




**MODULAR PETROLEUM INDUSTRY AND TRADE JOINT STOCK COMPANY
EUROİL KAZANLI MERSİN TERMİNAL
DANGEROUS CARGO HANDLING GUIDE**



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EMRULLAH SANTALU

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Entry

When dangerous goods are handled or stored at the entrance to the port and in the port areas, general safety and security should be ensured, the load is surrounded, safety measures are taken for all persons in or near the port area, and the protection of the environment should be checked,

1.1 General information about the facility

FACILITY INFORMATION FORM

1	Facility operator name/title	Modular Petroleum Industry and Trade Joint Stock Company		
2	Contact information of the facility operator (address, phone, fax, e-mail and web page)	Yeni Mahalle Mersin Caddesi No:119 33006 Kazanlı/Akdeniz/MERSİN		
3	Facility name	Mersin Terminal with Euroil Kazanlı		
4	City where the facility is located	Mersin		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Yeni Mahalle Mersin Caddesi No:119 33006 Kazanlı/Akdeniz/MERSİN 324-451 37 50 324-451 24 34		
6	Geographical region of the facility	Mediterranean Region		
7	Port Authority and contact details of the facility	Mersin Regional Port Authority		
8	Mayor's Office and contact details of the facility	Akdeniz Municipality 03243366583		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	-		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	18.12.2025		
11	Operating status of the facility (X)	Own load and additional 3rd Party (x)	11	3. Şahıs (...)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Emrullah Santalu 0 324 451 37 50 0 324 451 24 34 0 530 406 90 30 emrullahsantalu@modulerpetrol.com.tr		



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13	Name and surname of the facility's hazardous cargo operations officer, contact details (telephone, fax, e-mail)	<i>Emrullah Santalu</i> 0 324 451 37 50 0 324 451 24 34 0 530 406 90 30 emrullahsantalu@modulerpetrol.com.tr
14	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail))	<i>Serkan Kılıççioğlu</i> 0 324 329 00 56 0 532 626 98 56 serkan@adrel.com.tr
15	First and last name of the facility's dangerous goods officer, contact details (telephone, fax, e-mail)	36° 46' 12" (N) 34° 45' 49" (E)
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	UN1202 (DIESIAL FUEL ACCORDING TO EN 590:2004 STANDARD OR GAS OIL OR HEATING OIL); UN1203 (ENGINE SPIN or GASOLINE or PETROLEUM)
17	Dangerous goods handled at the facility (loads other than the IMDG Code, which is one of the load types in the 16th load)	--
18	Classes for handled cargo subject to IMDG Code	<i>Packaged Dangerous Goods (IMDG Code) are not handled.</i>
19	Groups in characteristic table for handled cargoes subject to IMSBC Code	<i>Dangerous Solid Bulk Cargo (IMSBC Code) is not handled.</i>
20	Types of ships that can approach the facility	<i>Oil and Petroleum Products Tankers</i>
21	Distance of the facility to the main road (kilometers)	<i>4 Km.</i>
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes / No)	<i>No Rail Connection</i>
23	Name of the nearest airport and its distance from the facility (kilometers)	<i>Çukurova International Airport 42 Km.</i>
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	<i>360.000 Mt.</i>
25	Whether scrap handling is done at the facility	<i>No</i>
26	Is there a border gate? (Yes /No)	<i>No</i>



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27	Is there a bonded area? (Yes No)	Yes			
28	Load handling equipment and capacities	1X 8" PIPELINE (NOT AVAILABLE.) 1X10" BORU HATTI 1X16" BORU HATTI			
29	Storage tank capacity (m3)	66.000 m ³			
30	Outdoor storage (m2)	No Storage in the Coastal Facility			
31	Semi-closed storage area (m2)	No Storage in the Coastal Facility			
32	Indoor storage area (m2)	No Storage in the Coastal Facility			
33	Designated fumigation and/or fumigation clearance area (m2)	NONE			
34	Name/title contact details of pilotage and tugboat services provider	<i>Pilotage and Towing Services are Provided by Med Marine Guidance and Tugboat Services Construction Industry and Trade Corporation.</i>			
35	Has a Security Plan been created? (Yes No)	Yes			
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	Waste Type	36		
		Exempt			
37	QUARTER / PIER ETC. FEATURES OF AREAS				
Dock / Pier No	Height (meter)	Width (meter)	Dock / Pier No	Height (meter)	Width (meter)
3 Floats Available			13,5	13,5	3 Floats Available
Pipeline name (if available on site)		Number (Piece)	Length (Metre)	Pipeline name (if available on site)	
PRODUCT HANDLING LINE		3	6.300	PRODUCT HANDLING LINE	

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1.2 Collection/discharge, handling and storage procedures for dangerous cargoes handled and temporarily stored at the coastal facility

1.2.1 The Dangerous Goods Handled and Temporarily Stored in Our Shore Facility are as follows.

UN	NAME AND DESCRIPTION	CLASS	PACKAGING	TK
UN1202	DIESEL FUEL ACCORDING TO EN 590:2004 STANDARD or GAS OIL OR HEATING OIL	3	III	30
UN1203	ENGINE LIQUID or GASOLINE or PETROLEUM	3	II	33

1.2.1 Collection/Discharge Procedure for Handling and Temporarily Stored Dangerous Loads:

1.2.1.1 Procedure for Loading/Discharging Dangerous Goods Arrived by Sea

The information including the Ship Evacuation team, the date of arrival of the ship, the type and quantity of the incoming product and the tanks to be evacuated and the order of discharge are published by the operation before the ship arrives. The notification of the cargo that is not specified in the Dangerous Cargo Handling Guide in force at the Coastal Facility and planned to be handled at the facility is made to the Regional Port Authority with the relevant form.


Proper shipping name		
Group in the UN Number and Class ID/Characteristic table, if applicable		
The type of payload and the code to which it is natural	Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives- MARPOL Annex-1)	
	Dangerous Liquid Bulk Cargoes (Chemical and Similar- (IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Packaged Dangerous Goods-(IMDG Code)	
	Dangerous Solid Bulk Cargoes- (IMSBC Code)	

Additional Safety Data Sheet

Dangerous Goods Safety Advisor
Name/Surname/Signature

Coastal Facility Officer
Name/Surname/Signature

Ships to be evacuated must have "APPROVAL" from the EUROIL KAZANLI MERSIN Terminal Facility Manager, contacting Med Marine Guidance and Tugboat

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Services Construction Industry and Trade joint-stock company and notifying the ship's berthing..

The Operations Officer is obliged to fully implement and implement the following rules and is primarily responsible for the safe execution of the operation.

- When the ship to be evacuated comes to the pier, it communicates by radio with the support of pilotage and tugboat and requests it to berth. The Operations Officer also coordinates the berthing of the ship. The ship, which is not foreseen or found objectionable by the Operations Officer, cannot be berthed to the pier.

- If the product on the ship is in transit, the ship will not be boarded before the customs office officials or before the summary declaration to be sent by the customs.

- The Operations Officer goes on board with the staff of the surveillance company, receives the preparatory letter, checks the seals, and oversees the tank and bunker measurements. In the meantime, samples/samples are taken from the ship according to the rules determined by the laboratory staff, they are tested, recorded and the Operations Officer is informed about the result/results.


- During these processes, the Operations Officer holds the "Pre-Unloading Meeting" with the ship's Captain and completes with the Captain the appropriate forms and all loads listed on that form after the required signatures and stamps are signed, one copy is kept the ship, the other copy is left on the ship by the operations officer and sent to the Production Directorate for archiving.

- The maintenance and repair works that can be done in the tank area are secured by informing the technical safety before evacuation.T

- Following the meeting, the ship and pier are visited and the items of the "Ship/Shore Safety Check List" are checked and filled one by one. When an unsuitable situation on this list is encountered, the evacuation will never start until this situation is corrected (or if an unsafe situation is detected during the evacuation, the evacuation will be stopped immediately and not started until corrected).


- After the measurement report of the inspection company, after the laboratory approval of the tested samples, and after the shore tank measurements are made, the information that the shore tank to be taken from is ready, the valves in the pier manifolds and the valves in the tank area are checked and filled in the "PRE-DISCHARGE CHECKLIST" personally by the Operations Officer, Evacuation can be started with the instruction of the Operations Officer.

- During the evacuation, the ship will be under the constant supervision of at least one facility official and the Operations Officer will check the ship during every change of goods and at least every hour to see if there is any change in the items in the "Ship/Shore Safety Check List". Every hour, the line pressure values at the ship's pump room/manifold and at the beginning of the filling line at the pier are recorded on the relevant form by the Operations Officer.

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- In order to keep the personnel in the Coast and Tank Areas in charge of Operations, they will be provided to rest at certain intervals by meeting with the personnel.
 - In evacuations involving a shift change, the shift change form is filled and signed by the Operations Officer. All information is also verbally conveyed to the supervisor who takes over the evacuation.
 - The Operations Officer fills in all the documents and gives a copy to the ship to make the closure. All of these documents together with other documents to be taken from the ship are filed in the Terminal Management.
 - The Operations Officer will act in accordance with the Emergency Action Plan in emergencies.
 - Pig removal and pig throwing instructions used in line cleaning must be strictly followed during product transitions. During product transitions, radio should be repeated with the ship, the information in the tank area should be verified and confirmed with the personnel at the pier.
 - Since the crane will be used during the taking and delivery of the hose, the Operations Supervisor must be at this point.
 - Documents that the ship has disposed of the last wastes and printed the slops should be requested and put in the ship's discharge file.
 - All ship crew, including 3rd parties, for the following situations, absolutely min. Will wear life jackets of EN 396 100N or higher standard.
 - In the docking and departure maneuvers of the ship
 - When connecting/detaching the Ship-Shore hose
 - When sampling/measuring from the ship
 - In bad weather conditions (absolutely in winds of 3 beaufort and above)
 - On shore ship ladder with guardrail lower than 70 cm high.
- 1.2.1.2 Procedure for Loading/Discharging Dangerous Goods by Land;*
- Tanker discharges are made in accordance with the instructions of the Production and Tanker discharge chief.
 - Vehicles coming for evacuation will not be admitted without completing the documents.
 - Weighing must be done before the tankers start discharging.
 - Evacuated tankers must be chocked after parking.
 - Before discharging, the tanker discharge checklist should be filled and evacuation should be started after that. Likewise, Tanker Separation Checklist must be filled before sorting.
 - Before the evacuation work starts, samples should be taken according to the sampling instruction, the samples should be labeled, the approval form should be filled, and the evacuation should be started after the approval result is received from the laboratory with the Sample approval form

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- Evacuations must be made with hoses that have passed the defined test. (Working temperature with hoses is max 80° C.)
 - Weighing must be done after discharge, a copy of the scale chart must be attached to the waybill.
 - Vehicle drivers should not leave their vehicles and should be taken outside of the facility or in the resting room during break times. If the evacuation delays after one day, the vehicle should be taken to the defined area. In addition, the evacuation must be accompanied.
 - Any tanker driver without guards should not be allowed in, especially the tanker discharge operator should be followed. (Shoes, glasses, gloves, etc.)
 - While the vehicles are being taken to the facility, no passengers should be with the driver.
 - The ceiling valves under the upper pool outlets and the discharge valves must be closed before the tankers are taken inside.
 - To connect air to the tankers, to open the upper manhole cover and to take samples, the tanker must be climbed with a basket.
 - Discharge overflow pool valves should be closed during evacuation and spread should be prevented with absorbent material in case of emergency. All activities must be carried out by wearing protectors according to the Product MSDS.
 - If any discharge or dangerous situation occurs during the evacuation, stop the operation, take precautions, notify your superior.
 - All equipment used during evacuation should be cleaned and placed in defined areas.
 - The operator must accompany the evacuation during tanker evacuation and start-ups..
 - Tanker should use an apparatus to prevent sudden separations in discharges.
 - There must be a locking mechanism between the trailer and the tractor in tanker discharges.
 - Hoses used for evacuation must be located at storage points.
 - In tanker discharges, the entrance to the tank is monitored by communication and it is visually checked again whether it is connected to the correct line.
 - Tankers will be left at the terminal in an emergency and the site will be evacuated.
- During the operation, the following limits will be observed.
 - The list regarding whether the product in the tanker can be discharged or not is taken into consideration.
 - Tanker discharge pressure max 6 bar
 - Maximum air supply of the tanker is 2,5 bar.
 - Waste rate of the tanker is +- 100 kg. (Inform your supervisor if it is more or less)

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1.2.2 Handling Procedures for Handled and Temporarily Stored Dangerous Goods:

The procedure for dangerous goods within the scope of IMDG CODE handled at our Port Facility is as follows.

Regarding the dangerous goods within the scope of IMDG CODE that will arrive at the port;

- Handling time of the dangerous cargo at the coastal facility,
- Requirement of protective clothing during handling and the characteristics of the clothing
 - In case of Emergency Response (Fire and Spill), the possibilities of intervention and the risk that may occur,
 - Issues such as whether or not a special precaution should be taken regarding the load are decided, and emergency response procedures are taken into account, within the terminal possibilities, by using the equipment and clothing specified during the handling.

1.2.3 Storage Procedures:

- **Samples will be taken according to the sampling and storage instructions.**
- **Winter and summer product applications of Diesel and Gasoline derivatives must be done according to the TS 3082 EN 590 September-2005 regulation for Diesel and TS EN 228/2005 for Gasoline.**
 - **The transition between winter product and summer product is as follows unless otherwise stated:**

Diesel ;

Summer : 1 April - 31 October (± 15 days)

Winter : 1 November - 31 March (± 15 days)


Gasoline ;

Summer : 1 April - 31 October (± 4 Weeks)

Winter : 1 November - 31 March (± 4 weeks)

- Transition dates to winter and summer product practices must be respected and tanks belonging to products that cannot be sold within these dates but remain in the terminal must be sealed and recorded. The product cannot be offered for sale without additional FACILITY III testing..


- The resulting wastes should be disposed of in accordance with the waste procedure.

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2. RESPONSIBILITIES

All measures will be taken at our facility in order to carry out the transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage when an accident occurs, and the responsible authorities and the responsibilities of these authorities are as follows.

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2.1.1 2.1 Responsibilities of the cargo person:

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

2.1.3 To ensure classification, identification, packaging, marking, labeling and plating of dangerous goods in accordance with the legislation.

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

2.1.5 Ensuring 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 keeping training records.

2.1.6 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.

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

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

2.1.9 Provides the requested information and documents in the controls made by the official authorities and provides the necessary cooperation.


2.2 Responsibilities of the coastal facility operator:

2.2.1 Not to berth the ships carrying dangerous goods to the facility without the permission of the Regional Port.

2.2.2 To give written information to the ship that will berth at the facility within the scope of facility rules, cargo handling rules and relevant legislation.


2.2.3 Not to handle dangerous goods for which handling permission is not obtained from the Regional Port, and not to victimize the ships that will dock by planning in this context.

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

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- 2.2.5 Sharing all the data that may be required according to the characteristics of the cargo with the ship's person, carrying out the loading or unloading operation according to the agreement to be reached. Not to make any changes in the operation without the knowledge of the ship owner.
- 2.2.6 Taking into account the safe working capacity of the facility and the weather forecasts, determining the working limits, taking the necessary measures for the ship to be safely anchored on the platform and for handling
- 2.2.7 To control the documents in the legislation, which contain information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, plated and safely loaded into the cargo transport unit.
- 2.2.8 To provide the necessary training and documentation of the employees involved in the loading, unloading and handling of dangerous goods and the planning of the handling. Not assigning employees whose training has not been completed in these activities..
- 2.2.9 To provide the necessary training and documentation of the employees involved in the loading, unloading and handling of dangerous goods and the planning of the handling. Not assigning employees whose training has not been completed in these activities.
- 2.2.10 To provide PPE (Personal Protective Equipment) in accordance with the physical and chemical properties of the dangerous cargo by taking occupational safety precautions at the facility.
- 2.2.11 To ensure that dangerous goods are transported, handled, sorted, stacked, temporarily held and inspected in a safe and legal manner by appropriately qualified, trained employees who have taken occupational safety precautions.
- 2.2.12 To carry out activities related to dangerous goods at appropriate berths and piers and to ensure that the ships are berthed and moored in an appropriate, sheltered and safe manner.
- 2.2.13 To ensure that the entry-exit system between the ship and the shore is appropriate and safe..
- 2.2.14 To equip the piers and piers reserved for ships and marine vehicles that will load or unload bulk petroleum and petroleum products, with facilities and equipment suitable for this work.

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- 2.2.15 Keeping an up-to-date list of all dangerous cargoes in the vessels approaching the facility and in the operation area. To inform the relevant parties in case of demand
- 2.2.16 Notifying the Regional Port of the immediate risk of dangerous goods handled and temporarily stored in the operational area of responsibility and the measures taken against them.
- 2.2.17 Notifying the Regional Port of the accidents, including the accidents in closed areas related to dangerous goods.
- 2.2.18 To provide the necessary support and cooperation in the controls made by official authorities.
- 2.2.19 To ensure that the dangerous goods that cannot be kept temporarily in the operation area or are not allowed are transported out of the coastal facility as soon as possible without waiting.
- 2.2.20 To provide a storage area in accordance with the rules for segregation and stacking of the transport units and containers with dangerous goods and to take the necessary fire, environmental and other safety measures in this area. Taking necessary safety measures against heat and other hazards, especially in hot seasons, keeping fire-fighting systems and first-aid materials and equipment and controlling them when loading, unloading or floating dangerous goods on ships and watercraft. Keep flammable loads away from spark-generating processes and do not operate spark-generating vehicles or tools in the hazardous material handling area.
- 2.2.21 To obtain permission from the Regional Port for the hot work and operations planned to be carried out in the areas where dangerous cargoes are located and handled..
- 2.2.22 To prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency. Informing the relevant parties if the Regional Port deems it appropriate.
- 2.2.23 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
- 2.2.24 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 Regional Port.
- 2.2.25 To ensure that emergency arrangements are made and that all relevant persons are informed about these issues.

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2.2.26 To carry out activities related to dangerous goods at piers, piers, warehouses and warehouses established in accordance with these works. To make the internal loading of the load carrying units comply with the loading safety rules.

2.2.27 Not to berth the ships and marine vehicles carrying dangerous goods to the pier and quay without the permission of the Regional Port.

2.3 Responsibilities of the person associated with the ship:

2.3.1 To document that the ship is suitable for the load it carries, to ensure that the equipment, devices and equipment are in a suitable condition for dangerous cargo transportation.

2.3.2 Requesting all mandatory documents, information and documents related to dangerous goods from the port facility and the cargo person and keeping them during the dangerous cargo transportation activity.

2.3.3 To ensure that the information and documents related to the dangerous goods required to be on board within the scope of the legislation and international agreements are appropriate and up-to-date.

2.3.4 Checking that the dangerous goods on the ship are properly defined, classified, certified, packaged, marked, labeled, declared, loaded safely in approved and legal packaging, container and cargo transport unit, and also checking the documents containing this information .

2.3.5 To ensure that all ship personnel are informed and trained on the risks of transported, loaded and unloaded dangerous goods, safety procedures and precautions, safe working, safety and emergency measures, response methods and similar issues.


2.3.6 Keeping up-to-date lists of all dangerous cargoes on board and declaring them to the relevant parties.

2.3.7 Ensuring that the loading program, if present on board, is approved, documented and in working order.

2.3.8 Notifying the Regional Port and the facility about the instant risk that the dangerous cargoes on the ship may pose and the measures taken against it.

2.3.9 Refusing to carry the dangerous cargo in case of leakage or such a possibility.

2.3.10 Notifying the Regional Port of the dangerous cargo accidents that occur on the ship.

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- 2.3.11 To provide the necessary support and cooperation in the controls made by the official authorities on the ship.
- 2.3.12 Not accepting dangerous goods that are not included in the ship certificates issued by the competent authorities
- 2.3.13 To ensure that persons who are qualified and trained in the loading, transportation, unloading and handling of dangerous goods work with KKD in accordance with the physical and chemical characteristics of the dangerous goods, taking occupational safety precautions.
- 2.3.14 To ensure that the safety measures related to the loading, stacking, separation, handling, transportation and unloading of dangerous goods on board are fully implemented and maintained, and to carry out the necessary inspections and controls.
- 2.3.15 Not being able to go out of the area allocated to it, not to anchor, not to approach the pier and pier without the permission of the Regional Port.
- 2.3.16 To apply all the rules and precautions during navigation, maneuvering, mooring, berthing and leaving, in order for the ship to carry the dangerous cargo safely.
- 2.3.17 To provide safe entry and exit between the ship and the quay.
- 2.3.18 To inform the personnel about the practices, safety procedures, emergency measures and response methods related to the
- 2.3.19 Taking the necessary safety measures for the dangerous goods that do not comply with the rules, are unsafe, pose a risk to the ship, people or the environment, and inform the Regional Port of the situation
- 2.3.20 To provide all requirements regarding the loading safety of dangerous goods..

2.4 Responsibilities of Dangerous Goods Safety Advisor:

2.4.1 The person in charge of the coastal facilities handling dangerous goods must be authorized within the scope of TMGD and IMDG codes.

2.4.2 To monitor compliance with the requirements for the carriage of dangerous goods.

2.4.3 To offer suggestions to the coastal facility regarding the transportation of dangerous cargoes.

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2.4.4 In accordance with the relevant legislation, it prepares quarterly reports and notifies the administration. To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods. (Annual reports are kept for 5 years and submitted to the administration upon request.)

2.4.5 To control the following practices and methods;

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

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

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

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

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


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

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

- Determination of the necessary measures against the reoccurrence of accidents, incidents or serious violations and evaluation of the implementation,,

- To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,

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

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- Appropriateness of the measures taken to be prepared for risks during the transportation, handling, storage and loading/unloading of dangerous goods
- Procedures for all mandatory documents, information and documents related to dangerous goods..
- Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods to the shore facility day and night.
- Procedures regarding additional measures to be taken according to seasonal conditions for loading, unloading and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement and degassing operations. Procedures for keeping records and statistics of dangerous goods,
- The accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,
- Compliance of the regulations for the first interventions to be made for the accidents involving dangerous goods,
- Procedures for handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes,
- Information on personal protective clothing and procedures for using them.


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

2.5.1 To have the personnel who will do business in the coastal facility receive the trainings specified in the directive published by the Administration with the approval of the Minister dated 26.07.2019 and 56617,

2.5.2 To act in accordance with the rules specified in the IMDG Code at the coastal facility

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

2.5.4 Reporting the situation to the facility authorities when detecting any nonconformity in the handling, transportation and storage of dangerous goods at the coastal facility,

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

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

3.1 Rules to be Followed by Coastal Facility Operators:

Coastal facility operators with Dangerous Goods Conformity Certificate shall comply with the following rules.

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3.1.1 If the coastal facility operators cannot store the dangerous goods in the area where they are unloaded at the pier or quay, they ensure that these cargoes are transported out of the coastal facility as soon as possible without waiting in the port area.

3.1.2 Dangerous goods are packaged appropriately and there is information on the package defining the dangerous cargo and information on risk and safety measures.

3.1.3 Coastal facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.

3.1.4 Persons who will fight fire at the dangerous cargo handling area are equipped with firefighter equipment and fire extinguishers, first aid units and equipment are kept ready for use at any time.

3.1.5 Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from the coastal facilities in case of emergency and submit it to the Regional Port for approval

3.1.6 Coastal facility operators are obliged to take fire, safety and security measures.


3.1.7 Coastal facility operators announce the issues specified in this article to the relevant parties by having them approved by the Regional Port.

3.1.8 The control of the provisions of this article is carried out by the Regional Port and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.

3.1.9 According to the regulation on training and authorization under the International Code for the Carriage of Dangerous Goods by Sea, published in the Official Journal of 01/22/2016 under number 29601, personnel who do not have the necessary training and certificates are allowed to work and work in dangerous goods handling and enter the areas where this work is being carried out is not allowed.

3.2 Measures to be Taken by Coastal Facility Operators:

The measures taken in our facility regarding the rules specified in the relevant articles of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" and the "Ports Regulation" specified by the Administration are as follows.

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3.2.1 Docks, piers, warehouses and warehouses reserved for explosive, flammable, combustible and other dangerous goods:

3.2.2 Piers and piers reserved for loading and unloading of ships carrying dangerous goods:


In our coastal facility, there is no pier and dock, and there is a ship mooring system consisting of 3 buoys at a distance of 1450 meters from the coast for loading and unloading of ships.

In our facility, ship acceptance is made only during the daytime, and ships are not accepted in cases where the wind speed exceeds 5 Bofors.

3.2.2.1 *Warehouses and Warehouses Separated for Dangerous Goods:*

Dangerous cargoes in our coastal facility are stored in the tank warehouses listed below.

Tank	Capacity (m3)	Product
T100	1.015,30	BIODIESEL
T101	3.299,50	DIESEL
T102	4.959,06	DIESEL
T200	1.017,17	DIESEL
T201	3.300,69	DIESEL
T202	4.925,63	DIESEL
T300	1.998,99	DIESEL
T301	3.299,50	DIESEL
T302	4.943,46	DIESEL
T303	4.942,22	DIESEL
T400	1.995,27	DIESEL
T401	3.319,36	DIESEL
T402	4.957,57	DIESEL
T403	4.956,69	DIESEL
T500	2.002,67	DIESEL
T501	3.301,35	DIESEL
T502	4.948,25	DIESEL

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T503	4.957,00	DIESEL
T700	1.020,23	GASOLINE

3.2.3 Dangerous Goods Handling Equipment and Installations:

Dangerous goods coming to our shore facility with Oil/Product Tankers are transferred to the tank storage facilities in our facility by pipeline.

3.2.4 Actions to be taken if it is not possible to store dangerous goods in the area where they are unloaded at the pier or quay.

All of the dangerous goods coming to our shore facility are stored in the existing tank warehouses in our facility.

In addition, packaged and packaged dangerous goods coming by road are stored in open and closed storage areas.

Dangerous goods that will be transported outside the coastal facility as soon as possible without waiting in our coastal facility are not handled.


3.2.5 Information on packages and packages of dangerous goods and risk and safety measures:

Packaging is not done in our coastal facility.

3.2.6 Protective clothing used by coastal facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling during loading, unloading and storage:

The protective suits used in dangerous cargo handling are as follows;

- Safety Shoes,
- Boot,
- Fuel Gloves,
- Dust mask,
- Gasmask,
- Welder Mask,
- Face Shield,
- Protective Glasses,
- Headphone,
- Earplug,
- Helmet,
- Hat Helmet,
- Overalls,
- Work clothes,
- Reflective vest
- Parachute type seat belt.

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3.2.7 The list and duties of the people who will fight the fire in our coastal facility, the fire extinguishing systems and the first aid teams and the duties of these teams are as in the "Emergency Action Plan and Fire Directive".

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

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

3.2.8 Coastal facility operators, fire, safety and security measures;

The measures taken regarding fire in our facility are the same as in the "Emergency Action Plan" and "Fire Directive".

Measures taken regarding security in our facility. It is the same as in the "Port Facility Security Plan" prepared within the scope of ISPS CODE.

Issues regarding safety precautions in our facility are as in Article-9 of the "Dangerous Cargo Handling Guide".

3.2.9 Required training and certificates in accordance with the Regulation on Training and Authorization within the Scope of the International Code for Dangerous Goods Transported by Sea, published in the Official Gazette dated 22/01/2016 and numbered 29601:


The personnel involved in the dangerous cargo handling operation have been subjected to "General Awareness Training, Mission Oriented Training, Renewal Training" according to the aforementioned regulation and their certificates have been obtained. The certificates obtained are kept in the training records file. Persons who do not receive training and do not have a certificate are not allowed to take part in dangerous goods handling operations and to enter the areas where these operations are carried out.

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

4.1 Classes of dangerous cargoes:

Cargoes (including mixtures and solutions) and articles subject to the provisions of the IMDG CODE fall into one of the classes 1 to 9 according to the danger they present or the most predominant danger. Some of these classes are subdivided. At Euroil Mersin Kazanlı Terminal, the following Class 3 Flammable Liquids are handled and stored.

- UN 1203 GASOLINE

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CLASS 3 Flammable Liquids
PG II




• UN 1202 MOTORINE
CLASS 3 Flammable Liquids
PG II



4.2 Packages and packages of dangerous goods:

Euroil Liquid bulk dangerous cargo handling is carried out at Euroil Kazanlı Mersin Terminal..

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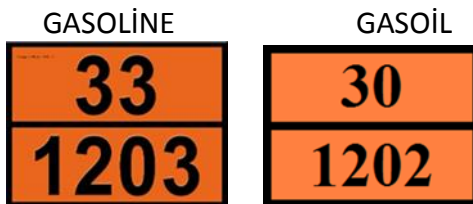
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4.3 Placards, plates, brands and labels for Dangerous Goods Handled in Our Shore Facility:



Placards on marine pollutants

Packages and cargo transport units containing dangerous goods 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 the pipeline and equipment used in that line..




(No. 3)

Symbol (flame): black or white.

Background: red. Number '3' in the bottom

4.4 Signs and packing groups of dangerous goods:

Signs and packing groups of dangerous goods handled and stored at Euroil Kazanlı Mersin Terminal are as specified in 4.1 and 4.3.

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4.4.1 Packing Groups of Dangerous Goods:

4.4.1.1 For packaging purposes, cargoes other than classes 1, 2, 5.2, 6.2 and 7 and those other than self-reactive cargoes of class 4.1 are divided into three packing groups according to the degree of danger they present:

Packing group I: Substances containing high hazard;

Packing group II: Substances presenting medium hazard and

Packing group III: Substances presenting a low hazard.

4.4.1.2 Which packing group a substance belongs to is specified in the Dangerous Goods List in IMDG CODE Section 3.2...

4.4.2 Signs and Packing Groups of Dangerous Goods Handled in Our Coastal Facility

Among the dangerous goods handled in our coastal facility; UN1202 (diesel fuel conforming to EN 590:2004 standard or kerosene or heating oil) and UN1223 (kerosene) Packing Group III (Low Hazardous Substances); UN1203 (engine spirit or gasoline or petrol) falls under Packing Group - II (Intermediate Hazard Substances).

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

4.5.1 Parse Definition:

Segregation is the process of separating two or more substances or items that are deemed mutually incompatible, whose packing or stacking together may cause unnecessary hazards in the event of leakage, spillage or any other accident.

However, as the extent of hazards created may vary, the segregation arrangements required may likewise vary. Separation is achieved by maintaining certain distances between incompatible dangerous goods, or by requiring one or more steel bulkheads or decks to be placed between them, or by a combination of these. The distance left between this type of dangerous goods can be filled with other loads compatible with the dangerous goods or objects in question.

4.5.2 Parsing terms:

The following segregation expressions used in this Code are described in other sections of this section, as they are also applied to the packaging of cargo transport units and segregation in different types of ships.:


.1 "Should be kept away";

.2 "Should be separated";

.3 "separated by an entire compartment or compartment";

.4 "Should be separated longitudinally by an entire intervening compartment or partition"

Segregation statements such as "class ..." in the Dangerous Goods List are considered to include the following:

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- .1 all items in “class ...” and
- .2 all substances required to carry a “class ...” secondary risk label.

4.5.3 Segregation provisions

4.5.3.1 In order to decide on the separation requirements between two or more dangerous goods, the separation table and the dangerous goods list separation provisions should be consulted, and the appendix to this section should also be consulted. In case of conflicting provisions, the list of dangerous goods always takes precedence..

4.5.3.2 Whenever a disaggregation statement is included, the articles:
 1 It is not allowed to be packed in the same outer packaging, and
 .2 Carriage in the same cargo transport unit is not permitted, with exceptions.

4.5.3.3 Whenever a disaggregation statement is included, the articles:
 1 It is not allowed to be packed in the same outer packaging, and
 2 Carriage in the same cargo transport unit is not permitted, with exceptions.

4.5.3.4 Segregation provisions for cargoes, materials or objects carrying more than two dangers (two or more secondary risk labels) are given in the Dangerous Goods List.

4.5.3.5 Separation table for Ships


The general separation provisions between various dangerous goods classes are shown in the "separation table" given below..

Since the properties of substances, materials or objects in each class may be quite different; For certain provisions on segregation, if there are conflicting provisions, since these provisions will take precedence over the general provisions, the list of dangerous substances will always be consulted.

Unbundling will also consider a single secondary risk label.

Separation Table for Ships

CLASS	1.1	1.3	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
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Toxic and non-flammable	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X

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Flammable solids (including self-reactive substances and desensitized solid substances) 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances prone to sudden explosion 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances that emit flammable gases when in contact with water 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing agents (active substances) 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Various hazardous substances 9 and other items	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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

- 1 – “Keep away”;
- 2 – “Should Leave”
- 3 – “Should be kept separate by means of an entire compartment or partition”
- 4 “The whole passing must be separated longitudinally by a compartment or partition”
- X – The Dangerous Goods List should be consulted to verify whether there are special segregation provisions.*


4.5.3.6 Parsing Table for Ports

An example of general principles for stowing and separating dangerous cargoes is shown below.

In a remote area, less stringent regulations may be acceptable. If a port is located near residential areas, chemical plants or tank farms, it may be necessary to enforce stricter stacking and separation requirements.

TABLE OF SEPARATION OF DANGEROUS CARGOS IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases 2.1	0	0	0	s	a	s	0	s	s	0	a	0
Non-toxic, non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s			0	0	s	a	s	s	0	0	0
Flammable solids, self-reacting agents and desensitized explosives 4.1	a	0	0	0	0	s	0	a	s	0	a	0

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Self-igniting substances 4.2	s	a	s	s	a	0	a	s	s	0	0	0
Releases flammable gases												
when in contact with water Article 4.3	0	0	0	a	0	a	0	s	s	0	a	0
Oxidizing agents 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	s	0	a	s	0
Toxic substances (liquids and solids) 6.1	0	0	0	0	0	a	0	a	a	0	0	0
Abrasives (liquids and solids) 8		0	0	0	a	a	a	s	s	0	0	0
Miscellaneous dangerous goods 9	0	0	0	0	0	0	0	0	0	0	0	0

NOTES TO THE TABLE

- Class 1 (except division 1.4S), 6.2 and 7 cargoes are only allowed to stop in the port area for direct shipping or delivery. These classes are not included in the table. However, if these cargoes have to be held temporarily due to unforeseen circumstances, they must be in certain areas. Separation requirements of the individual class should be taken into account by the port authority when specific requirements are established as set out in the IMDG Law.
 - As the loading facilities available at each facility or quay vary considerably, the porting and holding of Class 1 (excluding those in section 1.4S) Class 6.2 and Class 7 dangerous cargoes should be subject to specific rules for each port.
 - All cargo delivered in the port area must be documented, packaged, labeled, marked or labeled in accordance with the IMDG Code (International Code for Dangerous Cargo Transported by Sea)..
 - Separation of dangerous cargoes should be as follows as per IMDG Code Section 7.2
 - **For packages/IBC/trailers/flat racks or platform-based containers::**

0 = not required to be parsed unless deemed necessary in individual charts.

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a = keep away - must be separated at least 3 m apart.

s = must be separated - at least 6 m in open areas and at least 12 m in port holds or warehouses unless separated by an approved fire firewall.

- **For closed containers/mobile tanks/closed road vehicles:**

0 = does not need to be parsed.

a = must be kept away - does not need to be segregated.

s = must be separated - at least 3 m longitudinally and laterally in open areas, at least 6 m longitudinally and laterally in port holds or warehouses unless separated by an approved fire safety wall. must be separated.

For open road vehicles / rail freight wagons / open top containers:

0 = does not need to be parsed.

a = should be kept away - at least 3 mt. needs to be separated at a distance

s = must be separated - in open areas, at least 6 m longitudinally and laterally, at least 12 m longitudinally and laterally in port holds or warehouses unless separated by an approved fire safety wall. must be separated


- For freight containers, mobile tanks, trucks, flat racks or platform-based containers or rail cars; consecutive rail cars, if longitudinal buffer space is required, a distance of 3 meters corresponds to the width of a standard 20' container or monorail, a trailer lane.

- In the segregation table shown, "0" is used to denote those that do not need to be discriminated in general with consultation of the separately specified requirements in the IMDG Coded Dangerous Goods list. However, according to the IMDG Code (7.2.1.16) these recommendations in the general distinction table use "X" instead of "0". This difference is intentionally made to highlight the difference in the use of parsing tables.

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

4.6.1 The segregation table to be considered in the warehouse storage of dangerous goods handled at the coastal facilities is as follows.



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4.6.2 The terms used in Separation of Dangerous Goods in warehouse storage are as in Article 4.5.3.6.

Dangerous goods documents: This Part is reviewed in Article 7 Documentation Section.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

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


- Dangerous cargo classes,
- Packages of dangerous goods,
- Packaging,
- Labels,
- Marks and packing groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
- Dangerous Goods Documents
- Dangerous Goods emergency action flow diagram
- Emergency Contact Information
- Location and usage instructions of Emergency Equipment
- Containing the issues of Coastal Facility rules,

A Dangerous Goods Handbook is prepared in dimensions that can be carried in the pocket, as in ANNEX-10.

6. OPERATIONAL MATTERS

6.1 Procedures for safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods day and night:

- Ships carrying Dangerous Goods will be anchored to the port quays with Pilots and Tugboats, preferably during the daytime, and during the night if allowed by the Regional Port, as determined in the Port Regulation.

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- The Pilot will be informed about the dangerous cargoes on board before the maneuver.
- The position of the ships carrying dangerous goods in the port should be taken into consideration and berthing should be planned following the lifting of the ship in risky situations.
- In case the Master's practice regarding the mooring of the vessels is not considered safe for the port, the vessel must be requested to be moored with additional ropes.
- In cases where conditions such as unfavorable weather conditions, currents and winds are considered to make loading / unloading unsafe, measures should be taken, such as stopping the activity or even lifting the ships to anchor.
- Anchorage areas are different for ships carrying Dangerous Goods, and ships can wait at these anchorages allocated to them..


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

- Seasonal conditions must be taken into account in the loading / unloading of dangerous goods. In extreme hot, extremely cold, extremely rainy weather, unfavorable visibility, lightning and electrically charged weather, the handling of flammable, explosive loads should be postponed or stopped for a while.
- It should be planned to continue loading/evacuation in unfavorable conditions or to keep fire, fire brigade and emergency response teams in conditions that can respond to a possible undesirable situation in a short time.

In case of continuity of similar conditions, the selection of the personnel working from the experienced personnel, the frequent planning of the rest periods in the over-intensive work, the increase of the lighting, etc. measures should be taken

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

- In dangerous cargo areas, handling dangerous goods, especially working with flammable, combustibile and explosive loads;;
 - Not performing hot works (welding, cutting, etc.), taking technical safety measures in necessary situations and working in a controlled manner,
 - Using ex proof (non-sparking) hand tools,
 - Working with experienced personnel,
 - Informing the relevant units before the study,
 - Briefing the personnel who will work in the field,
 - Making measurements of toxic and suffocating gases and sufficient oxygen, especially in indoor works, and keeping the measuring devices ready for use,
 - Availability of protective measures such as water curtain, protective separation, mechanical ventilation and equipment ready for use,

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- Ensuring that the personnel who will do this type of hot work (HOT WORK) work with protective clothing and equipment and, when necessary, a closed circuit breathing apparatus.
- In such works, it should be ensured that emergency teams are assigned to intervene in a possible undesirable situation in a short time..

Procedures for Fumigation, Gas Measurement and Degassing Work and Operations: Fumigation, gas measurements, degassing works and processes of Closed Transport Containers should be done as follows,

Closed Transport Containers should be well ventilated by opening the lids. Personnel who will open the lids should be briefed on this issue, and the information that flammable, explosive and toxic gases may be present in the container should be clearly explained.

- If work will be done in a closed container, gas measurement control should be done.

- Measuring devices must have been previously tested and calibrated.

- In closed transport containers suspected of containing toxic gases, the measurement should be made in protective clothing and using a closed-circuit breathing apparatus. Measurement results should be recorded and displayed when requested.

- Gas, powder, granule, residual liquid etc. in Closed Transport Containers. It should be taken into account that these products may cause undesirable reactions if a different dangerous cargo is placed in the containers before these residues, which may have remained even in small quantities, are cleaned.

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7. DOCUMENTATION, CONTROL AND REGISTRATION:

7.1 Procedures for the Supply and Control of All Mandatory Documents, Information and Documents Related to Dangerous Loads:

7.1.1 The following documents regarding Dangerous Goods are kept up-to-date by the coastal facility..

- SOLAS 1974
- IMDG CODE volume 1,2 and supplement book,
- IMSBC CODE, International Code for Solid Bulk Cargoes Transported at Sea
- International Convention on Safe Containers, 1972 as amended CSC
- ISGOTT: International Safety Guide for Oil Tankers and Terminals
- MARPOL 73/78: International Convention for the Prevention of Pollution from Ships, 1973/78, as amended

7.1.2 In order for the Coastal Facility to safely handle the dangerous goods coming to the facility and to take appropriate precautions, the documents sent beforehand are absolutely needed. These documents are as follows..

- i. Dangerous Cargo Notification Document
- ii. Container/Vehicle Packaging Certificate
- iii. Documents Required on Board
- iv. Other Required Documents and Information
- v. Multi Model Dangerous Goods Form

7.1.2.1 *Dangerous Cargo Notification Document:*

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

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

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

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

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange)

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techniques, the sender information will be produced without delay as a printed document in the required order in this section.

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

7.1.2.2 Container/Vehicle Packaging Certificate

If dangerous goods are loaded or packed into any container or vehicle, those responsible for packaging/loading the container or vehicle will provide a "container/vehicle packing certificate", in which it will be stated that the identification number of the container/vehicle and the procedures performed are in compliance with the following:

- Container/vehicle is clean, dry and suitable for handling dangerous cargoes,
- Packages that should be separate according to applicable segregation requirements are not packed together and/or placed/loaded in containers/vehicles,
- All packages are externally inspected for damage, only intact packages are loaded,
- Unless otherwise specified, the drums are stacked vertically, all loads are properly loaded and, when necessary, wrapped with the necessary lashing material to suit the intended mode(s) of transport,
 - Loads loaded in bulk are loaded evenly in the container/vehicle
 - Container/vehicle and packages; properly and appropriately branded, labeled and tagged,
 - If solid carbon dioxide (CO₂-dry ice) is used for cooling, the container/vehicle is properly marked on the outside,
 - For each dangerous cargo shipment loaded into the container/vehicle, there is a Dangerous Goods Notification document,,

“Note: Container/vehicle packing certificate is not required for portable tanks.”

The information required in the Dangerous Cargo Notification Document and the container/vehicle packaging certificate can be collected in a single document. If this is not the case, the documents will be spliced together. If they are in the form of a single document, there will be a signed declaration at the bottom of the document such as: “It is declared that the packing of the loads loaded into the container/vehicle was carried out in accordance with the appropriate provisions.” This notice will be dated and the identity of the signer will be found on the document..

If the container/vehicle packaging certificate is presented to the carrier by EDP or EDI shipping techniques, the signature(s) may be electronic signature(s) or may be used instead by writing the name(s) of the person(s) authorized to sign (in capital letters).

When the container/vehicle packaging certificate is provided to a carrier by EDP or EDI techniques, and then the dangerous goods are transferred to a carrier requesting a printed dangerous goods transport document, the carrier shall ensure

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that the printed document states the information "Original received electronically" and that the signatory's name is written in capital letters.

7.1.2.3 Documents required on board

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

A detailed stowage plan, which is determined by class and shows the locations of all dangerous cargoes and marine pollutants, can be used instead of this special list or manifest.

For dangerous cargo shipments; Appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to dangerous goods during transportation. This information will be away from packages containing dangerous goods and will be available immediately in case of an event. Information to be used in emergency response will be found in the following documents.

- Within the special list, manifest or dangerous goods declaration,
- In a separate document such as a safety data sheet,
- In separate documents, such as the Medical First Aid Guide (MFAG) for Use in Accidents involving Dangerous Goods and the "Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide)" to be used in conjunction with the transport document. Diğer gerekli bilgiler ve belgeler

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

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

7.1.2.4 Other necessary information and documents

In certain cases, special certificates or documents will be required, as set out below.

- As required in certain entries in the Dangerous Goods List, an air wear certificate

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- Matter, material or object; A certificate that excludes from the provisions of the IMDG (see separate entries for charcoal, fish feed, seed meal, etc.);
- For new self-reactive substances and organic peroxides, or for new formulations of currently allocated self-reactive substances and organic peroxides, a notification by the competent authority of the country of origin of the approved classification and conditions of carriage.

7.1.2.5 Multimodal Hazardous Substances Form

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

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

When requested, the port facility is obliged to provide information about the class, quantity, emergency response methods and locations of all dangerous goods available at the port facility when requested.

The records of dangerous goods handled at our port will be kept by the Operations department, including the following information.

Planning, Operation in coordination with the Dangerous cargoes to be accepted to the Port shall check the accuracy of the following information on the Dangerous cargo document issued by the Shipper;

- UN Number,
- PSN name (Appropriate Shipment Name,
- Class, (Along with sub-hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a marine polluter,
- Container/Packaging, number,
- Seal number,
- Additional Information (Ignition degree, viscosity etc. information)
- Where to store at the Port Site

This information is transmitted to the scorers, Field Supervisors, Warehouse Officers, HSE, and the personnel who need to know through the Terminals / Documents to control the incoming dangerous cargo.

If the information from the operation and the cargo carry different information, the Operation is immediately informed and the Sender is instructed to verify the

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information about the dangerous cargo / vehicle / container and to correct the missing erroneous label marks.

7.3 Procedures for Checking and Reporting the Results of the Control of the Inspection of the Proper Identification of Dangerous Loads Arriving at the Site, Use, Certified, Packed/Packed, Labeled and Declared, Safely Loaded and Transported to the Approved and Compliant Packaging, Container or Cargo Transport Unit:- UN Number,

Planning, Operation in coordination with the Dangerous cargoes to be accepted to the Port shall check the accuracy of the following information on the Dangerous cargo document issued by the Shipper;

- UN Number,
- PSN name (Appropriate Shipment Name,
- Class, (Along with sub-hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a marine polluter,
- Container/Packaging, number,
- Seal number,
- Additional Information (Ignition degree, viscosity etc. information)
- Where to store at the Port Site

This information is transmitted to the scorers, Field Supervisors, Warehouse Officers, HSE, and the personnel who need to know through the Terminals / Documents to control the incoming dangerous cargo.

If the information from the operation and the cargo carry different information, the Operation is immediately informed and the Sender is instructed to verify the information about the dangerous cargo / vehicle / container and to correct the missing erroneous label marks.

7.4 Procedures for Keeping Records and Statistics of Dangerous Goods:

The ADMINISTRATION requested that a report containing information about the dangerous goods handled at our Port Facility be reported to the Regional Port in quarterly periods. Below is an example of the Report issued by the Operations Department.

Statistical evaluations from the records of the Dangerous Goods handled annually in our port are made by the Departments of Commerce, Operations.

Dangerous cargo monthly count and control reports stored in our Port Area are prepared by the operations department and presented to the Management.

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

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7.5 Information on the Quality Management System

Our facility; It has TS EN ISO 9001:2015 Quality Management System, ISO 14001:2015 Environmental Management System and ISO 45001:2018 Occupational Health and Safety Management System quality certificates.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE:

8.1 Procedures for Responding to Hazardous Loads Posing/Likely to Pose a Risk to Cana, Property and/or the Environment and Hazardous Situations Involving Dangerous Loads:

Dangerous cargoes that come to the coastal facility, are handled, stored, collected and evacuated pose a unique danger such as explosion, fire, erosion, poisoning, infectious disease, radiation. For this reason, the types of emergencies that the coastal facility will encounter are very many. In order to cope with these hazards, it is extremely important to develop, publish and implement the Emergency Action Plan in cooperation with local emergency teams.

8.1.1 The following points shall be taken into account in the formulation of the emergency strategy at the coastal facility.

- Prevention of Accidents
- Preparation of Emergency Action Plan
- Implementation and Implementation of Emergency Procedures
- Regular Inspection of Emergency Equipment
- Implementation of the Plan When an Emergency Occurs
- Fully analyze and report the incident to prevent it from recurring

8.1.2 8.1.2 The procedures to be followed for the Prevention of Accidents are as follows.

- The primary parameter in the prevention of accidents is education. All shore facility employees are required to know the shore facility safety rules and regulations, be trained in the handling of dangerous goods and always comply with the rules and regulations.
- All personnel dealing with record keeping and documentation procedures must keep the dangerous goods information system of the port up-to-date and accurate at all times. Incoming loads should be added to the system immediately, and their information should be backed up by removing them from the main system following the exit of the loads.
- In places where dangerous goods are handled or stored, smoking should be avoided due to the risk of explosion and fire.
- Cargo handlers should never eat or drink while performing their duties due to the risk of poisoning.

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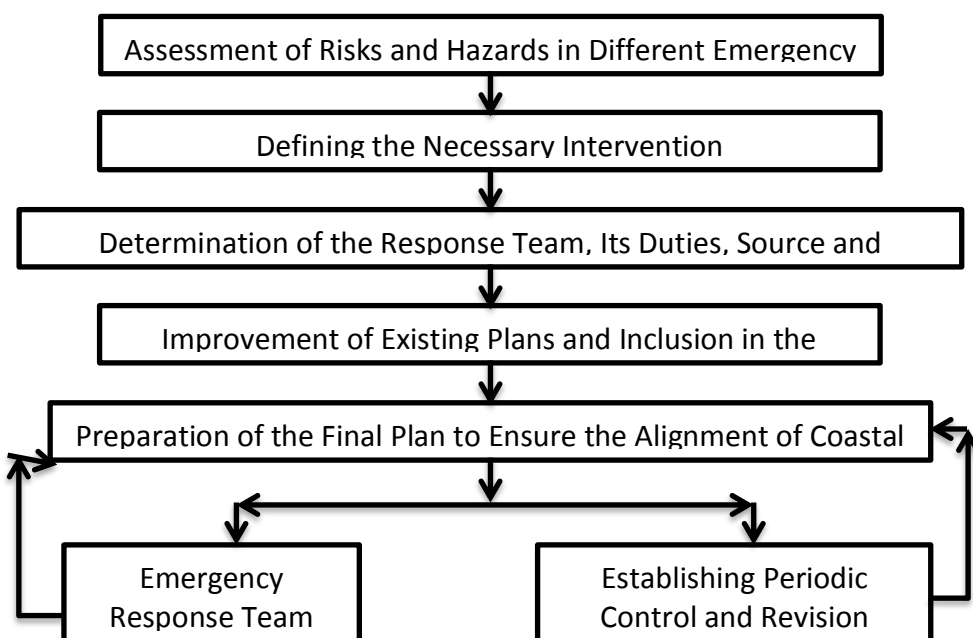
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- Dangerous Goods Leakage, Packaging damage, Deterioration, Changes in temperature, etc. should be checked regularly to detect


8.1.3 The procedures to be followed in the preparation of the emergency action plan are as follows.

- First of all, an intervention system should be established and the person who noticed the accident should know exactly who and how to contact (phone, radio, alarm, hand signal) and what kind of information to convey.
- It should be determined who is responsible for each step of the emergency procedure.
- Emergency plan, fire, spill, injury, etc. in all possible emergency situations. covers situations. It should be prepared by making a detailed classification of possible activities to be carried out.
- A clear chain of responsibility and command should be established from the emergency call center personnel to the person in the field.
- Agreed and approved contingency plans and procedures should be published and distributed to managers, practitioners and supervisors so that everyone knows their role in the system.
- An effective information system should be established to record, research and learn from events.
- The emergency action plan preparation scheme is as follows.



Emergency Equipment should be placed at strategic points within the Port (such as Protective Clothing Packs, Face Masks or goggles, Respirators, Sand or other materials needed to clean up spills or spills).

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- The locations of emergency depots should be clearly indicated and marked on the coastal facility site plan, and copies of this plan should be distributed to all employees.
- Local Emergency Teams should participate in the preparation of the Emergency Action Plan and a close liaison system should be established between the coastal facility management and the fire, police, ambulance services and hospitals in the region.
- Emergency service teams at the coastal facility are of great importance for every accident except minor ones. So Plan and procedures. It should be designed in accordance with the capacity of regional services.
- If there are important dangerous goods shippers in the region, they should also be included in the Emergency Action Plan.

8.1.4 Implementation of Emergency Procedures and Exercises:

- The main element of the emergency system is the regular and deliberate implementation of the planned procedures.
- Emergency teams should be formed from employees in each department and unit of the coastal facility, and these teams should be trained through regular exercises and practice lessons.
- Local Emergency service teams (Fire Brigade, Ambulance service etc.) should take part in these drills. (It is especially important for them to recognize the geographical features of the port.)

8.1.5 Regular Checking of Emergency Equipment:

All emergency equipment listed below should be regularly and frequently checked and maintained and repaired.

- Fire hoses and fire extinguishers.
- Protective clothing sets, boots, goggles, eye showers, etc.
- First aid boxes
- Emergency communication devices
- Access to signposts and all emergency service points

While the occupational safety manager is responsible for the control, maintenance and repair of emergency equipment, all shore facility personnel are also responsible.


8.1.6

Implementation of the Plan When an Emergency Occurs:

In case of emergency, the plan will be implemented as follows.

- The person who detects the accident immediately notifies the operation center of the facility or the emergency control center using the specified communication systems.
 - The emergency control center stops all operations around the boiler.
 - The emergency control center sends the nearest inspector to the scene. The auditor evaluates the situation.

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- The emergency control center performs the necessary investigations in the dangerous goods information system to determine the status of the dangerous goods and to evaluate the dangers arising from the dangerous goods.
- If the inspector has informed that the incident is serious, the emergency control center instructs everyone to leave the area and has the area isolated by using barriers.
- All emergency teams, security, first aid teams, ambulance and firefighting systems are dispatched to the scene.
- The incident is intervened by the shore facility teams and the responding team may need to transport the cargo and or injured persons from the scene to a safe area as quickly as possible.
- If the incident is large, the emergency control center calls the local emergency service teams by using the pre-determined communication system and giving detailed information about the incident.
- When the local emergency teams arrive at the scene, a photocopy of the documents belonging to the dangerous goods is given and they are accompanied to the scene.
- Local emergency services handle the incident and secure the incident area.
- The emergency control center contacts the shipper, ship's agency or other responsible persons and informs them of the incident and consults on the handling and removal of the damaged cargo. It also communicates with the dangerous cargo consultant.
- In case of insufficient first aid at the scene, the injured person is referred to the facility's infirmary or the hospital in the region.
- If it is safe, it is immediately transported to a safe area by removing the damaged cargo and packaging and/or container. The crime scene is properly cleaned using absorbent materials, chemical foams or water. Cargoes polluting the sea and other dangerous goods are poured into a pit established for this purpose.
- After the accident site has been declared safe, the emergency control center can order operations to resume.

8.1.7 To analyze and report the incident in a complete manner to prevent its recurrence:

- Immediately after the incident, the background and causes of the incident should be investigated and reported to the relevant authorities using the appropriate reporting system.
- The coastal facility should evaluate the incident response in terms of speed, accuracy and effectiveness, and make the necessary changes and corrections for the intervention for future accidents.

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8.1.8 An Emergency Evacuation Plan is in place at our coastal facility and all facility employees will perform the duties specified in the plan when an emergency occurs.

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

8.2.1 Possibility, capability and capacity to respond to fire:

- 8 inch fire hydrant line and fire hydrant line every 50 meters in the facility,
- Hose cabinets with laying next to the water outlet openings
- Water and foam monitor in the facility
- Foam trolley and manual foam materials (Foam Concentrate, Melometer, Foam Index. Type C fire fighting hose)
- There is 1 diesel pump (400 m³/h) and 2 electric pumps (400m³/h) that provide pressure to the fire water circuit.
- 1 Piece 12 kg. ABC Dry Chemical Powder fire extinguishing device
- 1 Unit 10 kg Carbon Dioxide Fire Extinguishing Device
- 32 pcs 6 kg ABC Dry Chemical Powder portable fire extinguishing tube
- 9 pcs 6 kg Carbon Dioxide Portable Fire Extinguishing Cylinder
- 4 pcs 6 kg HCF portable fire extinguishing tube

8.2.2

Possibility, capability and capacity against leakage and spillage.
The Dangerous Cargo Handling Guide is as in Annex-14.

8.3 Arrangements for the first intervention to be made for accidents involving dangerous cargoes (procedures for performing the first intervention, first aid facilities and capabilities, etc.).

8.3.1 Medical first aid guide (MFAG) will be used in accidents involving dangerous goods. The points to be considered in the use of the manual are as follows.

- Emergency response will be made first when exposed to dangerous substance.
- Medical first aid guide will be applied in 3 steps.
 - Step 1: Emergency response and diagnosis Start here!
 - Step 2: Consider the tables. Tables exceptions short instructions for It contains..
 - Step 3: Consider supplements Able to stay About chemicals contains detailed information..

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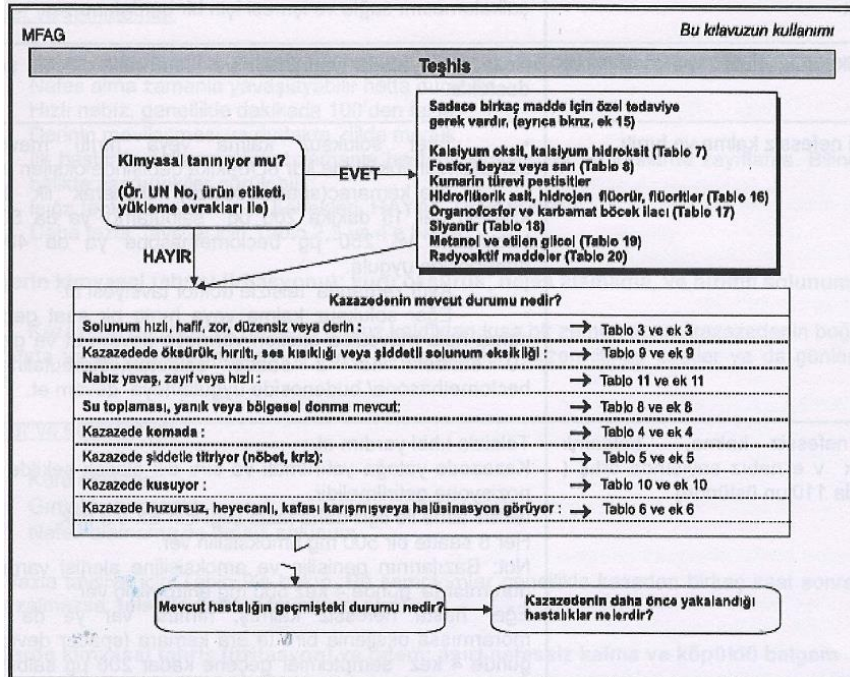
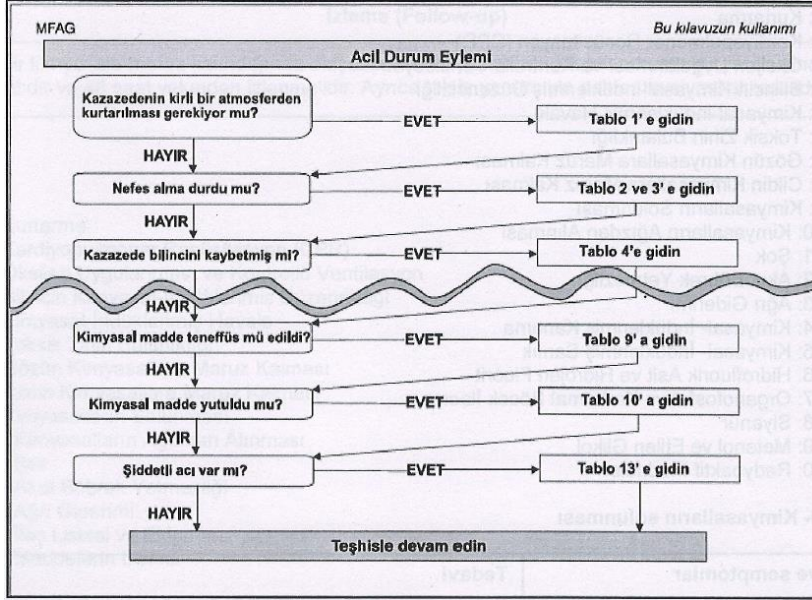


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8.3.2 Use the table below when performing an Emergency Response



8.3.4 The tables contain exceptions for special cases and the information about the tables is as follows.


Table 1 : Recovery

Table 2 : Cardiopulmonary Resuscitation (CPR)

Table 3 : Oxygen Administration and Controlled Ventilation

Table 4: Chemical-Induced Disorder of Consciousness

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Table 5 : Chemical-Induced Remittance
Table 6 : Toxic Confusion
Table 7 : Exposure of the Eye to Chemicals
Table 8 : Exposure of the skin to chemicals
Table 9 : Inhalation of Chemicals
Table 10: Oral Intake of Chemicals
Table 11: Shock
Table 12: Acute renal failure
Table 13: Pain Relief
Table 14: Chemical-induced bleeding
Table 15: Chemical-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluoride
Table 17: Organophosphate and Carbamate Insecticide
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Substances

8.3.5 Supplements provide detailed information on medicines and chemicals to which they may be exposed. The information about the attachments is as follows.

Appendix 1 : Recovery

Annex 2 : Cardiopulmonary Resuscitation (CPR)

Annex 3 : Oxygen Administration and Ventilation with CNNTROL

Annex 4: Chemical-Induced Disorder of Consciousness

Annex 5 : Chemical-Induced Remittance

Appendix 6: Toxic Confusion

Annex 7: Exposure of the Eye to Chemicals

Annex 8: Exposure of the skin to chemicals

Annex 9 : Inhalation of Chemicals

Annex 10: Oral Intake of Chemicals

Annex 11: Shock


Appendix 12: Acute Renal Failure

Annex 13: Pain Relief

Annex 14: Drug List and Equipment

Annex 15: List of Substances

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

8.4.1 The flow chart for the notifications to be made in case of emergency is as follows



8.4.2 Issues to be done in case of emergency at our facility

It is the same as in the Emergency Action Plan.

8.5 Reporting procedures for accidents.

Accidents/incidents related to dangerous cargoes at our facility will first be reported to the Regional Port within 3 hours at the latest by using the VHF radio system or other means of communication. Following this notification, a written report containing the opinions regarding the accident/incident shall be sent to the Regional Port within 24 hours at the latest.

8.6 Method of coordination, support and cooperation with official authorities.

The method of coordination, support and cooperation with the authorities is the same as in the Emergency Action Plan.

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

The plan has not been prepared because our terminal handles dangerous cargo with bumandr and pipelines.

8.8 Procedures for the handling and disposal of damaged dangerous cargoes and wastes contaminated with dangerous cargoes

There is a "Dangerous Goods Safety Data Sheet (MSDS)" for each dangerous cargo handled in our facility. In the aforementioned forms, the process will be carried

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out by taking into account the issues in the MSDS forms for the handling and disposal of damaged dangerous cargoes and wastes contaminated by hazardous cargoes.

8.9 Emergency drills and their records.

8.9.1 The training required by the persons engaged in activities related to Dangerous Goods will be implemented as stated below.

- *Every person involved in the transport or handling of dangerous cargoes should receive training on the safe transport or handling of dangerous cargoes in proportion to their responsibilities.*

- *Shore personnel should receive general awareness/recognition training, function-specific training and safety training. These people may be:*


- o Classifying the dangerous cargoes and defining the proper freight names of the dangerous goods;
- o Packing dangerous goods into packages;
- o Marking or labeling dangerous goods;
- o Opening/closing the packages of the cargo transport units;
- o Prepares shipping documents for dangerous goods
- o Offering dangerous goods for transport;
- o Accepting or receiving dangerous goods for transport;
- o Handling dangerous goods in transit;
- o Prepares dangerous goods loading/stacking plans;
- o Loading/unloading dangerous goods from/to ships;
- o Carrying dangerous goods in transit;
- o Inactivate cargo warehouses;
- o Measuring cargo warehouses and taking samples from them;
- o Washing cargo warehouses in accordance with approved procedures and regulations;
- o Enforce, monitor or monitor compliance with legal requirements and rules and regulations;
- o otherwise involved in the transport of dangerous goods as determined by the competent authority.

8.9.2 The content of the trainings that the persons engaged in activities related to Dangerous Goods should receive are as follows.

- General awareness/recognition training

Everyone should receive training in the safe transport or handling of dangerous cargoes commensurate with their duties. The training should be designed to provide familiarity with the general hazards and legal requirements of the dangerous cargoes involved. This training includes defining the types and classes of dangerous cargoes, labeling, marking, packaging, separation and compliance with

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requirements; definition of purpose and content of shipping documents; and descriptions of existing emergency response documents.

- **Mission-Oriented training**

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

- **Safety training**

Everyone should receive training on the risks and functions it performs in the release of dangerous cargoes on:

- packaging – accident prevention methods and procedures for proper stowing and separation of handling equipment and dangerous cargo;
- necessary emergency response information and how they are used;
- how to avoid exposure to hazards, including the general hazards of the various types and classes of dangerous cargoes and the use of personal protective clothing and equipment, where appropriate;
- emergency procedures to be followed in the unintentional release of dangerous cargo, including any emergency procedures for which that person is responsible, and personal protection procedures to be followed.

8.9.3

Records of the training received by persons engaged in activities related to Dangerous Goods:

Records of all security training undertaken should be kept by the Port Facility Management and provided to the worker if requested.

8.9.4 Drills and records related to Dangerous Goods.


- **Training Applications;** In order to be prepared for emergencies within the facility, the personnel in the emergency organization should be prepared for their duties with various trainings. Trainings should be carried out with the support of specialist organizations when necessary. In this context, the relevant personnel at the port received IMDG CODE training on Dangerous Goods and was certified. In order to test the adequacy of the emergency plans and to be prepared for real situations, the drills should be carried out and implemented according to the worst scenarios that may occur in the facility.

- **Training Scenarios;** In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the port may encounter. In line with the prepared scenarios, exercises are implemented in the fastest and most effective way.

- **Emergency Drills to be held within the port facility;**

- The port should be specified in the annual training plans,
- It can be planned as a local or general intervention,
- Safety, Spill etc. can be combined into exercise scenarios,
- Drills can be made with or without notice.

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- The drills are based on various emergency scenarios.
- Desserts can be made in practice, as well as in desk, seminar style,
- Different time, day, season and event scenarios are prepared for each drill.

8.10 Information on fire protection systems

Within the scope of fire protection systems in our facility, there are fire cabinet, hydrant, fire monitor, fire station, foam room, portable fire extinguishers and fire alarm buttons. Information on fire protection systems is as in Article 8.2.1.

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

Approval was obtained from Mersin Metropolitan Municipality Fire Brigade Department for the approval and inspection of fire protection systems in our facility.

Testing, maintenance and keeping the fire protection systems ready for use are carried out by our facility on a weekly and monthly basis and are recorded on the control forms.

8.12 Precautions to be taken when fire protection systems do not work.

In case the fire protection systems do not work in our port facility, firstly the possibilities of using the facilities of the neighboring facility are investigated, and then the local fire department in our region is informed. The incident is intervened by using all the possibilities of the region..

8.13 Other risk control equipment.

Other risk control equipment is not available.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures.

We can list the aims of occupational health and safety studies in our facility as follows;

- **Protecting Employees**

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

- **Ensuring Production Safety**

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

- **Ensuring Business Security**

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

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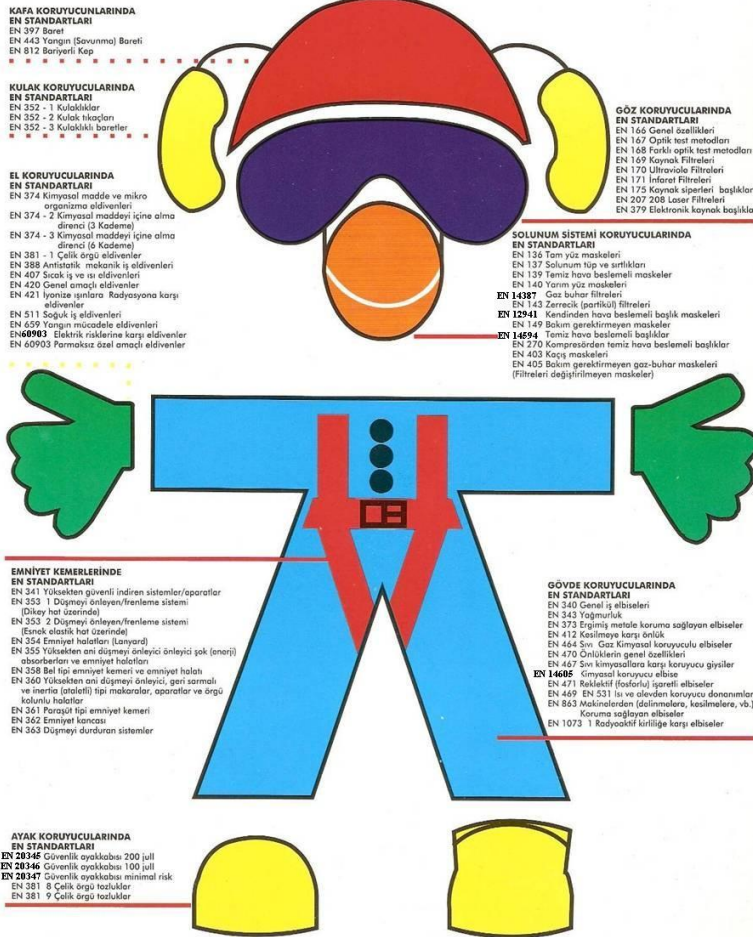
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The measures specified in the "Occupational Health and Safety Instruction" prepared within the scope of Occupational Health and Safety in our facility will be taken into account.

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

Personal protective clothing is in the standards specified in the figure, and the table indicating which of these clothes will be worn by whom is as in ANNEX-15.

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9.3 local access permit measures and procedures

9.3.1 9.3.1 Entry into confined space

9.3.1.1 Closed space entrance and hot works to be done on the ship are not allowed. However, in obligatory cases, it will be carried out under the control of the port facility by obtaining permissions in accordance with the legal regulations by the ship agency.

9.3.1.2 It is not allowed to enter closed or dangerous spaces without issuing a degassing certificate. After the degassing certificate is issued; The facility official or

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the occupational safety specialist gives the safe entry permit to the closed or dangerous spaces on the ships and water vehicles that are in the facility for the purpose of construction, modification, maintenance, repair or dismantling.


9.3.1.3 Adequate ventilation should be provided uninterruptedly where the ambient atmosphere varies. This situation should be checked in coordination with the facility officer or occupational safety specialist during the first and periodic measurements to be made by the degassing specialist.

9.3.1.4 If hot or cold work is interrupted in closed or dangerous places, gas measurements are made again before starting the work again.

9.3.1.5 The validity period of the certificate cannot exceed 24 hours for ships and watercraft that have obtained a degassing certificate for berthing to the facility.

9.3.1.6 The work cannot be started until the relevant forms are filled and approved.

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10. OTHER CONSIDERATIONS

10.1 Validity of the Dangerous Goods Certificate of Conformity.

Coastal Facility Dangerous Goods Conformity Certificate Validity Date: 25/12/2025

10.2 Duties for Dangerous Goods Safety Advisor

Part 2 of this guide Article 4. It is obliged to fulfill the responsibilities specified in the paragraph.

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


10.3.1 Documents to be carried:

- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5),
- Picture identification document (ID card, driver's license or passport) for each personnel on duty in the vehicle,
- Written instruction prepared by the transporter to be given to the driver,
- Multi-Mode Dangerous Goods Transportation Form for dangerous goods transported in more than one mode,
- Valid ADR certificate of conformity for vehicles
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of Class 1, Class 6 and Class 7 dangerous goods,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous goods
- Compulsory traffic insurance

10.3.2 Equipment and equipment that vehicles must have:

- Portable fire extinguishers,
- At least one chock suitable for the diameter and maximum mass of the wheel for each vehicle,
- 2 Sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves

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- Eye protection goggles
- Emergency mask
- Shovel
- Drainage seal
- Collection container

10.3.3 Speed Limits in the Port Area:

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

10.4 Issues for those carrying dangerous goods that will arrive/leave the coastal facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.)

10.4.1 Day/night signs to be displayed by ships and vessels carrying dangerous goods at the port or shore facility:

The ship arriving at the shore facility carrying dangerous cargo will have the international sign code "B" (Burak Sanjak) during the day and 2 Fixed Red Lanterns at night.

10.4.2 Cold and Hot Operating Procedures on Ships Carrying Dangerous Cargo in the Coastal Facility:

10.4.2.1 Ships carrying dangerous cargo in the coastal facility shall obtain the necessary permission from the Regional Port for cold and hot works to be carried out and the coastal facility shall inform the relevant persons


10.4.2.2 The principles of hot work to be carried out on ships carrying dangerous cargo in the coastal facility are as follows.

- Before carrying out a hot work on the Ship in the well facility, the responsible company officer who will perform the hot work must have a written authorization issued by the port administration to carry out this hot work. Such authorization should include details of the hot work location as well as the safety measures to be followed.

- In addition to the security measures required by the port administration, the responsible company officer who will carry out the hot work before starting the hot work should also take the additional security measures required by the ship and/or the quay together with the ship and/or dock responsible(s). These additional security measures should include:

- Inspection of local areas and adjacent areas, including testing by approved testing organizations to ensure that areas will continue to be free and free of

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flammable and/or explosive atmospheres and where appropriate, that there is no oxygen deficiency

- Keeping dangerous cargoes and other combustible cargoes and objects away from work and adjacent areas.
- Effective protection of combustible structural elements such as beams, cowls, wall and ceiling linings against accidental ignition;
- Sealing open pipes, lead pipe insides, valves, fittings, cavities and open parts to prevent flames, sparks and hot particles from escaping into or around the work area.
- A copy of the hot work authorization and safety precautions should be posted in the area adjacent to the work area, as well as at the entrance to each work area. Authorization and security measures to be taken should be posted in a place where all employees who will take part in the hot work can see it, and this should be clear to be understood by the employees.
- While performing hot work, checks should be made to ensure that conditions do not change and at least one suitable fire extinguisher or other suitable fire extinguishing equipment should be available for immediate use at the hot work place.
- Upon completion of this work during hot work and for a sufficient period of time after its completion, effective monitoring should be made in the hot work area as well as adjacent areas where there is a possibility of a hazard from heat transfer.

10.5 Additional considerations to be added by the coastal facility.

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