.

Information about personal protective clothing and procedures for their use.

Level A

Usage area : High level of skin, breathing, eye etc. events that need to be protected – Gasproof.
Positive pressure Tube Respirator – SCBA
Precisely chemical protective clothing
Gloves, chemically resistant insides
Glove, chemical resistant on the outside
Boots or boots, chemical resistant, steel heels
Inner garment, cotton, long sleeves and legs
Hard Title
Long sleeves
Two-way radio communication (No Sparks)

Level B

The minimum level required for entry and exit to the scene, rather, for the scattering and shedding of liquids
Positive pressure Tube Respirator – SCBA
Protective clothing against chemicals
Gloves, chemically resistant insides
Glove, chemical resistant on the outside
Boots or boots, chemical resistant, steel heels

Hard Title
Two-way radio communication (No Sparks)
Face Mask

Level C

It is used when the chemical in the environment is known, when concentration is determined, when it is decided that the skin and eyes will not be damaged. However, continuous measurement should be carried out.

→Tam mask, air purifier filter
→ Protective clothing against chemical
→Eldiven, chemically resistant inside
→Eldiven, chemical resistant on the outside
→Bot or boot, chemical resistant, steel heels
→Sert Title
→ Two-way radio communication (No Sparks)
→Face Mask

Level D

Work dress (emergency responders). Requires long sleeves and safety shoes/boots. Other Personal protection equipment varies depending on the status of the incident. If there is trouble contact with the skin, such clothing should not be entered the scene.

10 OTHER CONSIDERATIONS

10.1 Validity of the Dangerous Goods Certificate of Conformity.

Article 6.1 of the directive on the issuance of a hazardous substance conformity certificate. By article;
"The operator who wishes to obtain TYUB submits the petition containing the request to the administration 3 (three) months before the end of the period of the Port Facility operating permit or Port Facility operating permit certificate."

Dangerous good certificate is valid until: 20.06.2025
Port Facility Operating Permit is valid until 25.07.2027.

10.2 Tasks defined for Dangerous Goods Safety Advisor

Article 2.4 of the Dangerous Goods Guide states the tasks defined for the DGSA

Duties and obligations of the IMDG Code tutor

1)-The duties and obligations of the IMDG Code tutorial are as follows;

a) To provide education in accordance with the education curriculum as specified in the legislation published by the Ministry,

b) To use educational documents, materials and equipment and visual tools stipulated by the IMDG Code and national legislation in education,

c) To process the candidates who are absent from the trainee attendance schedules and to sign these charts by typing their first and last names,

ç) To provide training within the framework of general professional dignity and ethical rules

10.3 Matters for those carrying hazardous substances to/from the Port Facility by road (documents that road vehicles carrying dangerous goods must have at the entrance/exit of the port or Port Facility site/site, equipment and equipment that these vehicles have to possess; speed limits at the port site, etc.).

10.3.1 Speed Limit at port facility

The speed limit in our Port Facility is 20 Km.

10.3.2 Conditions sought on land tankers

In terms of plant safety and in accordance with the relevant regulations, loading and unloading is not carried out on land tankers that do not have the following characteristics and whose technical equipment and physical conditions are not suitable for transporting fuel and chemicals.

Features required for vehicles carrying fuel and chemicals:

1. Cutting switch

In order to disconnect the battery and electrical circuits, it is necessary to have a cutting switch located outside the tanker and at the battery outlet. Its presence and whether it is working will be checked.

2. Battery and housing

Instead of the battery, it will be firmly located and will be located in a housing. The battery heads will be clean and the connections will be tight enough. The location of the battery must have sufficient ventilation to disperse flammable gases that may come out.

3. Cabin control

A. Seat Belt

The driver and passenger seats will have seatbelts and will be fitted during the journey. Belts with mobility are preferred along with the seat.

B. Takograph

- Whether the tachographs are working and the tachograph cards will be checked.

After the main cutter switch cuts off the electric current, the tachograph must be installed so that it is not affected by this interruption. The tachograph units must be capable of detecting the following information.

- Whether the vehicle has violated the speed limit
- If he has violated the speed limit, how many times
- How many hours a day the driver drives continuously and in total
- Date and time information
- Road in km.
- The ability to erase the memory

C. Vehicle License and Driver's License and Certificate

Whether there is a vehicle license will be checked, According to the driver's license and Road Transport Regulation, it is mandatory to have any of the authorization documents C1, C2, K1, K2, L1, L2, M1, M2, N1, N2, P1 and P2, and to have a Dangerous Goods Transport Driver Training Certificate (SRC5)/ADR Driver Training Certificate in accordance with the provisions of the Regulation and (ADR).

D. First Aid Kit

What's legally required to be in the first aid kit,

- 2 large bandages (10 cm. x 3-5 meters)
- Hydrophile gas sterile (10 cm. x 10 cm 50 can)
- Triangular wrap
- Hydrophilous cotton (70 gr.)
- Flaster (2 cm.x 5 cm.)
- 10 hooked needles
- Small scissors made of stainless steel
- Esmark bandage
- Turnstile
- 10 band-aids
- Plastic cover (150 cm. x 200 cm.)

E. Periodic Maintenance Records

A record of the maintenance carried out in an authorized service should be kept and kept in the vehicle. It is mandatory to have periodic maintenance of an authorized service every 3 months or 10,000 km. There must also be brake maintenance records to be carried out once a year. Unexpped fenni inspection and exhaust emission test reports must be present in the vehicle license.

F. ADR Certificate of Conformity for Vehicles

ADR/Vehicle conformity certificate valid for vehicles will be requested. Vehicle Detection Certificate may be valid until 01.07.2022.

G. ISOPA Certificate

ISOPA certificate for TDI and MDI products must be kept in the vehicle.

H. Insurance Policy

Dangerous Goods and Hazardous Waste Mandatory Financial Liability Insurance policy should be kept for vehicles transporting dangerous goods.

I Additional Guide

Additional guidance for vehicle crew members should be provided on the hazardous properties of dangerous goods by class and actions related to the conditions that arise.

4. Personal protective equipment

The driver must use the following protective equipment for filling and unloading.

A. Helmet: Ce certified and in EN 397 standard plastic will be narrow-edged, cracked, not broken, head-fitting part should fit firmly in the connecting slots.

B. Protective Goggles: Ce certified and goggle plastic in EN 166:2001 standard, and will be of full closed type, should not be drawn with hard objects.

A. Gloves: Must be CE certified and of the type en 388 / EN 374 standard without holes and tears on which they are resistant to fuel and chemical handling, mechanical works such as valve on/off.

D. Safety Shoe: Must be CE certified and suitable for protection against sprains and crushes, antistatic, chemical resistant, non-slip and composite nostrils that have one of en 20345 / EN 20346 standards.
E. Nitril Tulum: Overalls that are CE certified and have one of en 464 / EN 465 / EN 467 standards must be manufactured one piece seamlessly, not permeable. By wearing it on the dress, it protects the user from the flow and splashing of dangerous chemicals.
F. Kanisterli Gas Mask: Ce certified, face masks in EN 136 / EN 140 standards and filters in EN 141 / EN 143 standards, such masks should absorb dangerous gases contained in the dirty have of chemical substance in kanister and release fresh air. The wearer of the mask inhales fresh air free of gases. Canisters whose expiration date has expired should not be used.

5. Emergency equipment and equipment

Tools and equipment that must be added to be used in case of any debris or malfunction in the vehicle:
A. Eye Wash Water
B. Rowing
C. Sewer Cover
D. Absorbent Substance (Absorbent Pad or Powder)
E. Debris Collection Container
F. Flashlight
G. Traffic Warning Vest (as described in EN 471 standard)
H. Two Stitchable Warning Signs

6. Exhaust and flame catcher

Exhaust pipe and silencers should be firm and puncture, not to miss from anywhere. These issues will be checked by starting the engine during the inspection. The exhaust pipe will not be under or near the tanker fuel tank. Exhaust output should preferably be in the front or between the product tank and the driver's cab. In any case, the first filling cover of the product tank from the front should not be further behind the alignment. If the exhaust outlet is under the main tank, a fiber or hair protector must be attached to it.
The flame catcher must be made in the standard norm and in such a way that it can always keep the sparks that may come out of the exhaust in it and double-walled.
It is not a necessity to use flamethrowers in vehicles with euro type engines. In order to minimize the risk, they should be recommended to wear it.

7. Fuel tank

The tanker fuel tank must be properly determined and protected against external impacts. There should be no impact marks and dent on the tank. The fuel tank cover must be sealed and the battery must not come into contact with the fuel tank.

8. Goods unloading manifold valves

All valves must be sleeved and of the spherical type. Valves, connections and seals should be clean and well maintained, there should be no leakage and drip anywhere.
The goods unloading valve should be cuffed to the mouth, sealed and a sealed lid attached. It is recommended that each compartment valve have labels that indicate the types of chemicals and, if necessary, vary according to the product type, these labels can be metal and plexiglas, and the valves can be placed in the appropriate place and made so that they can enter and leave the slots. The valves will be closed.

9. Fire extinguishers

At least two 6 kg in the tanker. The capacity should be an ABC type dry dust extinguisher. There should also be a 2 kg fire extinguisher in the cabin. Extinguishers must be of the type with manometer (indicator) and the hand of the indicator should show green. In addition, the extinguishers must have a label with the signature and seal of the authorized company indicating the date of control.

10. Headlights, lamps, electrical components

Headlights and lamps should have no cracks, surrounding rubber seals must be without attachments and impermeable. Cables entering the lamps must be connected through a plastic or metal gland in a way that prevents leakage. All cables will be uninskable and insulated. Cables to the front and rear lamps will be collected in spiral pipes.

11. Tank chassis connection

"U" connection or similar connection shape should be used to connect the tank to the truck chassis. Nuts should be fixed with the use of counter nut or double salmon.

12. Tires and wedges

The tyres on the rear axle (motor driven tow axle) are longitudinal grooved with transverse grooves (carrier axle), and the right and left tyres are recommended to be of the same brand type and profile. There will be no impact marks and broken parts on the tires. The tooth depth and air of the tires will be checked during the inspection. (The maximum thread depth should be 4 mm.) Bolts should be complete, stepper and suitable wedges should be available.

13. Grounding bar

In order to ground the static electricity accumulated on the tanker, the back or sides of the tanker must have circular cross-section bars welded to the tanker chassis and made of brass. The diameter of the rods should be 30mm. However, it can be accepted in other types of constructions (suitable for llam, passing sockets) that provide electrical conductivity.
Grounding rods attached to the hull with bolts will be considered non-standard, as the rods must be welded to the tanker chassis. The rods should not be painted on them.

14. Tank capacity figures

Tank safety capacities should be written on both sides of all compartments in a way that can be read comfortably from the outside and with proper writing or on a standard sheet. (3500lt., 4000lt.vb)

15. Tanker top conductor

A. Filling Covers

Filling covers seals should be uns attached, of sufficient thickness and quality. Filling caps should be impermeable and can be closed so as not to leak goods and steam out. There will be no puddles and dirt at the bottom of the compartment, the filling doors will be closed.

B. Ventilation

Ventilation is required to be safety valve and fungus type.

16. Hazard warning signs and signs

It is mandatory to use labels, signs and orange plates defined in ADR for the transportation of dangerous goods.

17. Name and phone number of the carrier company

There should be a letter on the cistern stating the name and phone numbers of the carrier in a place to be read and the size.

18. Tank test pressure

The test pressure, test date and cold stamp of the company performing the test should be written in such a way that it can be read easily on the cistern. (It is required to be done with periods of 6 years.)

19. Tanker "Cleaning Certificate"

Within the scope of the "Tanker Cleaning Facilities Communiqué" published in the Official Gazette dated 29.01.2009 and numbered 27125, the obligation to clean the product to be carried is the same as the previous product or for vehicles carrying the same product continuously, depending on the characteristics of the product being transported and the vehicle carrying it, is determined by the carrier and the manufacturer. Cleaning is mandatory if the transported product changes.

If the equipment needs to be cleaned, it is mandatory to obtain a Cleaning Certificate by the carrier by cleaning the authorized facilities defined in the communiqué. Carriers are obliged to present this document to the facility where the installation was made prior to filling.

The manufacturer, the plants/loaders that carry out the filling process, have to question the Cleaning Certificate of the cleaned equipment.

The manufacturer, the filling plants/loaders, are obliged to obtain the Cleaning Certificate before filling of the cleaned equipment and to forward a copy to the Ministry or authorized organization.

If the above conditions are not complied with, the sanctions in Articles 15 and 20 of the Environmental Law No. 2872 shall be applied by the Ministry.

10.3.3 Conditions sought in safe vehicles to receive IBC containers, barrels and packaged goods

In terms of plant safety, loading and unloading is not carried out on vehicles that do not have the following characteristics and whose technical equipment and physical conditions are not suitable for transporting fuel and chemicals in accordance with the relevant regulations.

Features required for vehicles carrying fuel and chemicals:

1. Cutting switch

In order to disconnect the battery and electrical circuits, it is necessary to have a cutting switch located outside the tanker and at the battery outlet. Its presence and whether it is working will be checked.

2. Battery and housing

Instead of the battery, it will be firmly located and will be located in a housing. The battery heads will be clean and the connections will be tight enough. The location of the battery must have sufficient ventilation to disperse flammable gases that may come out.

3. Cabin control

A. Seat Belt

The driver and passenger seats will have seatbelts and will be fitted during the journey. Belts with mobility are preferred along with the seat.

B. Takograph

- Whether the tachographs are working and the tachograph cards will be checked.

After the main cutter switch cuts off the electric current, the tachograph must be installed so that it is not affected by this interruption. The tachograph units must be capable of detecting the following information.

- Whether the vehicle has violated the speed limit
- If he has violated the speed limit, how many times
- How many hours a day the driver drives continuously and in total
- Date and time information
- Road in km.
- The ability to erase the memory

C. Vehicle License and Driver's License and Certificate

Whether there is a vehicle license will be checked, According to the driver's license and Road Transport Regulation, it is mandatory to have any of the authorization documents C1, C2, K1, K2, L1, L2, M1, M2, N1, N2, P1 and P2, and to have a Dangerous Goods Transport Driver Training Certificate (SRC5)/ADR Driver Training Certificate in accordance with the provisions of the Regulation and (ADR).

D. First Aid Kit

What's legally required to be in the first aid kit,

- 2 large bandages (10 cm. x 3-5 meters)
- Hydrophile gas sterile (10 cm. x 10 cm 50 can)
- Triangular wrap
- Hydrophilous cotton (70 gr.)
- Flaster (2 cm.x 5 cm.)
- 10 hooked needles

- Small scissors made of stainless steel
- Esmark bandage
- Turnstile
- 10 band-aids
- Plastic cover (150 cm. x 200 cm.)

E. Periodic Maintenance Records

A record of the maintenance carried out in an authorized service should be kept and kept in the vehicle. It is mandatory to have periodic maintenance of an authorized service every 3 months or 10,000 km. There must also be brake maintenance records to be carried out once a year. Unexpped fenni inspection and exhaust emission test reports must be present in the vehicle license.

E. Insurance Policy

Dangerous Goods and Hazardous Waste Mandatory Financial Liability Insurance policy should be kept for vehicles transporting dangerous goods.

F. Additional Guide

Additional guidance for vehicle crew members should be provided on the hazardous properties of dangerous goods by class and actions related to the conditions that arise.

4. Personal protective equipment

The driver must use the following protective equipment for filling and unloading.

A. Helmet: CE certified and en 397 standard plastic will be narrow-edged, cracked, broken

the part that sits on the head should fit firmly in the connecting slots.

B. Protective Goggles: Ce certified and goggle plastic in EN 166:2001 standard, and will be of full closed type, should not be drawn with hard objects.

A. Gloves: Must be CE certified and of the type en 388 / EN 374 standard without holes and tears on which they are resistant to fuel and chemical handling, mechanical works such as valve on/off.

D. Safety Shoe: Must be CE certified and suitable for protection against sprains and crushes, antistatic, chemical resistant, non-slip and composite nostrils that have one of en 20345 / EN 20346 standards.

E. Nitril Tulum: Overalls that are CE certified and have one of en 464 / EN 465 / EN 467 standards must be manufactured one piece seamlessly, not permeable. By wearing it on the dress, it protects the user from the flow and splashing of dangerous chemicals.

F. Kanisterli Gas Mask: Ce certified, face masks in EN 136 / EN 140 standards and filters in EN 141 / EN 143 standards, such masks should absorb dangerous gases contained in the dirty have of chemical substance in kanister and release fresh air. The wearer of the mask inhales fresh air free of gases. Canisters whose expiration date has expired should not be used.

5. Emergency equipment equipment

Tools and equipment that must be added to be used in case of any debris or malfunction in the vehicle:

I. Eye Wash Water

J. Rowing
K. Sewer Cover
L. Absorbent Substance (Absorbent Pad or Powder)
M. Debris Collection Container
N. Flashlight
O. Traffic Warning Vest (as described in EN 471 standard)
P. Two Stitchable Warning Signs

6. Exhaust and flame catcher

Exhaust pipes and silencers should be sturdy and punctured, not miss from anywhere. These issues will be checked by starting the engine during the inspection. The exhaust pipe will not be under or near the tanker fuel tank. The exhaust outlet should preferably be in the front or between the product tank and the driver's cab. In any case, the first filling cover of the product tank from the front should not be further behind the alignment. If the exhaust outlet is under the main tank, a fiber or hair protector must be installed on it.

The flamethrower must be made in a way that is standard norm and can always hold the sparks that may come out of the exhaust in it and double-walled.

7. Fuel tank

The tanker fuel tank must be properly determined and protected against external impacts. There should be no impact marks and dent on the tank. The fuel tank cover must be sealed and the battery must not come into contact with the fuel tank.

8. Fire extinguishers

At least two 6 kg in the tanker. The capacity should be an ABC type dry dust extinguisher. There should also be a 2 kg fire extinguisher in the cabin. Extinguishers must be of the type with manometer (indicator) and the hand of the indicator should show green. In addition, the extinguishers must have a label with the signature and seal of the authorized company indicating the date of control.

9. Headlights, lamps, electrical components

Headlights and lamps should have no cracks, surrounding rubber seals must be without attachments and impermeable. Cables entering the lamps must be connected through a plastic or metal gland in a way that prevents leakage. All cables will be uninskable and insulated. Cables to the front and rear lamps will be collected in spiral pipes.

10. Tires and wedges

The tyres on the rear axle (motor driven tow axle) are longitudinal grooved with transverse grooves (carrier axle), and the right and left tyres are recommended to be of the same brand type and profile. There will be no impact marks and broken parts on the tires. The tooth depth and air of the tires will be checked during the inspection. (The

maximum thread depth should be 4 mm.) Bolts should be complete, stepper and suitable wedges should be available.

11. Vehicle case

The interior of the vehicle case must be protected against debris, leaks that are likely to be sealed, especially from debris that may be on the exhaust.

12. IBC containers and kegs to be placed in the vehicle case

The IBC containers and kegs to be placed in the vehicle case must be supported and fixed so that they do not change their position with any blow from the front, rear and sides.

13. IBC containers to be used for transportation

Transportation of dangerous goods by road; It is mandatory to use the packaging defined in ADR and tested by the organization authorized by the Ministry and certified by giving the UN Number. There must be danger signs and labels on the packages and equipment.

14. Hazard warning signs in the vault

It is mandatory to use labels, signs and orange plates defined in ADR for the transportation of dangerous goods. There is no need to have a hazard warning sign in safe vehicles, but class signs must be on each side and at each end in vehicles that bring dangerous goods with containers.

15. ADR Exemptions

There are exemptions such as ADR Comprehensive 1.1.3.6 Transport Category Exemption, 3.4 Limited Quantity Exemption, 3.5 Exceptional Quantity Exemption for packaged hazardous material transportation. TMGD should be contacted for these types of transport.

10.4 Considerations for those carrying dangerous substances that will come/leave the Port Facility by sea (day/night signs that ships and vessels carrying dangerous cargo will show at the port or port facility, cold and hot working procedures on ships, etc.).

10.4.1 "Intertanko's standard tanker chartering questionnaire 88" - Q88 form, which includes the risks and technical conditions of the ships coming to our facility for evacuation/loading, is requested from our contracted customers before the ship goes into lease and is approved if it complies with our acceptance criteria in accordance with the ship characteristics.

Single ships over the age of 25 are not allowed to dock at our piers.

1.3.9/10/11 and 12 of the Dangerous Goods Guide. In the articles, issues related to ship docking are indicated.

10.5 Additional considerations to be added by the Port Facility.

10.5.1 Education

10.5.1.1 Personnel

Every person involved in the transportation or handling of hazardous cargoes is trained in proportion to their responsibility for safe transportation or handling of dangerous cargoes.

10.5.1.2 Training content

IMDG Code General awareness training

The personnel concerned must be trained in proportion to their duties upon safe transportation or handling of hazardous cargo. Training should be designed to ensure recognition of the general dangers and legal requirements of the relevant hazardous loads. This training includes identifying the types and classes of hazardous loads, labeling, marking, packaging, separation and compliance with requirements; definition of purpose and content of shipping documents; and definitions of existing emergency response documents.

Mission Oriented Training

The personnel concerned should receive detailed training on the main requirements for safe transportation or handling of dangerous cargoes in accordance with the function they perform.

Security training

Concerned personnel should be trained in the risks of storing dangerous loads and the functions they perform:

These trainings should be provided and verified on employment in a position involving the transport or handling of hazardous cargoes, and the Administration should be periodically supported with re-training as appropriate.

For personnel who have duties related to the transport and handling of hazardous cargo, safety training must be in accordance with their responsibilities and duties within the framework of the provisions of the Port Facility safety plan (ISPS Code section A/2.1.5). In addition, special training requirements for the safety of hazardous substances provided in IMDG Code Section 1.4 should also be addressed.

Apart from these awareness trainings, the following trainings should be taken into care of the personnel;

Fire Response related to chemicals handled in the plant,
First Aid Procedures and
Occupational Health Safety trainings

10.6 Accident Prevention Policy

Accident Prevention Policy
As a Port Facility, the foundations of the Accident Prevention Policy, which will be implemented in full compliance with the Management Systems, Occupational Health and Safety and Environmental Policy, have been determined as preventing fire and accidents and not harming people and the environment.
During Dangerous Cargo Handling, Loading and Discharge:
• Considering the complete prevention of accidents or minimizing their risks as a priority in all activities carried out in the facility,
• Preventing our employees, customers and stakeholders from being injured or exposed to any negative effects in work accidents,
• On ships and in work areas at our shore facility; Taking all kinds of precautions to be safe and secure for our employees, customers, stakeholders and the environment,
• Following a policy of continuous development to implement the best technologies available to prevent accidents,
• Determining appropriate emergency response procedures in the event of an accident, ensuring their implementation and practicing them at regular periods,
• Identifying all activities that may lead to accidents in our facility and taking the necessary measures to fulfill obligations to prevent such accidents,
• Critical works that will affect safety and security in operational business processes; Assigning personnel with appropriate knowledge, skills, training and experience,
• Conducting risk assessment to identify and evaluate accidents,
• Ensuring the continuous development of the staff through training and complying with national and relevant international legislation and standards,
These are our determined goals.

10.7 Heat Treat Procedure

1. Hot work on board is not allowed. However, in case of necessity, permissions are obtained by the ship's agency in accordance with the legal regulations and carried out in the control of the Port Facility.
2. Before the start of hot work and transactions in our Port Facility, written permission is obtained from the port authority that such hot works can be done. In this permission, details about the place of hot work and transactions are indicated in the Hot work form and also the safety measures to be applied.
3. **Heat Treat Form** covers the following.

a) Frequent inspection of the area where the work will be carried out and adjacent areas, including tests carried out by accredited testing organizations, to ensure that the areas where the work will be carried out are not combustible and/or explosive environments and are not inadequate in terms of ventilation and oxygen,

b) Removal of hazardous loads and other flammable substances from work areas and adjacent areas, (Substances to be removed from such areas include lime, slide, sediment and other possible combustible substances.)

c) Effective protection of flammable building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition,

ç) To prevent the spread of flame, sparks and hot particles from work areas to adjacent areas or other areas; to ensure the closure and sealing of open pipes, pipe passages, valves, joints, cavities and open parts,

4. A sign with the permit of the hot work to be done in the work area and all the entrances to the workplace and the safety measures to be taken is put up.
5. The following considerations are taken when performing hot works.

a) Checks are carried out to verify that the current conditions in the working environment have not changed.

b) When performing hot work, at least one fire extinguisher or other suitable fire extinguishing equipment is available in an easily accessible place with all its apparatus for immediate use.

6. During hot work and operations, effective fire control is carried out when such works are completed and for an adequate period of time after completion; in the area where the hot work is carried out and in adjacent areas where danger may arise due to heat transfer.
7. For additional detailed information and procedures related to hot work and operations, it is always necessary to refer specifically to the "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" document.

SICAK İŞ FORMU

Risk Değerlendirmesi

Sıcak Çalışma Alanı:

Giriş Sınırlamaları:

Sıcak İş nedeni:

Çalışma etkinliği açıklaması:

Muhtemel tutuşturma kaynağı türleri:

☐ Alev (kaynak, lehim, vb) ☐ Kıvılcım veya cüruf (taşlama, kesme, kaynak, vb)

☐ Sıcak Nesne (metal yüzey vb) ☐ Diğer:

Tehlike tanımlama, risk analizi ve kontrol önlemi seçimi:

Sıcak Çalışma İle İlgili Sorumluluk: (Uygun olanı işaretleyiniz)	☐	Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre taşeron personeli tarafından yapılacaktır. Kişi/Kişiler belirlenmiş ve ayrıntılı çalışma detayları ve daha önce hazırlanıp bu formun sonuna eklenmiştir.	**Dokümanları ekle ve risk değerlendirmesi yapmadan Sıcak İş İznine geç.**
	☐	Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre tesis personeli tarafından yapılacaktır.	**Aşağıdaki risk değerlendirmesini tamamla**

Risk Değerlendirme Rehberi

Adım 1 – Sonucunu düşün

Bu tehlikenin meydana gelebilecek sonuçları nelerdir? Bu tehlike çalışma ile ilgili (aşağıda) en olası sonucu nedir düşünün

Aşırı	Birden fazla ölüm veya kalıcı yaralanmalar
Kritik	Tek ölüm yada kalıcı hasar
Büyük	Medikal tedavi veya kayıp zaman yaralanması
Küçük	İlk yardım tedavisi
Önemsiz	Olay veya ramak kala – hiç bir tedavi

Adım 2 – Olasılığı Düşün

Adım 1 de kararlaştırılan tehlike sonucunun meydana gelme olasılığı (aşağıda) nedir.

Mümkün	Çoğu durumda ortaya çıkması bekleniyor
Olasılıklı	Muhtemelen bir kez olacak
Muhtemel	Olay bir zamanda ortaya çıkabilir
Olası Değil/ Nadir	Olay beklenmiyor sadece istisnai durumlarda ortaya çıkabilir.

Adım 3 – Riski Hesapla

1. Adım 1. puanı alın ve doğru sütunu seçin.
2. Adım 2. puanı alın ve doğru satırı seçin.
3. İki değerlendirme aşağıda matris üzerinde çapraz risk skoru kullanın

Y = YÜKSEK, C = CİDDİ, O = ORTA, D = DÜŞÜK

Olasılık \ Sonuçlar	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün	O	C	Y	Y	Y
Olasılıklı	O	O	C	Y	Y
Muhtemel	D	O	O	C	C
Olası Değil / Nadir	D	D	O	O	C

Olasılık \ Sonuçlar	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün					
Olasılıklı					
Muhtemel					
Olası Değil / Nadir					

Tehlike (İşe ilişkin tehlikeleri listeleyin)	**Kontroller** (Bütün Tehlikelerin yönetmek için kontrolleri liste)	**Kişisel Koruyucu Kıyafetler**	**Sorumlu Kişiler** (Kontrolleri uygulanmasından sorumlular)	**Risk Değerlendirmesi** (Yerinde Kontroller ile: Yüksek, Ciddi, Orta yeya Düşük)
1.				
2.				

Riski Değerlendiren Personel :

İsim: İş Veren: Tarih:

İsim: İş Veren: Tarih:

SICAK İŞ İZNİ

Risk Değerlendirilmesinde açıklanan sıcak iş yöntemi ve konumuna göre, aşağıda ilgili bölümlerde kontrol gereksinimlerini belirlemek.

SICAK İŞ VE TUTUŞTURMA KAYNAKLARI KONTROLÜ

Sıcak çalışmalarının bir parçası olarak gerçekleştirilecek sıcak iş ve tutuşturma kaynaklarının kontrollerini belirlemek:	EVET	N/A	Kontrol
	☐	☐	Tesis / yüklenici tarafından sağlanan Yangın söndürücüler sıcak çalışma alanı ve hemen bitişiğinde 10 metrede yer almaktadır (sabit konum yangın söndürücüler hariç)
	☐	☐	Yakalama hasırları veya levhalar kıvılcım ve cüruf yakalamak için uygun yerlere konumlandırılmıştır.
	☐	☐	Yanıcı ve parlayıcı malzemelerin sıcak iş alanından temizlemesi gerekmektedir. (burada uygulanabilir sıcak çalışma alanı etrafında 15m alanı düşünün ve aşağıdaki çalışma alanının yüzeylerinde dahil edilmesi gerekir.)
	☐	☐	Kanalizasyonlar, kablo rafları, elektrik kabloları ve diğer ısı / yangına hassas ürünler dikkate alınacaktır. (15 metrelik bir alanda yanmaz battaniye, yakalama levhaları veya mevcut ise onaylı kaplamalar kullanın)
	☐	☐	Yangın hortumu sıcak iş alında kullanıma hazır tutulacaktır
	☐	☐	Bir Yangın gözlemcisi sıcak iş sırasında yangın riskini, kıvılcım, cüruf, sıcak nesneleri devamlı izlemesi ve / veya iş boyunca belli periyodlar için gereklidir. ☐ Tüm İş Boyunca, ve/veya ☐ İş Boyunca Belli Periyodlarda (…….. dakikada bir)

Belirli Sıcak İş / Tutuşturma Kaynaklarının Kontrolleri	Evet	N/A	Evet İse Ek Kontrol Ayrıntıları Belirtilecektir
Sıcak iş esnasında izolasyon yapılması gereken bitişik alanlarda alınması gerekli önlemler (boru, tank, basınçlı kaplar gibi)	☐	☐	
Sabit yangın koruma ve algılama sistemi hizmet dışı bırakılması gerekmektedir.	☐	☐	
Çalışma alanı özel temizlik yapılması, yıkanması, havalandırması veya çalışma öncesi atmosferik izleme gerektirir. (çalışma alanında yanıcı / patlayıcı buharlar, tozlar, sıvılar ya da katı atıklar)	☐	☐	
Çalışma alanı çalışmalar sırasında ön temizleme, sökme, yüzey hazırlığı yapma ve atmosferik izleme gerektirir. (Yüzeyler ve kaplamalar ısıtılırken veya kesilirken zararlı emisyonları oluşturabilir)	☐	☐	
İşin niteliği özel solunum cihazı giyilmesini gerektirir	☐	☐	
İşin niteliği gaz ve diğer hassas ürün için uygulanacak özel kontroller gerektirir.	☐	☐	
Sıcak işte elektrik kaynağı kullanılacak ise elektrik güvenliğini sağlamak için özel kontroller gereklidir.	☐	☐	

Kapalı Mekanlar için ek Sıcak Çalışma Kontrolleri ☐ N/A (Uygulanmaz)

Kontroller:	Evet	N/A
Dışarıda uygun bir yere cihazlar konumlandır. (yangın söndürücü, hortumlar, solum cihazları gibi)	☐	☐
Havalandırma fanını kirlenme kaynağının mümkün olduğu kadar yakına konumlandır.	☐	☐
Kirletici maddeler hava boşluğuna tahliye edilmesi (böylece devri daim edilirler ve diğer işçileri zarar vermezler)	☐	☐
Elektrik kaynağı önemli bir sure askıya alındığında Elektrik kaynaklarından elektrotlar çıkartılır ,takıldıktan sonra tekrar enerji verilir. Böylece kazara kontak yada ark oluşmaz.	☐	☐
Gaz kaynaklı kesme faaliyetleri önemli bir sure askıya alındığında, meşale ve silindir valfleri kapatılır. Meşale ve hortum bağlantısı çıkarılır ve basınçlaştırılır.	☐	☐

Sıcak İşin Tamamlanması ☐ N/A (Uygulanmaz)

Kontroller:	Evet	N/A
İşin bitiminden sonra alan en az yarım saat süreyle kontrol edilir.	☐	☐
Alan en az sekiz saat süre ve birer saat ara ile kontrol edilir.	☐	☐
Sıcak çalışma sonrası yapılacak kontrolle gerek yoktur.	☐	☐

İzin İsteyen

İsim: İmza:

Onaylayan

İsim: İmza:

10.8 Responsibilities of The Personnel in Operation

10.8.1 Ship Chief Engineer

Duties and Responsibilities

1-Carries out the preparation of the tanks and pipe circuits to receive the goods to be carried out in accordance with the acceptance of the goods to be received by the ships.
2-Searches for a survey report document that the tanks and pipe circuits to be purchased are "clean and suitable for receiving and storing the goods that the ship will bring" as a result of the inspection and inspection to be carried out by an independent inspection company on behalf of the owner.
3-Orders docking of the ship to be docked at the port of the facility in accordance with the instructions of the Business Manager, for our pier
4-Informs the surveillance companies regarding the arrival of the ship
5-Prepares the coastal tanks and circuits of the ship to be docked, receives circuit cleaning approval from the Laboratory Manager
6-Checks the correct connection and robustness of the coastal and ship circuits according to the ship's cargo plan and ensures the evacuation according to the approved cargo plan. 2. The working order is He organizes with his captain.
7-Takes the necessary measures to prevent unauthorized persons from accessing the operational areas during the operation and evacuation of dangerous cargoes.
8-Controls that the walking ladder that must be given by the ship to the facility pier is safe, intact and that precautions are taken against accidents that may occur in and out,
9-Checks the personnel equipped with the necessary protective equipment before the operation.
10-Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleanliness and control of the proper operation of these works.
11-The supervisor performs joint studies before and after the evacuation of the ship together with the company employee,
12-Fills and signs the "Ship/Coast Guard Checklist" in the International Safety Guide for Tankers and Terminals (ISGOTT) in accordance with the "Guide for the Completion of the Ship/Coast Guard Checklist" also included in ISGOTT.
13-To make pre- and post-evacuation correspondence between the ship and the coast and to keep the weavings related to the coast,
-Makes protocol with the ship,
-Ensures compliance with the considerations (quantity control) regarding the acceptance of "Notice of readness",
-The declaration number in the customs evacuation permit and warehouse declaration checks the quantity and breed of goods,
-Makes final control of ship and hose connections in tank and pipe circuits,
-Plans according to the predetermined goods printing order and capacity with the ship,

14-Isps ensures that the ship is at the same level of safety as the ship within the scope of Code, meeting with the ship's captain on this issue, serves as the Port Facility Security Officer,
15-In the evacuation or loading of the product, it searches for the product analysis report made by the surveyor and laboratory and, if appropriate, initiates the evacuation in coordination with the ship
16-Flexible hose allows liquids to be drained and pressure taken before leaving the ship
17-The ship takes all safety measures including manifold connections and sealing of flexible hoses with blind flanch.
18-Performs and performs circuit and tank checks during and after evacuation
19-Notifys the Business Manager of inappropriate situations related to product evacuations,
20-If there is a problem in the transportation and evacuation of dangerous cargoes, it ensures that the necessary actionable steps are taken to minimize the risks available to individuals and their negative impact on the environment.
21-Exchange documents with the ship's agency regarding the evacuation of the ship,
22-Makes product determinations in the tank related to evacuation or loading,
23-Ensures operational and control of all equipment in the port, reports nonconformity to the Business Manager

10.8.2 Ship Operating Shift Engineer

Duties and Responsibilities

1-Carries out the preparation of the tanks and pipe circuits to receive the goods to be carried out in accordance with the acceptance of the goods to be received by the ships,
2-Searches for the survey report document that the tanks and pipe circuits to be purchased are "clean and suitable for receiving and storing the goods that the ship will bring" as a result of the inspection and inspection to be carried out by an independent inspection company on behalf of the owner,
3-Orders docking of the ship to be docked at the port of the facility in accordance with the instructions of the Business Manager,
4-Informs the surveillance companies about the arrival of the ship,
5-Makes coastal tank and circuit preparations of the ship to be docked, receives circuit cleaning approval from the Laboratory Manager,
6-Checks the correct connection and robustness of the coastal and ship circuits according to the ship's cargo plan and ensures the evacuation according to the approved cargo plan. 2. The working order is He organizes with his captain.
7-Takes necessary measures to prevent unauthorized persons from accessing the operational areas during the operation and evacuation of dangerous cargoes
8-Controls that the walking ladder that must be given by the ship to the facility pier is safe, intact and that precautions are taken against accidents that may occur in and out of the facility pier, and checks the personnel equipped with the necessary protective equipment before the operation.
9-Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleanliness and control of the proper operation of these works.

10-The supervisor performs joint studies before and after the evacuation of the ship together with the company employee,
11-Fills and signs the "Ship/Coast Guard Checklist" in the International Safety Guide for Tankers and Terminals (ISGOTT) in accordance with the "Guide for the Completion of the Ship/Coast Guard Checklist" also included in ISGOTT.
12-Makes pre- and post-evacuation correspondence between the ship and the coast and keeps the weavings related to the coast,
-Makes protocol with the ship,
-Complies with the considerations (quantity control) regarding the acceptance of "Notice of readness",
-The declaration number in the customs evacuation permit and warehouse declaration checks the quantity and breed of goods,
-Performs final control of ship and hose connections in tank and pipe circuits,
-Plans according to the predetermined goods printing order and capacity with the ship
13-In the evacuation or installation of the product, it searches for the product analysis report made by the surveyor and laboratory and, if appropriate, initiates the evacuation in coordination with the ship
14-Flexible hose ensures discharge of liquids and pressure before leaving the ship
15-The ship takes all safety measures including manifold connections and sealing of flexible hoses with blind flan.
16-Performs and performs circuit and tank checks during and after evacuation
17-Notifys the Business Manager of inappropriate situations related to product evacuations,
18-Exchange documents with the ship's agency regarding the evacuation of the ship,
19-Makes product determinations in the tank related to evacuation or loading,
20-Responsible for the operation and control of all equipment in the pier, reports nonconformity to the Business Manager,
21-The shift attendant is responsible for the execution of ship operations outside of working hours and all other work in the facility, keeps the shift book, informs the Business Manager in case of emergency,

10.9 EMS (Emergency Procedures for Vessels Carrying Hazardous Materials) and MFAG (Medical First Aid Guide)

In emergency situations, it is important to use IMSBC, IBC or IGC Codes in terms of bulk load, as well as all available information from IMDG Code, EMS and MFAG.

10.9.1 EMS

EmS includes procedures for actions to be taken when a fire or spill of hazardous substances occurs.

EmS includes certain action procedures in some products, as well as general procedures applied to an entire class of substances.

The types of extinguishing materials that can be used to extinguish fires involving necessary protective equipment and dangerous goods can be found in the EMS guideline "in case of urgent action".

EmS is divided into two for spills and fires. The Dangerous Goods list column15 has EMS reference numbers for each UN number. EmS number is not required to be specified in the Dangerous Goods Declaration.

10.9.2 MFAG

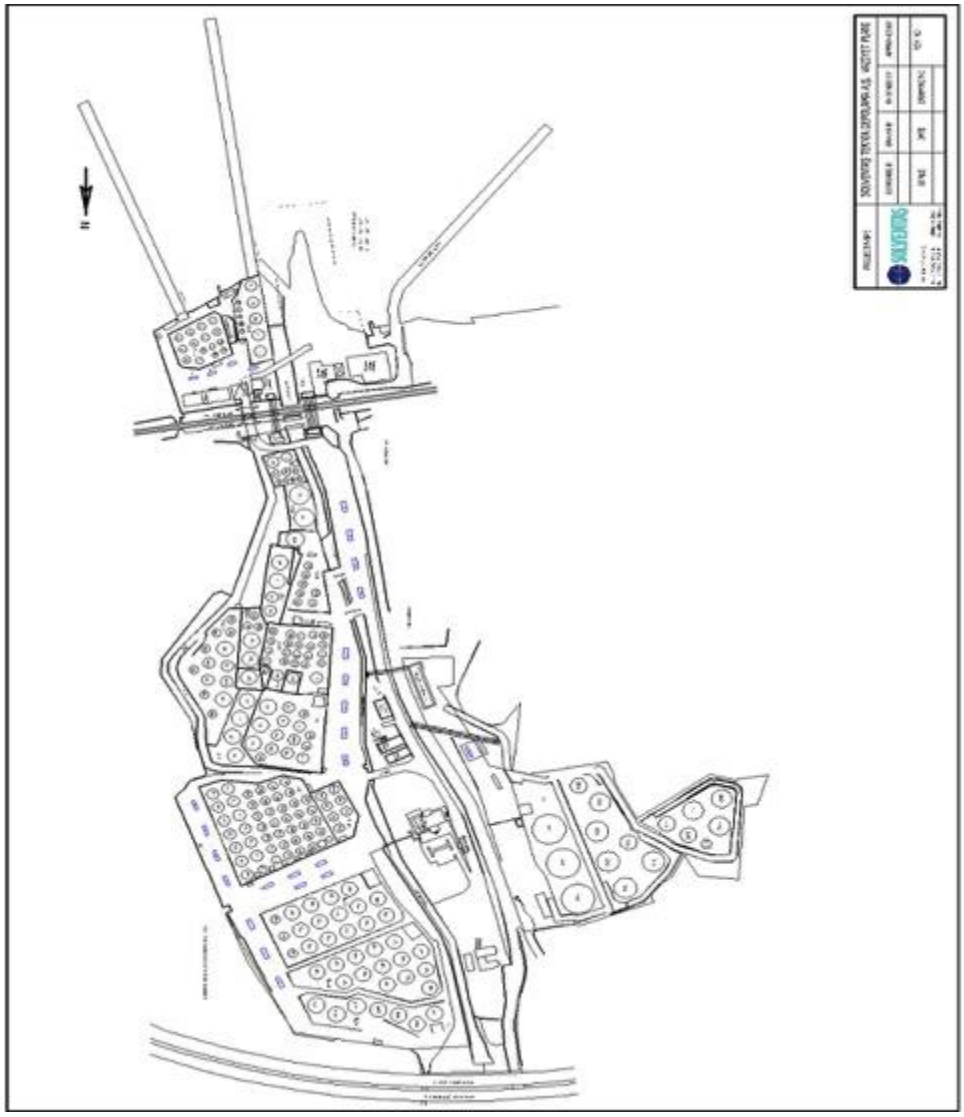
MFAG table numbers are not required to be specified in the Dangerous Goods Declaration.

Create a flowchart of processes that indicate that if a person is exposed to some type of hazardous substance, they must be taken according to the syndromes. However, it is important that employees are trained to use MFAG in advance to work in an emergency.

Employees should also contact a doctor for help treating an injured person.

11 ANNEX

11.1 General Situation Plan of the Port Facility



11.2 Coastal Resort Overview Photos

www.solventaş.com.tr

11.3 Emergency Contact Points and Contact Information

NEEDED PHONES

FIRE NOTICE	112
HEALTH EMERGENCY	112
POLICE RESCUE	112
GENDARMERIE HELP	112
ENVIRONMENTAL NOTICE	181
Traffic Assistance	154
DİLOVASI GOVERNORSHIP	7542376
Coast Guard	112
Blood Information Center	173
TAVŞANCIL GENDARME	753 03 79
KOCAELİ REGIONAL PORT AUTHORTIY	(0262) 528 37 54
DILOVASI SECURITY	754 68 68-59
DILOVASI ORGANIZATION INDUSTRIAL ZONE	754 64 77
DILOVASI FIRE DEPARTMENT	754 63 45
GEBZE FIRE DEPARTMENT	671 30 81
DARICA FIRE DEPARTMENT	745 01 82
GOSB FIRE	648 48 55 751 00 55
FOREST FIRE NOTICE	177

GEBZE STATE HOSPITAL	641 77 50-51
CENTURY HOSPITAL	642 83 83
KOCAELI DERNCE STATE HOSPITAL	(0262) 233 54 90
PLANT DOCTOR Lale ALTINAL	0 505 495 57 79
ELECTRICITY BREAKDOWN	186
PHONE BREAKDOWN	121
ATOMIC ENERGY AGENCY	172
MARSHALL	754 74 70
EFESANPORT	754 51 38
SADAŞ	754 71 84
PROVINCIAL ENVIRONMENTAL DIRECTORATE	312 13 12
POISON CENTERS	
9/11 UNIVERSITY MEDICINE AND POISON ADVISORY CENTER	0(232)412 39 39
NATIONAL POISON ADVISORY CENTER WITH MINISTRY OF HEALTH UZEM	114 0 800 314 79 00 0(312)433 70 01
HACETTEPE PHARMACEUTICAL AND POISON INFORMATION CENTER	0 (312) 311 89 40 0 312 310 35 45/2133-2134
ULUDAĞ UNIVERSITY POISON ADVISORY CENTER	0 224 442 82 93

11.4 General Site Plan of Areas Where Dangerous Cargoes Are Handled

11.5 Fire Plan of Areas Where Hazardous Loads Are Handled

As in the General Fire Plan.

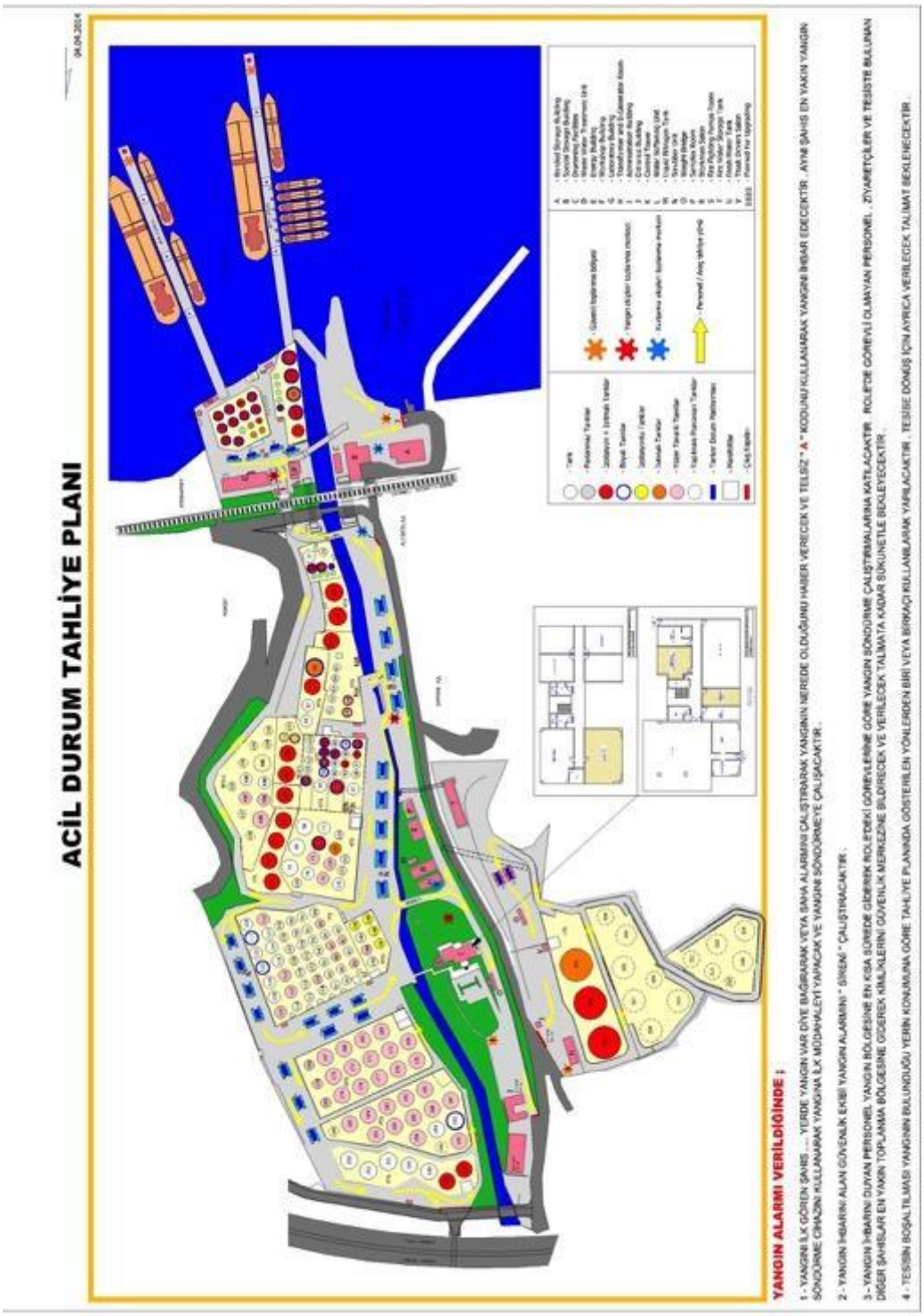
11.6 General Fire Plan of the facility

11.7 Contingency Plan

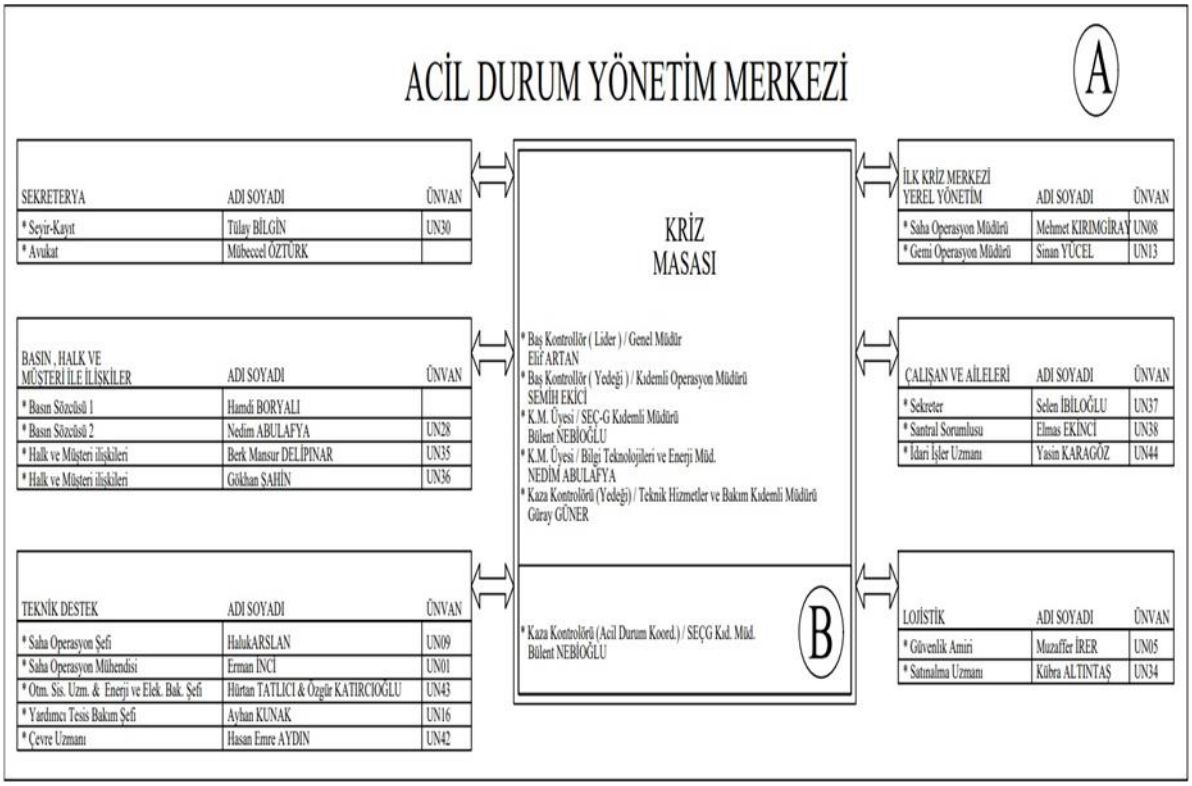
It is kept as a separate document in the port facility and is renewed at least every 2 years. The details of the Contingency Plan are as follows.

1. Emergency procedures,
2. Organization chart for emergency response
3. Name, title and contact details of the person/organization preparing the emergency procedures,
4. The names, titles and contact information and duties and responsibilities of the authorized person assigned to coordinate the emergency response activities that may occur in the Port Facility,
5. Name, title and contact information and duties and responsibilities of the facility authority who will contact the relevant Port Authority and other relevant institutions and organizations in case of emergency,
6. Names and duties of the teams designated for emergency response and the names, duties and responsibilities of the personnel assigned to these teams,
7. The nature and capacities of the resources, equipment and equipment to be used by the Port Facility for emergency response,
8. The actions to be taken with the measures to be taken in order to control the serious conditions that are foreseeable to cause emergencies and to minimize the negative effects that may occur there, and the existing facilities, capabilities and capacity of the facility,
9. The nature of the necessary measures and warnings to be taken in order to prevent or minimize the possible risks to the persons in the Port Facility in case of an emergency and the arrangements regarding the methods of announcement and what people should do in the face of an alert,
10. In case of emergency, the initial notification procedures to be made to the Port Authority and the content of the information that should be provided in this notification and the procedures for transmitting this information to the Port Authority as new information is obtained,
11. Trainings that should be taken by the personnel who will take part in emergency situations,
12. Coordination methods to be provided with emergency teams outside the Port Facility in case of emergency,
13. The nature of the training for emergency situations and the period of their implementation,
14. Regulations for supporting measures taken outside the Port Facility in case of emergency.
15. Contingency plans must cover each of the following emergencies:
    a) Plant, equipment and field fires,
    b) Cargo fires belonging to each hazard load class and sub-hazard classes that are allowed to be handled in the port,
    c) Ship fires,
    ç) Explosion,
    d) Accidental death and serious injury,
    e) Natural disasters such as earthquakes, floods, landslides, tsunami waves,
    f) Adverse weather conditions such as very strong wind, storms, excessive snow or icing,
    g) Leaking, flowing or spilling hazardous substances belonging to each hazard class or sub-hazard classes that are allowed to be handled in the port,
    ğ) Marine pollution (e.g. oil/fuel leakage or hazardous cargo to the sea or spill/fall of harmful substances to the environment),
    h) Gas leakage,
    i) Power outage.

11.8 Emergency Gathering Places Plan



11.9 Emergency Management Scheme



11.10 Dangerous Goods Handbook

TEHLİKELİ MADDE REHBERİ EL KİTABI

Bu el kitabı, tehlikeli yük tahmil/tahliyesi ile elleçleme ve geçici depolama faaliyetinde bulunan liman tesisinde, söz konusu faaliyetlerin emniyetli bir şekilde yerine getirilmesine katkı sağlamak üzere hazırlanmıştır.

Tehlikeli madde sınıfları,
Tehlikeli maddelerin paketleri,
Ambalajları,
Etiketleri,
İşaretleri ve paketleme grupları,
Tehlikeli yüklerin sınıflarına göre gemide ve limanda ayrıştırma tabloları,
Tehlikeli yükler acil müdahale eylem akış diyagramı konularını içerir

TEHLİKELİ MADDELERİN SINIFLANDIRILMASI

Sınıflandırma, gönderici/nakliyeci veya uygun yetkili otorite tarafından yapılır. Solventaş'da depolanan kimyasal sıvı maddelerin IMDG Kod tehlikeli maddeleri aşağıdaki şekilde sınıflandırılır:

Sınıf 3: Yanıcı sıvılar
Sınıf 6: Zehirli ve bulaşıcı maddeler
Sınıf 8: Aşındırıcı maddeler
Sınıf 9: Çeşitli tehlikeli maddeler ve nesneler

Sınıfların ve bölümlerin sayısal sırası tehlike derecesini göstermez.

Sınıf 3		
	3	Yanıcı Sıvılar
Sınıf 6		
	6,1	Zehirli maddeler
Sınıf 8		
	-	Aşındırıcı
Sınıf 9		
	-	Çeşitli Tehlikeli Bileşikler

TEHLİKELİ MADDELERİN PAKETLERİ VE AMBALAJLARI

Ürünlerin üzerindeki işaretler, etiketler ve/veya plakartlar kullanıcıya yönelik tüm iletişim kanallarıdır. Bu iletişim kanalları, kullanıcıya sevkiyat veya ürün özelliklerini anlatır. IMDG Kodu sevkiyatların yetkilendirilmesinin yanı sıra ön bildirim, işaretlemeler, etiketler ve belgelere (manueller, elektronik bilgi işlem veya elektronik bilgi değişim teknikleri ve plakart takma) ilişkin net prosedürler sağlar. Kod, mallar uygun şekilde işaretlenmiş, etiketlenmiş, plankart takılmış ve onaylı bir belgesi olmadıkça hiç kimsenin tehlikeli mallara taşıma sağlayamayacağını açıkça belirtmektedir. Tehlikeli malların taşımasını yapanlar yük üzerinde açıkça BM Numarası ve uygun sevkiyat adını belirtmelidir. Deniz kirletici madde mevcudiyedi durumunda, " sevkiyata eşlik eden belgede deniz kirletici" sözcüğü bulunmalıdır. Bu gereklilik, bu malların karıştığı bir kaza durumun da durumla uygun şekilde başa çıkmak için gerekli acil prosedürleri belirlemek amacıyla özellikle önemlidir. Deniz kirletici maddelerin mevcudiyeti durumunda, gemi kaptanının MARPOL 73/78 gereklerine uyması gerekmektedir.

TEHLİKELİ MADDELERE İLİŞKİN PLAKARTLAR, PLAKLAR, MARKALAR VE ETİKETLER

IMDG Kodu, özellikle bu tür bir kargoya yakın çalışan herkesin, ambalajları ne olursa olsun bu maddelerin yol açtığı risklerin niteliğini tercihen ilk bakışta, tanıması mümkün olacak şekilde tasarlanmış etiketlere ve plankartlara dayalı bir sistem önermektedir.

ETİKETLER

IMDG Kodu, tehlikeli madde taşıyan tüm ambalaj, paket ve bidonların etiketlenmesi gerektiğini belirtmektedir. Etiketler, bu renklerin beyaz, turuncu, mavi, yeşil ya da kırmızı ya da bu renklerin bir kombinasyonu halinde bir eşkenar dörtgen şeklindedir. Tehlike Sınıfını gösteren semboller de gereklidir. Genel olarak, her bir etiket, alt yarı ve üst yarı olarak iki parçaya ayrılmıştır. Üst yarı, mal(ların) sınıfının sembolü ve alt yarı da metin, sınıf veya bölüm numarasının sembolüdür. Etiketlerin minimum boyutları 10 cm x 10 cm'dir. Etiketler paketin üzerine sıkıca yapıştırılmalıdır ve kolayca görüleceği şekilde yerleştirilmelidir. Etiketlerin kalitesi dışarıda bozulmayacak ve tüm taşıma süresince ve en az üç ay denizde değişmeden kalacak şekilde olmalıdır. Tehlikeli malların birden fazla risk teşkil edebilir olması nedeniyle, "İkincil risk etiketleri" kullanmak da gereklidir. Bu etiketler, renk, şekil ve semboller açısından birincil risk taşıyanlar ile aynıdır. IMDG Kodu bu hususta bir şey söylüyor olsa da, bazı ülkelerde sınıf sayısı sadece birincil risk etiketinde belirtilir ve ikincil risk etiketinde sınıfı numarası bulunmaz. Bu, ikisini birbirinden ayırt etmek için etkili bir yoldur.

PLAKARTLAR

IMDG Kodu tehlikeli mal içeren tüm "kargo taşıma ünitelerinin" plakartlanması gerektiğini belirtmektedir. Bu bağlamda, yük taşıma üniteleri, konteynerler, sıvılar için konteynerler, tank araçlar, karadan mal taşıma araçları, su tanklı demiryolu vagonları, intermodal taşımacılık için sevkedilen mal tanklarıdır. Pankartlar etiket olarak şekil, renk ve sembolleri aynıdır, ancak boyutları 25 x 25 cm'dir. 4000 kg' dan fazla tehlikeli mal taşıyan konteynerler kilogram ve tüm Sıvı ve gaz tankların "Birleşmiş Milletler numarası" olması gerekir. BM numarası dört basamaklı olup, tehlikeli olarak tanımlanmış ve sınıflandırılmış tüm mallar için Birleşmiş Milletler tarafından atanan numaradır.

TEHLİKELİ MADDELERİN PAKETLERİ VE AMBALAJLARI

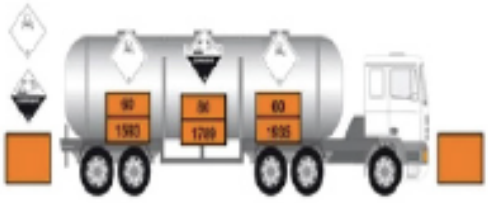
Tehlikeli maddeleri taşıyan konteynerlerde, en az her tarafında bir tane ve ünitenin her bir ucunda bir tane plakart (bu demek ki, dört tarafında) bulunmalıdır. Raylı vagonlar, en azından her iki taraftan plakartlanmalıdır. Yük konteynerleri, treylerler ve portatif tanklar dört taraftan plakartlanmış olmalıdır. Karayollu Taşıtlarında hem arkada hem de her iki tarafta uygun plakartlar bulunmalıdır.

AMBALAJLAR

Tehlikeli Madde Taşıyan Tanklerler

Tek tank bölümü olan Taşıma birimleri

Paketlenmiş Tehlikeli Madde



Çoklu tank bölümü olan Taşıma birimleri

ETİKET VE PLAKARTLARIN ŞEKİL VE RENKLERİ

Sınıf 3 - Yanıcı Sıvılar

Sembol - Siyah ve beyaz renkli alev
Arka plan rengi - Kırmızı renk
Metin - Yanıcı sıvı (isteğe bağlı)
Numara 3 - Alt köşede

Sınıf 6 - Zehirli Maddeler veya Bulaşıcı Maddeler

Bölüm 6.1 Zehirli Maddeler
Sembol - Siyah kurukafa ve çapraz kelimeler
Arka plan rengi - Beyaz renk
Metin - Zehirli (isteğe bağlı)
Numara 6 - Alt köşede

ETİKET VE PLAKALARIN ŞEKİL VE RENKLERİ

Sınıf 8 - Aşındırıcı Maddeler

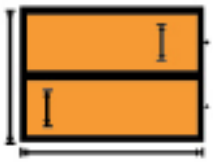
Sembol - İki test tüpünden bir ele ve siyah metal parçasına düşen sıvılar
Arka plan rengi - Beyaz renkli üst yarı ve beyaz bordürlü siyah renkli alt yarı
Metin - Aşındırıcı (isteğe bağlı)

Sınıf 9 - Potansiyel Olarak Çevreye Zararlı Çeşitli Tehlikeli Maddeler ve Ürünler

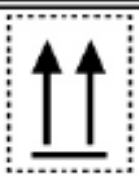
Sembol - Üst yarıda siyah renkli yedi dikey çubuk
Arka plan rengi - Beyaz renk
Numara 9 - Alt köşede

Diğer Etiketler

Yükselmiş sıcaklık belirtir (100oC' ye eşit ya da bunun üzerindeki bir sıcaklıkta sıvı halde ya da 240oC' ye eşit ya da bunun üzerindeki bir sıcaklıkta katı halde)



Tehlike - kimlik numaralı ve UN Numaralı turuncu - renkli levhalar



Siyah ve kırmızı renkli yönlendirme okları

Deniz kirleticilerle ilgili Plakartlar

IMDG Kodu tarafından "Deniz kirleticiler" olarak sınıflandırılan tehlikeli maddeleri içeren paketler ve yük taşıma üniteleri burada gösterilen işaretleri taşımalıdır ve dayanıklı olmalıdır. Bunlar malların risk etiketleri veya risk plakartlarına yakın yerleştirilmelidir. Deniz kirletici işaretlemelerinin boyutları paketlerin her bir tarafı için 10 cm ve yük taşıma birimlerinin her bir tarafı için 25 cm minimum olmalıdır.

TEHLİKELİ MADDELERİN İŞARETLERİ VE PAKETLEME GRUPLARI

AMBALAJ GRUPLARI, SINIFLANDIRMA KRİTERLERİ

Deniz taşımacılığında tehlikeli mallar tarafından sunulan riskler bunların ambalajı ile ilişkilidir, bu yüzden bunlar güvenli, iyi tasarlanmış, üretilmiş ve iyi durumda olmalıdır. Bu yük nedeniyle yaralanmalar yaşanması pek olası değildir, ancak yük zarar görürse tehlikeli maddelerin veya buharlarının serbest kalması mümkündür.

Paketler/konteynerler aşağıdaki şartlara uygun olmalıdır:

Taşıdığı yükten etkilenmemelidir.
Deniz nakliyesi ile ilgili kaba işlem ve risklere dayanmak için yeterince güçlü olmalıdır.
Yağmur, rüzgar ve deniz suyuna dayanabilmelidir.
Taşıdıkları yükler için kullanılabilir ve yeterli olmalıdır.
İyi durumda olmalıdır.
Doğru şekilde işaretlenmiş, etiketlenmiş ve işaretli olmalıdır.

Paketleme amaçları için, sınıf 1, 2, 6.2 ve 7 hariç diğer tüm sınıflara ait tehlikeli maddeler, temsil ettikleri tehlike derecesine göre üç "ambalaj grubuna" ayrılmıştır:

Ambalaj Grubu I	-	Yüksek tehlike seviyesi
Ambalaj Grubu II	-	Orta tehlike seviyesi
Ambalaj Grubu III	-	Düşük tehlike seviyesi

TEHLİKELİ YÜKLER TABLOSU

MADDE ADI	UN NO	TEHLİKE SINIFI	PAKETLEME GRUBU	TURUNCU LEVHA	ETİKETLER
ASETON	1090	3	II	33 1090	
BUTİL AKRİLAT(N)	2348	3	III	39 2348	
BUTİL ALKOL(N)	1120	3	II	33 1120	
BUTİL ASETAT(N)	1123	3	II	33 1123	
DEHYDOL LS 2 HN	3082	9	III	90 3082	
ETİL AKRİLAT	1917	3	II	339 1917	
ETİL ALKOL	1170	3	II	33 1170	
ETİL ALKOL DENATÜRE	1170	3	II	33 1170	
ETİL ASETAT	1173	3	II	33 1173	
2 ETİL HEKSİL AKRİLAT	3082	9	III	90 3082	

TEHLİKELİ YÜKLER TABLOSU

MADDE ADI	UN NO	TEHLİKE SINIFI	PAKETLEME GRUBU	TURUNCU LEVHA	ETİKETLER
EXXSOL DSP 80/110	3295	3	II	30 3295	
EXXSOL D30	3295	3	III	30 3295	
FENOL (çözelti)	2821	6.1	II	60 2821	
FOSFORİK ASİT	1805	8	III	80 1805	
GASOİL	1202	3	III	30 1202	
HEKZAN	1208	3	II	33 1208	
HEPTAN	1206	3	II	33 1206	
İZOBUTİL ALKOL	1212	3	III	30 1212	
İZOPROPİL ALKOL	1219	3	II	33 1219	
İSOPAR HB	3295	3	III	30 3295	
KOSTİK POTASH	1814	8	II	80 1814	

TEHLİKELİ YÜKLER TABLOSU

MADDE ADI	UN NO	TEHLİKE SINIFI	PAKETLEME GRUBU	TURUNCU LEVHA	ETİKETLER
KSİLEN	1307	3	II	33 1307	
MALEİK ANHİDRİT(katı)	2215	8	III	80 2215	
TDI	2078	6.1	II	60 2078	
METHANOL	1230	3, (6.1)	II	336 1230	
METHYL ACETATE	1993	3	III	33 1993	
METİL ETİL KETON	1193	3	II	33 1193	
METİL METAKRİLAT	1247	3	II	339 1247	
n - PROPANOL	1274	3	II	33 1274	
n - PROPİL ASETAT	1276	3	II	33 1276	
NEODOL 45-7	3082	9	III	90 3082	
PETROSOL D15-20	3295	3	III	30 3295	

TEHLİKELİ YÜKLER TABLOSU

MADDE ADI	UN NO	TEHLİKE SINIFI	PAKETLEME GRUBU	TURUNCU LEVHA	ETİKETLER
PERKLORETİLEN	1897	6.1	III	60 1897	
PM	3092	3	III	30 3092	
PMA	3272	3	III	30 3272	
SOLVESSO-100	1268	3	III	30 1268	
SOLVESSO-150	3082	9	III	90 3082	
SOLVENT NAFTA	3295	3	III	30 3295	
STYREN MONOMER	2055	3	III	30 2055	
TOLUEN	1294	3	II	33 1294	
VİNİL ASETAT MONOMER	1301	3	III	339 1301	
WHİTE SPİRİT	1300	3	III	30 1300	

TEHLİKELİ MADDELERİN SINIFLARINA GÖRE GEMİDE VE LİMANDA AYRIŞTIRMA TABLOLARI

AMBALAJ GRUPLARI, SINIFLANDIRMA KRİTERLERİ

IMDG Kod ayrıştırma kuralları gereği, tesisimizde depolanan ürünlerin tehlike sınıflarına göre uygulanan ayrıştırma kurllarına ilişkin tablo aşağıdaki gibidir

SINIF	3	6.1	8	9
3	X	X	X	X
6.1	X	X	X	X
8	X	X	X	X
9	X	X	X	X

Tablodaki numara ve semboller aşağıdaki anlamlara gelir;

1 - "Uzak tutulmalıdır"
2 - "Ayrılmalıdır"
3 - "Bütün bir kompartıman veya bölme vasıtasıyla ayrı tutulmalıdır"
4 - "Aradan geçen bütün bir kompartıman veya bölme vasıtasıyla uzunlamasına ayrılmalıdır"
x - Herhangi bir etkileşimi yoktur, ayrıştırma gerektirmez

Yukarıdaki tablo, aşağıdaki örnek IMDG Kod genel ayrıştırma tabloları referans alınarak tesise özel hazırlanmıştır

AYRIŞTIRMA TABLOSU

SINIF		1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Patlayıcılar 1.1, 1.2, 1.5		*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Patlayıcılar	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Patlayıcılar	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Alev alabilen gazlar	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Yanıcı ve zehirli olmayan gazlar	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli gazlar	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Alev alabilen sıvılar	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Alev alabilen katılar	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendiliğinden yanıcı maddeler	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Suyla temas ettiğinde tehlike arz edenler	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oksitleyici maddeler	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik peroksitler	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toksik (zehirli) maddeler	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Mikrop bulaştırıcı maddeler	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif maddeler	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı(korozif) maddeler	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Diğer tehlikeli maddeler ve eşyalar	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

1 = '...dan uzak'

2 = '...dan ayrı'

3 = '...dan bir tam bölme veya ambarla ayrı'

4 = 'araya giren bir tam bölme veya ambarla uzunlamasına ...dan ayrı'

X = DGL'de verilen maddeye özel çizelgeleri gösterir

★ = özel çizelgesine bakınız.

ACİL DURUM TAHLİYE PLANI

İLK YARDIM ÇANTALARI KONUM NOKTALARI

TEHLİKELİ YÜKLER ACİL MÜDAHALE

Tesis düzeyinde Acil Durum Yönetimi; iyi tasarlanmış bir organizasyon, eğitim ve tatbikatlar ile donatılmış personel, Prosedürler ve dokümantasyonlar içeren Acil Durum Planları ile güvenli, hızlı iç ve dış haberleşme imkanlarını kullanarak sürdürülecektir. Acil Durum Yönetiminde temel olarak aşağıdaki tedbirler uygulamaya konularak süreç takip ve kontrol edilecektir

YAPILACAK İŞLEMLER	İlgili Bölümler
UYARMA: Acil ve beklenmedik durumun meydana geldiğinin/gelme olasılığının yükseldiğinin bildirilmesi	Tüm Personel / Güvenlik ve Trafik Hizmetleri
YARDIM ÇAĞIRMA:İlgili kurumlara ulaşıp gerekli bilgilerin aktarılması	Çevre Sorumlusu / Güvenlik ve Trafik Hizmetleri
MÜDAHALE :Acil Duruma Planda belirlenen doğru ekipman ve eğitilmiş personel ile en kısa zamanda müdahale edilmesi	Oprasyon Grubu / Acil Durum Hizmet Grupları
İLK YARDIM: Profesyonel destek ekipleri ulaşana kadar geçen sürede ilk yardım faaliyetlerinin yerine getirilmesi	Tıbbi Sorumlu/ Sağlık Hizmet Grubu
KURTARMA: Liman Tesisine ait Malzeme, araç, bilgi, doküman ve diğer önemli evrakın kurtarılması	İlgili Bölüm Personeli
KORUMA: Kurtarılan Malzeme, araç, bilgi, doküman ve diğer önemli evrakın koruma altına alınması	İlgili Bölüm Personeli
BİLGİLENDİRME: : Müşterilere ve iş ilişkisinde bulunulan diğer kişi ve Basına gerekli açıklamaların gönderilmesi	Basın, Halk ve Müşteri İlişkileri
ZORUNLU BİLDİRİMLER: Mevzuat uyarınca kamu otoritelerine yapılması gereken bildirimlerin gönderilmesi	Yönetim / Kriz Masası

Acil durumlarda tesis içi ve tesisi dışı yapılması gereken bildirimler.

a) Kazanın meydana geldiği zaman,
b) Kazanın biliniyorsa nasıl meydana geldiği ve sebebi,
c) Kazanın meydana geldiği yer (kıyı tesisi ve/veya gemi), pozisyonu ve etki alanı,
ç) Kazaya karışan gemi varsa bilgileri (adı, bayrağı, IMO no, donatanı, işleteni, yükü ve miktarı, kaptanın adı ve benzeri bilgiler),
d) Meteorolojik koşullar,
e) Tehlikeli maddenin UN numarası, uygun taşıma adı (tehlikeli madde tanımında belirtilen mevzuat esas alınacak) ve miktarı,
f) Tehlikeli maddenin tehlike sınıfı veya varsa alt tehlike bölümü,
g) Tehlikeli maddenin varsa paketleme grubu,
ğ) Tehlikeli maddenin varsa deniz kirletici gibi ilave riskleri,
h) Tehlikeli maddenin işaret ve etiket detayları,

TEHLİKE SINIFLARINA GÖRE ACİL DURUM MÜDAHALE YÖNTEMLERİ

KILAVUZ 127

Yanıcı Sıvılar

(Sınıf 3)

ACİL MÜDAHALE

YANGIN

DİKKAT: Bütün bu ürünlerin çok düşük bir parlama noktaları vardır. Yangınla baş ederken su spreyi kullanmak etkisiz olabilir.

Küçük Yangın

* Kuru kimyasal CO2, su spreyi vea alkole dayanıklı köpük.

Büyük Yangın

* Su spreyi, sis veya alkole dayanıklı köpük.
* Düz akımlar kullanmayınız.
* Risk olmadan yapabiliyorsanız Kapalı Kapları yangın alanından taşıyınız.

Tankların veya Araba/ Treyler Yüklerı içeren Yangın

* Yangına maksimum uzaklıktan engel olmaya çalışınız veya insansız hortum tutucuları veya düzenleyici nozulları kullanınız.
* İçi su dolu olan Kapalı Kapları yangın sönene kadar soğutunuz.
* Güvenlik cihazlar havasını almadan veya tankın solmasından çıkan seslerin artmasını engellemek için hemen geri çekiniz.
* Yangında kaybolan tanklardan HER ZAMAN uzak durunuz.
* Büyük yangınlar için, insansız hortum tutucuları veya düzenleyici nozullar kullanınız. Eğer bu mümkün değilse, ortamdan geri çekiliniz ve yangının alevlenmesine izin veriniz.

DÖKÜLME VEYA SIZINTI

* Bütün yanıcı kaynakları YOK EDİNİZ (acil bölümde sigara içmek, birden alev alan, ışıltılar veya kıvılcımlar)
* Ürünü elden geçirirken kullanılan bütün ekipmanların topraklanması gerekmektedir.
* Dökümtü materyalin üstünden yürümeyiniz veya dokunmayınız.
* Risk olmadan sızıntıyı durdurabiliyorsanız yapınız.
* Su yolları, kanalizasyon, bodrum veya kapalı alanlara girişi engelleyiniz.
* Buhar bastırıcı köpüğü buharı azaltmak için kullanılabilir.
* Kuru toprak, kum veya diğer alev almayan materyallerle emilimi sağlayın veya örtün ve Kapalı Kaplara transfer ediniz.
* Emilmiş materyali toplamak için temiz parlamayan aletler kullanınız.

Büyük Dökümtü

* Daha sonraki imhalar için hendek açınız ve ıslak kum veya toprakla örtünüz.
* Su spreyi buharı azaltabilir; fakat kapalı alanlarda tutuşmayı engellemeyebilir.

İLK YARDIM

* Kazazedeyi temiz havaya götürünüz.
* Acil sağlık hizmetini arayınız.
* Eğer kazazede nefes alamıyorsa suni teneffüs yapınız.
* Nefes almak zor ise oksijen veriniz.
* Maddenin üstüne bulaşıdığı kıyafet ve ayakkabıları atınız veya izole ediniz.
* Sıvılaştırılmış gaza bir temas sağlandıysa ılık suyla buz tutan yerleri çözünüz.
* Eğer maddeyle temas olmuşsa, 20 dakika için anında suyla cilt ve gözleri temizleyiniz.
* Cildi su ve sabunla yıkayınız.
* Yanmalar olması durumunda, etkili cildi mümkün olduğunca uzun şekilde anında soğutunuz. Cilde yapıştıysa kıyafetleri çıkarmayınız.
* Kazazedeyi sıcak ve sessiz tutunuz.
* Sağlık personelinin içinde bulunan maddeler hakkında bilgi sahibi olduğundan emin olunu ve kendilerini korumaları adına gereken dikkati göstermelerinden emin olunuz.

TEHLİKE SINIFLARINA GÖRE ACİL DURUM MÜDAHALE YÖNTEMLERİ

KILAVUZ 153

Toksik ve / veya Aşındırıcı

(Sınıf 6.1 - Sınıf 8)

ACİL MÜDAHALE

YANGIN

Küçük Yangın
* Kuru kimyasal, CO veya su.

Büyük Yangın
* Kuru kimyasal, CO, alkole dayanıklı köpük veya su.
* Tehlikeli değilse konteyneri yangın mahalinden uzaklaştırın.
* Yangın söndürme suyunu sonradan boşaltmak için set çekin; maddeyi etrafa saçmayın.

Yangına dâhil olan Tank veya Araç/Treyler
* Yangınla maksimum uzaklıktan mücadele edin veya insansız hortum tutucu veya monitor nozulu kullanın.
* Konteyner içine su koymayın.
* Yangın sönene kadar Kapalı Kaplare su tutun.
* Havalandırma güvenlik cihazından ses gelmesi veya tankın renginin solması derhal müdahele edin.
* Yangının içinde kayboları tanklardan HER DAİM uzak durunuz.

DÖKÜLME VEYA SIZINTI

* Tüm yanma kaynaklarını ORTADAN KALDIRIN (sigara içmeyin, alev ve ateşten uzak tutun)
* Gerekli koruyucu giysi olmadan zarar görmüş Kapalı Kaplare veya döküntülere dokunmayın.
* Tehlikeli değilse sızıntıyı önleyin.
* Suyolu, kanalizasyon, bodrum ve kapalı alanlara girmesinden uzak tutunuz.
* Kuru toprak, kum veya diğer yanmaz maddelle üzerini kapatın ve Kapalı Kaplare yerleştirin.
* KONTEYNER İÇİNE SU KOYMAYIN.

İLK YARDIM

* Kazazedeyi temiz havaya çıkarın.
* Acil durum hattını arayın.
* Kazazede nefes alamıyorsa suni teneffüs yapın.
* Kazazedenin maddeyi soluması durumunda ağızdan ağıza yöntemi kullanmayın; tek yönlü valf donanımlı cep maskesi ile veya diğer uygun tıbbi cihazlarla suni teneffüs yapın.
* Nefes alma güçlüğü çekiyorsa oksijen verin.
* Madde bulaşmış kıyafet ve ayakkabıları çıkarın ve ortadan kaldırın.
* Madde ile temas durumunda en az 20 dakika boyunca cilde veya gözleri yıkayın.
* Cilt ile az bir temasta temas eden yerlerin diğer yerlere değmemesine dikkat edin.
* Kazazedeyi sıcak ve sakin tutun.
* Maruziyetin (soluma, yutma veya cilt teması) etkileri sonradan ortaya çıkabilir.
* Tıbbi personelin söz konusu maddeleri ve kendilerini korumak için yeterli bilgisi olduğundan emin olun.

TEHLİKE SINIFLARINA GÖRE ACİL DURUM MÜDAHALE YÖNTEMLERİ

KILAVUZ 171

Çeşitli Kimyasal Maddeler

(Sınıf 9)

ACİL MÜDAHALE

YANGIN

Küçük Yangın
* Kuru kimyasal, CO veya su.
Büyük Yangın
* Kuru kimyasal, CO, alkole dayanıklı köpük veya su.
* Tehlikeli değilse konteyneri yangın mahalinden uzaklaştırın.
* Yangın söndürme suyunu sonradan boşaltmak için set çekin; maddeyi etrafa saçmayın.
Yangına dâhil olan Tank veya Araç/Treyler
* Yangınla maksimum uzaklıktan mücadele edin veya insansız hortum tutucu veya monitor nozulu kullanın.
* Konteyner içine su koymayın.
* Yangın sönene kadar Kapalı Kaplare su tutun.
* Havalandırma güvenlik cihazından ses gelmesi veya tankın renginin solması derhal müdahele edin.
* Yangının içinde kaybolan tanklardan HER DAİM uzak durunuz

DÖKÜLME VEYA SIZINTI

Küçük Çaplı Yangın
* Kuru kimyasal, CO2, su püskürtme veya normal köpük.
* Su püskürtme, sis veya normal köpük.
* Dökülen malzemenin yüksek basınçlı su buharı ile saçılmasına izin vermeyin.
* Risk almadan yapabiliyorsanız. Kapalı Kapları yangın alanından uzaklaştırın.
* Ateş kontrol suyunu daha sonra imha etmek üzere bir hendek açarak hapsedin.
Yangına Karışan Tanklar
* Yangın atlatıldıktan sonra Kapalı Kapları taşırma miktarlarında su ile soğutun.
* Güvenlik cihazlarının tahliyesinden kaynaklı yükselen bir ses olması veya tankın renginin bozulması halinde derhal mahali terkedin.
* Yangının içerisinde kalmış tanklarda HER ZAMAN uzak durun.

İLK YARDIM

* Kazazedeyi temiz havaya çıkarın.
* Acil servisi arayın.
* Kazazede nefes almıyor ise suni teneffüs uygulayın.
* Nefes almakta güçlük çekiyor ise oksijen verin.
* Maddenin bulaştığı kıyafetleri ve ayakkabıları çıkarın ve izole edin.
* Kimyasal madde ile temas edilmesi durumunda, cildi veya gözleri musluk suyu ile en az 20 dakika boyunca yıkayın.
* Tıbbi personelin kazaya dâhil olan malzeme(ler)in farkında olmalarını ve kendilerini korumak adına tedbirlere başvurmalarını sağlayın.

ACİL TEMAS NOKTALARI VE İLETİŞİM BİLGİLERİ

ı) Tehlikeli maddenin varsa taşındığı ambalaj, yük taşıma birimi ve konteynerin özellikleri ve numarası,
i) Tehlikeli maddenin üreticisi, göndereni, taşıyanı ve alıcısı,
j) Meydana gelen zararın / kirliliğin boyutu,
k) Varsa yaralı, ölü ve kayıp sayısı,

LÜZUMLU TELEFONLAR

YANGIN İHBAR	110
HIZIR ACİL	112
POLİS İMDAT	155
JANDARMA İMDAT	156
ÇEVRE İHBAR	181
TRAFİK İMDAT	154
DİLOVASI KAYMAKAMLIK	754 23 76
SAHİL GÜVENLİK	159
KAN BİLGİ MERKEZİ	173
TAVŞANCIL JANDARMA	753 03 79
DİLOVASI EMNİYET	754 68 68 - 59
DİLOVASI ORGANİZE SANAYİ BÖLGESİ	754 64 77
DİLOVASI İTFAİYE	754 63 45
GEBZE İTFAİYE	671 30 81
DARICA İTFAİYE	745 01 82
GOSB İTFAİYE	648 49 55 - 751 00 55
ORMAN YANGIN İHBAR	177
GEBZE DEVLET HASTANESİ	641 77 50 - 51
YÜZYIL HASTANESİ	642 83 83

ACİL TEMAS NOKTALARI VE İLETİŞİM BİLGİLERİ

LÜZUMLU TELEFONLAR

KOCAELİ DERİNCE DEVLET HASTANESİ	0 262 233 54 90
TESİS DOKTORU Lale ALTINAL	0 505 495 57 79
ELEKTRİK ARIZA	186
TELEFON ARIA	121
ATOM ENERJİ KURUMU	172
MARSHALL	754 74 70
EFESANPORT	754 51 38
SADAŞ	754 71 84
İL ÇEVRE MÜDÜRLÜĞÜ	312 13 12

ZEHİR MERKEZLERİ

DOKUZ EYLÜL ÜNİVERSİTESİ İLAÇ VE ZEHİR DANIŞMA MERKEZİ	0 232 412 39 39
SAĞLIK BAKANLI ULUSAL ZEHİR DANIŞMA MERKEZİ UZEM	114 0 800 314 79 00 0 312 433 70 01
HACETTEPE İLAÇ VE ZEHİR BİLGİ MERKEZİ	0 312 311 89 40 0 312 310 35 45/2133-2134
ULUDAĞ ÜNİVERSİYESİ ZEHİR DANIŞMA MERKEZİ	0 224 442 82 93

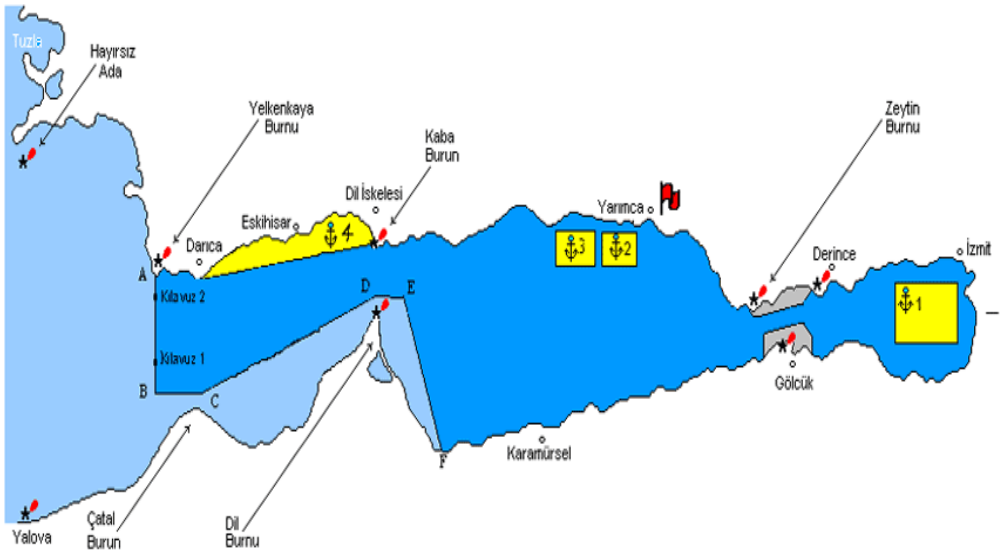
11.11 Leakage Areas and Equipment for CTU and Packages, Input/Output Drawings

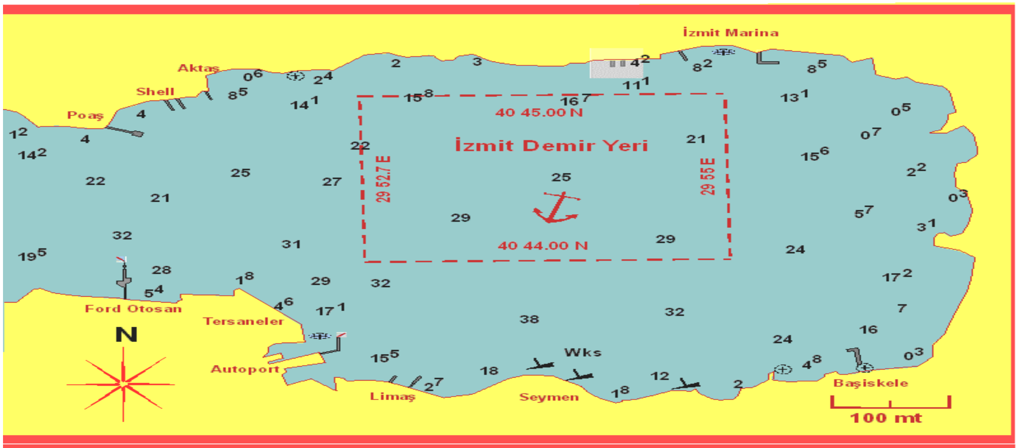
Not Applicalbe.

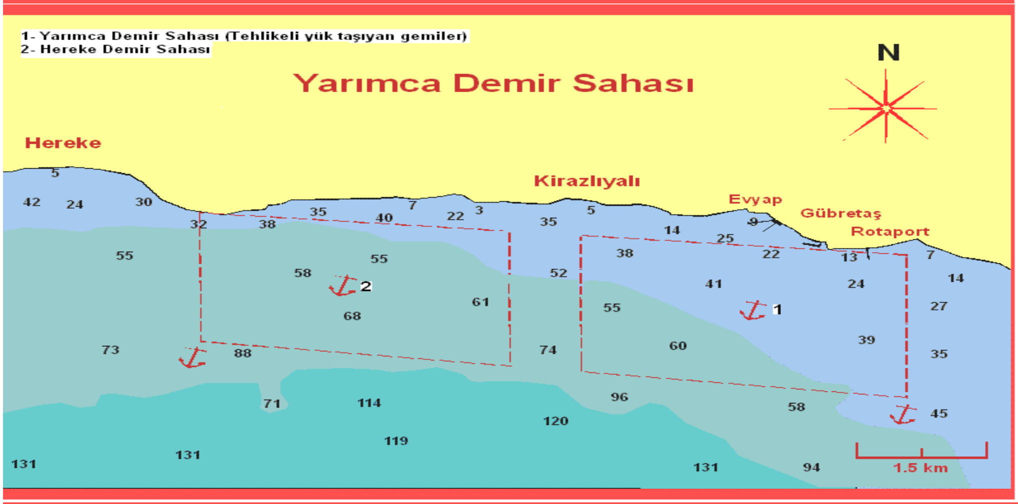
11.12 Inventory of Port Service Ships

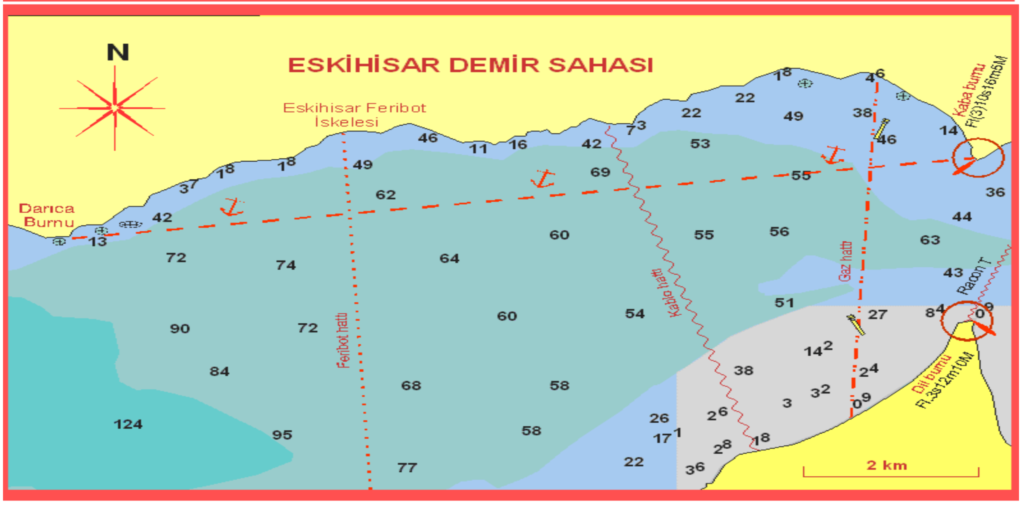
It is provided by service reception.

11.13 Port Authority administrative boundaries, moorings and sea coordinates of the guide captain landing/boarding points




İzmit Marina
Aktaş
Shell
Poaş
İzmit Demir Yeri
40 45.00 N
40 44.00 N
29 52.7 E
29 55 E
Ford Otosan
Tersaneler
Autoport
Limaş
Seymen
Wks
Başiskele
N
100 mt


1- Yarımca Demir Sahası (Tehlikeli yük taşıyan gemiler)
2- Hereke Demir Sahası
Yarımca Demir Sahası
N
Hereke
Kirazlıyalı
Evyap
Gübretaş
Rotaport
1.5 km


N
ESKİHİSAR DEMİR SAHASI
Eskihisar Feribot
İskelesi
Darıca
Burnu
Feribot hattı
Kablo hattı
Gaz hattı
Kaba burnu
Fl(3)10s16m5M
Radon T
Dil burnu
Fl.3s12m10M
2 km

11.14 Emergency Response Equipment against Marine Pollution at the port facility

As in the Approved Marine Pollution Emergency Response Plan

11.15 Personal protective equipment (PPE) usage map

KKD		STANDART	SAHA OPERASYON ÇAL.	GEMİ OPERASYON	TEKNİK HİZMETLER	KALİTE BİRİMİ	SEVKİYAT (M)	SEVKİYAT (B)	LABOR. PERSONELİ	İDARİ İŞLER	BİLGİ TEKNOLOJİLERİ	ELEKTRİK BİRİMİ	SEÇ-G BİRİMİ
KORUYUCU BAŞLIKLAR	BARET	EN 397	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
SOLUNUM YOLLARI KORUYUCULARI	TAM YÜZ MASKESİ	EN 136	☑	☑	☑	☐	☐	☐	☑	☐	☐	☐	☑
	YARIM YÜZ MASKESİ	EN 140	☑	☑	☑	☐	☑	☐	☑	☐	☐	☑	☑
	ACİL KAÇIŞ MASKESİ	EN 403	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
	GAZ VE TOZ FİLTRELERİ	EN 141-EN 143	☑	☑	☑	☐	☑	☐	☑	☐	☐	☑	☑
GÖZ VE YÜZ KORUYUCULARI	KORUYUCU İŞ GÖZLÜĞÜ	EN 166 EN ISO 9001	☑	☑	☑	☑	☑	☐	☑	☐	☑	☑	☑
	GOOGLE TİPİ GÖZLÜK	EN 166	☑	☑	☑	☐	☐	☐	☑	☐	☐	☑	☑
KULAK KORUYUCULAR	KULAKLIK	EN 352-1	☑	☑	☑	☐	☑	☐	☑	☐	☐	☐	☑
EL KORUYUCULARI	KİMYASAL ELDİVEN	EN 388,EN 407, EN ISO 374-5, EN ISO 374-1B	☑	☑	☐	☐	☐	☐	☑	☐	☐	☐	☑
	ELEKTRİK ELDİVENİ	EN 388	☐	☐	☐	☐	☐	☐	☐	☐	☐	☑	☐
	MEKANİK ELDİVEN	EN 388:2016	☐	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐
	NİTRİL ELDİVEN	EN ISO 374-5	☐	☐	☐	☐	☐	☐	☑	☐	☐	☐	☑
AYAK KORUYUCULARI	İŞ AYAKKABISI	EN 345-6-7	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
	ÇİZME	TS EN 20347 ISO 9001:2008	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☑
GÖVDE KORUYUCULARI	İŞ ELBİSESİ	EN 340	☑	☑	☑	☐	☑	☐	☐	☐	☐	☑	☑
	YAĞMURLUK	EN 343	☑	☑	☐	☐	☑	☐	☑	☐	☐	☐	☑
	TYVEK TULUM	EN ISO 13982-1:2004 - EN 13034:2005 - EN 1073-2:2002 - EN 14126:2003 - EN 1149-5:2005	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐
	TYCEM TULUM	EN 14126:2003 - EN 14605:2005 - EN ISO 13982-1:2004 - EN 13034:2005 - EN 1073-2:2002 - EN 14126 - EN 1149-1:1995	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐
	CAN YELEĞİ	EN 395-396 ISO 12402/2-3-4-5-7	☑	☑	☑	☐	☐	☐	☑	☐	☐	☑	☑
DÜŞMEYE KARŞI KORUYUCULAR	PARAŞÜT TİPİ EMNİYET KEMERİ	EN 361	☐	☐	☑	☐	☐	☐	☐	☐	☐	☑	☑
	EMNİYET KEMERİ TUTMA HALATI VE KANCASI	EN 353-EN 362	☐	☐	☑	☐	☐	☐	☐	☐	☐	☑	☑

11.16 Dangerous Goods Events Notification Form

<table>
<tr><td colspan="3">Reporting Person First and Last Name:</td></tr>
<tr><td colspan="3">Task:</td></tr>
<tr><td colspan="3">Department Manager:</td></tr>
<tr><td rowspan="5">Information about the event</td><td>History</td><td></td></tr>
<tr><td>Location</td><td></td></tr>
<tr><td>Start time</td><td></td></tr>
<tr><td>End time</td><td></td></tr>
<tr><td>Quantity</td><td></td></tr>
<tr><td rowspan="3">Item information that caused the event:</td><td>Cas No/EC No.</td><td></td></tr>
<tr><td>Known name of the product</td><td></td></tr>
<tr><td>Product property</td><td>Solid / Liquid / Gas</td></tr>
<tr><td colspan="3">Summary of the event:</td></tr>
<tr><td colspan="3">Event effects:

☐ Fire
☐ Explosion
☐ Rash
☐ Leak
☐ Uncontrolled discharge
☐ Air Pollution (gas, dust, other)
☐ Stream contamination
☐ Marine pollution
☐ Surface water pollution
☐ Wastewater
☐ Soil
☐ Flora-fauna contamination
☐ Noise
☐ Smell
☐ Other disturbing effect
☐ Human health and safety
☐ Machinery and equipment contamination
Other risks (Explain)</td></tr>
</table>

ENVIRONMENTAL EVENTS NOTIFICATION FORM

PART A- WILL BE FILLED BY THE RELEVANT DEPARTMENT

SECTION B-WILL BE FILLED BY THE ENVIRONMENTAL OFFICER:

Event

- ☐ **Near miss**
- ☐ **Accident**

The root cause of the incident is:

Evidence and records related to the incident:

- ☐ **Photograph**
- ☐ **Camera footage**
- ☐ **Sample sample**
- ☐ **Sample analysis report**
- ☐ **Minutes**
- ☐ **Situation plan**
- ☐ **Eletronic mail, etc.**

Observations:

Conclusion: Starting Corrective and Preventive action* UNNECESSARY**

Corrective Activity Number to Follow:

First/Last Name/Signature

Follow the Environmental Management System Corrective and Preventive Actions Procedure (PROS-309) to initiate Corrective and Preventive Action. ,

☐ ☐

11.16.1 Control Results Notification Form for Hazardous Load Transport Units (CTUs)
Below is the form containing the CTU control results requested by the Administration to be sent to the port authorities in quarterly periods.

Yıl / Dönem .... /	**Sayı**	**Yüzdelik**
Kontrol edilen paketler:		
Kusurlu paketler: . toplam . yurt içinde doldurulmuş . yurt dışında doldurulmuş		
Kusurlar:		
Dokümantasyon: . Tehlikeli Yük Deklarasyonu . Konteyner/Araç Paketleme Sertifikası		
Plakalama ve markalama		
Konteyner Güvenlik Sözleşmesi onay levhası		
Ciddi yapısal kusurlar		
Kara tankerleri bağlama eklentileri		
Taşınabilir tank veya kara tankerleri *(uygunsuz veya hasarlı)*		
Etiketleme (paketler için)		
Paketleme *(uygunsuz veya hasarlı)*		
Yükün segregasyonu		
Paketin içinin istiflenmesi / bağlanması		

12 ABBREVIATIONS

VHF, Sea Band Radio
CTU, Cargo Transport Unit
IMDG, Code for International Transportation of Dangerous Goods by Sea
IMO, International Maritime Organization
ILO, International Workers' Organization
UN, United Nations
PEAR, Harmful to Humans, Environment, Property and Reputation
AFAD, Disaster and Emergency Management Directorate
SDS Material Safety Information Form

13 PRESENTATION

This Guide applies to the entry and availability of dangerous cargo in port areas, both on board and on the beach. These are intended to be made applicable to all ships visiting a port, regardless of their band. It should not be applied to ships' rations and equipment or to military transport ships and warships.

to help ensure that such requirements are made as effective as possible by stating all possible conditions of dangerous loads in the cargo areas but without creating validity for exceptional circumstances.

It is important that definitions are carefully examined and used to prevent misunderstanding.

14 DEFINITIONS

The interface means doctrine, banister, breakwater, dock, pier, sea terminal or similar structure (floating or non-floating) to which a ship can be connected. This includes any facility or property other than the vessel used directly or indirectly for the loading or unloading of dangerous cargo.

A Port Facilitymeans any person or entity that checks a port operation on a daily basis.

Bulk means cargoes intended to be transported without an intermediate compartment to store in a tank permanently fixed on or inside the Ship, or in the cargo area, which is a structural part of a ship.

Cargo companies mean a shipper (shipper), carrier, forwarder, grouping agent, packaging center or any person, company or entity involved in any of the following activities: identification, storage, packaging, packaging, securing, labeling, plate fitting or documentation of dangerous cargoes, receiving cargo at the port, transporting it by sea and always having control over the cargo.

A Certificate of Conformity means a document issued by or on behalf of the Administration in accordance with the relevant laws for ship structure and equipment that certifies that the ship's structures and equipment are suitable for dangerous cargo to be transported on board.

Dangerous cargoes, whether or not they are transported in bulk or packaged within the scope of the following documents, means any of the following cargoes:

- MARPOL 73/78 Oils covered by Annex I;
- Gases covered by the Law for the structure and equipment of ships carrying Liquefied Gases in bulk;
- MARPOL 73/78 ANNEX II and toxic liquid substances/chemicals, including waste, covered by law for the structures and equipment of ships carrying Hazardous Chemicals in bulk;
- Safety practices for bulk cargoes in solid form (BC Law) in bulk form including waste covered by group B annexes in the law (MHB's) chemical hazards and bulk materials containing solid hazard materials;
- Harmful substances in packaged form (covered by MARPOL 73/78 Annex III); and
- Dangerous substances, materials or substances (covered by the IMDG Code).

The term hazardous cargoes also includes any unwashed packaging (tank-container storage, bulk partition intermediate containers (IBCs), bulk packaging, portable tanks or tank vehicles) that are filled with a substance that is not classified as dangerous or de-gassed to neutralize any hazard and has previously transported dangerous cargo if the remains of dangerous cargo are not adequately cleaned.

The Certificate of Conformity means a document issued by the Administration or on behalf of the Administration to a ship carrying dangerous goods in solid form or packaged form in bulk under SOLAS regulation II-2/19.4, which provides evidence that the structure and equipment comply with the requirements of the regulation.

Flexible pipe means flexible hose and end connections with sealed tools used for the transfer of hazardous cargo.

Handling, transportation within the port that forms part of the transport supply chain for cargoes, and loading or unloading from a ship, railway wagon, vehicle, freight container or other transport vehicle, including the temporary storage of dangerous cargo in the port area during the transportation from the point of origin to the destination route for the purpose of changing the means and methods of movement, ships or other methods of transport include intermediate transport or transfer within a ship or in a warehouse or terminal area. This term has been extended to cover all of the many operations related to hazardous cargoes in the port area.

Hot work means open fire and flame, power tools or other repair works involving hot rivets, grinding, welding, burning, cutting, welding or heat, or causing sparks to occur, which can become dangerous due to the presence or proximity of dangerous loads.

Captain means the person in command of a ship. The pilot is not included.

Packaging means loading and filling dangerous cargoes to buyers, intermediate containers (IBCs) for bulk transport, freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, barges or other cargo transport units transported by ship.

The pipeline means all pipes, connections, valves and other auxiliary facilities, apparatus and equipment in a port associated with or used for the loading of hazardous cargo, but will not include any pipe, apparatus or equipment part of the vessel, flexible pipe, loading arm, except for the ends of the pipe, apparatus or equipment of the vessel to which the flexible pipes are connected.

The port area means the land and sea area determined by the legislation.

Note: Some port areas may overlap and legal requirements must be taken into account. When establishing the definition of the port area in the legal regulations, all facilities that may be involved must be treated with caution to ensure that the law is valid.

The Port Authority means any person or entity authorized to implement effective control in the port area.

Administrations/Administrations means national, regional or local administration, which has the authority to enforce legal requirements and is authorized to implement legal requirements in relation to a port area.

Responsible means a ship captain or a person appointed by an employer on the coast who, where necessary, is certified or otherwise recognized by the Regulatory Authority, who has sufficient knowledge and experience for this purpose, who has the authority to make all decisions regarding a specific task.

The vessel means any naval vessel used for the transport of dangerous cargo, which is conducive to or does not receive offshore seaworthiness, including those used in inland waters.

The ship's ration means the maintenance, storage, safety, use or navigation of the vessel (excluding fuel and compressed air used for the ship's primary dispatchers or stationary auxiliary equipment) or materials on board for the safety or comfort of the ship's passengers or crew.

It is stated that the ship's rations contain these substances, which are specified in those for the comfort of passengers and crew that a ship may need for its normal functioning, but the substances that a ship may carry for the purpose of carrying out its expert functions are not covered, e.g. explosives carried by a deep sea rescue ship or hazardous substances used by a well propulsion vessel.

The person responsible means the person who has up-to-date knowledge, experience and competence to perform a specific task.

Stacking means the positioning of packages, medium-level bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, barges transported on board, other cargo shipping units and bulk cargo to the ship's deck, warehouses, sheds or other areas.

Shipping means moving with one or more transport vehicles in port areas.

Unstable substance means a substance that, due to its chemical structure, tends to react dangerously due to polymerization or otherwise under certain temperature conditions or when it comes into contact with the catalyst. Reducing this trend can be carried out through special shipping conditions or by using a sufficient amount of chemical inhibitors or stabilizers in the product.