GÜZEL ENERJİ AKARYAKIT A.Ş.

DANGEROUS CARGO HANDLING GUIDE

ISSUE DATE: 01.06.2022

SERKAN DEMİR

SIGNATURE

SEAL

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1	01	Revision for the new DCH Guide	29.06.2022	Burak ÜNALDI	
2	02	Revision for Personnel Names	30.11.2022	Barış ÇAM	
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INTRODUCTION

1.1. Introduction of the Establishment

Güzel Enerji Akaryakıt Anonim Şirketi Marmara Ereğlisi Branch is located in the European part of Turkey, 105 km west of Istanbul and 80 km east of Tekirdağ, in the Sultanköy District of Marmara Ereğlisi. Establishment Sultanköy Mah. Eksi Elma Cad. No:60/1 Marmara Ereğlisi / TEKİRDAĞ provides LPG storage, Propane storage, wholesale trade of liquefied gases under pressure (transfer to tankers, LPG picnic tube, kitchen tube and industrial tube filling). Its neighboring facilities are Tuncay Tanker Imamak Makina Otomotiv San. and Argaz Sınai Gazlar San. and Tic. LTD. ŞTİ.

1.1.1 Historical Development of the Establishment

Güzel Enerji Akaryakıt Anonim Şirketi Marmara Ereğlisi Branch started its operations in 2007 under the name of Bölünmez Petrolcülük and continued to exist under the name Milan Petrol. The facility, which started LPG storage activities with 36 x 180 m3 built above ground, expanded its field of activity by adding 9 x 120 m3 cylindrical units in 2019, adding the tube filling process and now Güzel Enerji Akaryakıt Anonim Şirketi is the owner of the property since March 2020.

- Life safety at sea is also related to the safety and protection of a ship, its cargoes and crew at the port facility, and the precautions taken regarding dangerous cargoes before they are directly loaded/discharged and during handling.
- The recommendations in this guide are limited to dangerous goods in the port area as part of the transport chain. The recommendations in this guide do not apply to dangerous goods that are generally kept in the port area or used in the port area, but the Administration may want to check whether the said use and storage procedures comply with the legal national requirements.
- Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the matters specified in 1.4 take all kinds of precautions and that all relevant information is given to the persons involved in the transport chain, also on the final consignment. Consideration should be given to the possible different requirements for different modes of transport.
- The safe transportation and loading of dangerous goods is based on the correct and precise application of the regulations for the transportation and loading of such cargoes, and depends on the judgment of everyone who knows the regulations fully and in detail and is aware of the current risks related to these issues. This can only be achieved by properly planned and conducted training and retraining of the persons concerned.
- Laws, regulations and related publications are under constant review and are regularly revised. It is very important to use only current versions. The contents of these Laws, regulations and related publications are reproduced in the recommendations in this guide only to the extent necessary.
- In the preparation of this guide, IMDG CODE, IGC CODE, ISGOTT and IMO 1216 CR. documents were consulted and information was used.

ABBREVIATIONS

TYER: Dangerous Cargo Handling Guide

Marpol: International Convention for the Prevention of Pollution of the Seas by Ships

IMDG Code: International Code for Dangerous Goods Transported by Sea

IBC Code: International Code for the Construction and Equipment of Ships Carrying Dangerous Chemical Cargo in

IGC Code: Carrying Liquefied Gas in Bulk International Code Concerning the Construction and Equipment of Ships

IMSBC Code: International Code of Maritime Solid Bulk Cargo

Grain Code: Considerations at the discretion of the Administration within the Scope of Construction and Stability

DWT: When a ship is fully loaded with cargo, passengers, personnel, stores, fuel and fresh water, it is in salt water. weight carried

GRT: The volume of all enclosed spaces of a ship

PPE: Personal Protective Equipment

AFAD: Disaster and Emergency Management Presidency

ERP: Enterprise resource planning or business resource planning, efficient use of resources such as labor, machinery and materials required for the production of goods and services in enterprises. how to use it It is the general name given to the integrated management systems that operate.

BLEVE: A boiling liquid expanding vapor explosion is an explosion caused by the rupture of a vessel containing a pressurized liquid that reaches temperatures above its boiling point.

FACILITY INFORMATION FORM

1	Facility operator name/title	GÜZEL ENERJİ AKARYAKIT A.Ş.		
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	KUŞTEPE MAH. MECIDIYEKOY ROAD CAD. V PLAZA APT. NO:14/1 SISLI/IST.		
3	Facility name	GÜZEL ENERJİ MARMARA EREGLISI FILLING FACILITY		
4	Province of the facility	TEKIRDAG		
5	Facility contact information (address, telephone, fax, e-mail and web page)	SULTANKÖY MAH. ESKI ELMA CAD.57 ADAR 1 PARSEL MARMARA EREĞLIS-TEKIRDAĞ www.oyak.com.tr		
6	Geographical region where the facility is located	THRACE REGION		
7	The port authority and contact details	TEKİRDAĞ REGIONAL PORT AUTHORITY Address: Hürriyet, 59030 Tekirdağ Merkez/TEKİRDAĞ Telefon: 0 282 261 20 25 Faks 0 282 262 91 62 E-mail: tekirdag.liman@uab.gov.tr		
8	Regional directorate contact information	Marmaraereğlisi Belediyesi Cedid Ali Paşa Mahallesi Perinthos Caddesi No: 51 Marmaraereğlisi/Tekirdağ Tel: (0850) 440 09 59 - Fax: (0850) 440 09 99 info@marmaraereglisi.bel.tr		
9	Municipality, Special Administration, Free Zone or Organized Industrial Zone where the facility is located	TEKİRDAĞ METROPOLITAN MUNICIPALITY		
10	Port facility Operation Permit Validity Date of Temporary Operation Permit	25.10.2022		
11	Facility's Operational Status	Own Cargo and Additional (X)	Own Cargo ( )	3rd Party ( )
12	Name and surname contact details of the facility manager (phone, fax, e)	Serkan Demir 533 734 48 92 serkan.demir@oyakpetrol.com.tr		
13	Name and surname, contact details (phone, fax, e-mail) of the Dangerous Goods Operation Responsible of the	Serkan Demir 533 734 48 92		

		serkan.demir@oyakpetrol.com.tr
14	Dangerous goods safety advisor of the facility name and surname contact details (phone, fax, e-mail)	Göktuğ ÇALIŞKAN 05333866487 goktug@tmgddanismanlik.com
15	Sea coordinates of the facility	Stated in 37th article
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)	Gaseous substances in Chapter 19 of the IGC Code LPG (UN 1965)
17	Types of ships that can approach the facility	LPG TANKER
18	Dangerous goods handled at the facility (loads other than IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	-
19	Classes for cargo handled, subject to IMDG Code	-
20	Groups in characteristic table for handled cargo subject to IMSBC Code	-
21	Distance of the facility to the main road (kilometers)	4 km
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	No connection
23	Name of the nearest airport and its distance from the facility (kilometers)	Çorlu Airport / 17 km
24	Facility handling capacity (Ton/Year; TEU/Year; Vehicle/Year)	100000 Tonnes/Year
25	Whether or not to handle scrap at the facility	No
26	Border Gate (Yes/No)	NO
27	Bonded area (Yes/No)	NO
28	Loads handling equipment and capacities	PIPELINE, Pumps, Flexible Hoses
29	Storage Tank capacity (m^3)	7,795 m^3
30	Open storage area (m^2)	-
31	Semi-closed storage area (m^2)	-
32	Closed storage area (m^2)	-
33	Determined fumigation and/or from fumigation decontamination area (m2)	-
34	Pilots and tugboat services of the provider name/title contact details	SAFİ PORT VE BOTAŞ KILAVUZLUK VE RÖMORKÖR

		HİZMETLERİ A.Ş Tel: 0262 281 27 00 Mail: info@safiport.com.tr Address: Deniz Mah. Liman Yolu Cad. No:21 Derince/KOCAELİ
35	Security plan created does it? (Yes/No)	Not subjected to ISPS
36	Waste Acceptance Facility Capacity	The facility does not accept waste

37	Dock/Wharf etc of fields Specifications				
			Number (pieces)	Length (meters)	Diameter (inches)
1	No.1 seabed pipeline[1]		1	1650	10
2	Seabed pipeline 2[1]		1	1650	10
		Marine Coordinates	Number (units)	Water depth (meters)	Largest ship that can berth (DWT/GRT)
1	Head buoy[1] [(1)]	X: 4543249.981 Y: 584360.758	1	12	30.000 DWT.
2	Port 2 stern buoy[(1)]	X: 4543171.068 Y: 584150.658	1	12	30,000 DWT.
3	Starboard stern buoy[(1)]	X: 4543010.999 Y: 584172.333	1	12	30,000 DWT.

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

1.2.1 General

1.2.1.1 Our facility handles class 2.1 Hydrocarbon gas mixture (UN1965) classified dangerous cargo under the IGC Code and IMDG Code.

1.2.1.2 The following issues must be fulfilled for the safety of the Port facility, employees, and ships in the Port, such as the handling of dangerous cargoes coming to the Port, their waiting at the Port facility, keeping them temporarily at the port facility, making their stowage and segregation.

1.2.1.2.1 With the participation of Operation, Field planning, HSE, DGSA and other related staff, a coordination meeting will be held at least 1 day before the acceptance of dangerous cargo to the Port facility. (The decision to held this meeting for the routinely handled dangerous cargoes accepted to the port can be made by the Operation or HSE / DGSA)

1.2.1.2.2 Following issues will be discussed during the coordination meeting with regard to the dangerous cargo (es) to be accepted to the port:

1. Risks arising from dangerous cargo
2. Interaction with Dangerous cargoes present in the Port facility,
3. Interaction with the cargoes planned to be accepted to the Port facility in the near future,
4. Storage, stacking conditions,
5. Material and equipment requirements in terms of Emergency Response
6. Adequacy of Emergency Response teams
7. Interaction with/from adjacent facilities

The issues mentioned herein above will be discussed within the scope of current IMDG CODE documents and a management decision for accepting/rejecting will be taken.

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

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

1.3 Operational Procedures for Safe Handling of Dangerous Liquid Bulk Cargoes

1.3.1 Piping used for dangerous bulk liquid cargoes

1.3.1.1 Flexible hose:

1.3.1.1.1 Considering the temperature and suitability of this type of cargo, it is not used for loads other than those for which it is suitable.

1.3.1.1.2 If prone to damage by impact, it is suitably protected.

1.3.2 Operations Responsible

1.3.2.1 To take adequate measures to prevent short circuit in the insulation section,

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

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

1.3.2.4 It shall ensure that other metallic connections between the interface and the shore are protected or regulated to ensure that there is no possibility of generating an actuating spark which could create a flammable atmosphere.

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

1.3.2.6 Itwill act in accordance with the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.3.3 Ignition sources

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

1.3.4 Handling

1.3.4.1 Flexible hoses

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

1. Shall ensure that a Flexible hose is not used at any working pressure other than those for which it is suitable or at any unsuitable working pressure regarding the temperature and suitability of such loads. .
2. Before being placed into service, each Flexible hose shall be checked to be hydrostatically tested in accordance with Administration requirements.
3. Flexible hoses will be visually inspected before they are put into use. Flexible hoses will be inspected at frequent intervals during operation.
4. Documents showing the flexible hose, the hose type, the specified maximum working pressure, and the month and year of manufacture will be kept at the facility.
5. Each flexible hose or pipe shall be of a length that will not have excessive tension at the port facility connections within the specified operating limits for the safety of operation.
6. A flexible hose equipped for the transport of dangerous liquid bulk cargoes shall be adequately supervised.
7. In case of emergency, the flexible hose connections will be cut and the operation will be stopped in order to ensure the safety of life, property and the environment.

1.3.5 Initial measures

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

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

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

1.3.5.2.2 Responsible persons are present during launch operations on board and on shore.

1.3.5.2.3 In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used are reported.

1.3.5.3 that appropriate safety precautions and clothing are used.

1.3.5.4 The Operations Officer shall ensure that the loading/unloading connections of the Flexible hose are safely and securely blinded when not in use or in standby service.

1.3.6 Pumping

1.3.6.1 Ship's Master and Operations Officer within their respective areas of responsibility:

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

1.3.6.1.2 All due care is taken to prevent leakage of all relevant piping, Flexible hoses and connected equipment on board and on shore, and adequate supervision is made during the transfer of dangerous bulk liquid cargoes;

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

1.3.6.1.4 A safety checklist is available for inspection during handling operations;

1.3.6.1.5 During the handling of dangerous liquid bulk cargoes, necessary arrangements are made for measuring tankers to be discharged to ensure that the tanker is not overfilled;

1.3.6.1.6 Responsible persons are present during operations on board and on shore;

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

1.3.7 Completion of the operation

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

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

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

1.3.7.1.3 Ensure that appropriate safety equipment and clothing are used.

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

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

1.3.7.1.6 All automatic controls, gas detectors and other related equipment are operational.

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

1.3.8 The berthing of the ships to the buoy by the Ship Operation Unit

1.3.8.1 The "ETA" (Estimated Time of Arrival) is conveyed to the Facility Ship Unit by the agency, following the departure of the ship from the port, in case of an arrival time of less than 72 hours, at least 72 hours before

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

1.3.8.2 The "Guide Captain Information Form" showing which buoy and how the ships will berth the day before the buoy is notified to MBT Denizcilik via electronic message.

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

1.3.8.4 Approach or leave the Coastal facilities specified in the Regulation on the Amendment of the Ports Regulation of the Ministry of Transport and Infrastructure published in the Official Gazette dated 24 September 2019 and numbered 30898; 500 GT and larger tankers and ships and marine vehicles carrying all kinds of dangerous goods, 1000 GT and larger Turkish flagged ships and marine vehicles, 500 GT and larger foreign flagged ships and marine vehicles with a length longer than 55 meters or more than 400 GT Large foreign flagged commercial and private yachts are required to have a pilot. All foreign-flagged military ships are required to take a pilot when entering and exiting non-military coastal facilities. Refueling ships of 1000 GT and smaller that berth to the ships at anchor or in the port facility for refueling or leave to the port facility to take their cargo for refueling, including the stage cruises in the port areas with a pilot stage cruise, to take a pilot. It doesn't have to.”

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

1.3.8.6 Notifications of berthing ships are made to Tekirdağ Regional Port Authority. At the same time, the electronic system of the port authority requests notification by the cargo person through the Port Single Window System (LTP).

1.3.9 Ensuring minimum safety conditions in berthing

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

1.3.9.1 Before berthing, it is checked that suitable draft conditions exist for the berthing buoy.

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

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

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

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

1.3.9.6 Personnel Facility Terminal, which provides mooring services, must meet minimum safety and security requirements and have personal protective equipment such as life jackets, helmets and gloves.

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

1.3.9.8 It that the fenders and emergency release hooks in the berthing area are in a suitable condition and ready for use, and their hooks are placed in the rope binding position.

1.3.9.9 The navigation area is checked before berthing and any possible violations of fishermen, divers, mussels, etc. are immediately reported to the Coast Guard, and situations preventing maneuver are removed.

1.3.9.10 By observing the approaching angles and speeds of the ships to the buoy, if necessary, the Pilot and the masters of the ship are warned for limit exceeding.

1.3.9.11 During the time the ships stay at the buoy, no sea vessel is allowed to berth, except for the tugboat that provides propulsion service.

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

After the customs controls of the ship are completed;

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

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

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

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

1.3.10.5 The preparatory letter issued by the ship is examined and signed by specifying the necessary notes.

1.3.10.6 If there is more than one cargo, a cargo plan (Cargo Plan) is requested from the ship.

1.3.10.7 Waste is not received from ships.

1.3.10.8 Documents of liquid chemical products belonging to the port of loading are taken and "Document Received from Ships" is filled and signed by the Captain.

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

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

1.3.10.11 Dangerous Cargo Handling Guide (TYER) information is shared with the master of the ship for information about the port and emergency departure procedures.

1.3.11 Connecting hoses to ships

The following operations are performed by the ship.

1.3.11.1.1 Before connecting the hose between the buoy manifold valve where the ship is docked and the ship manifold valve, whether the ship's valve is the correct valve or not is checked by looking at the "Ship Cargo Plan" together with the second captain of the ship.

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

2 RESPONSIBILITIES

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

2.1 Responsibilities of The Relevant Person of Cargoes

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

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

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

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

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

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

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

2.1.8 To present the information and documents requested in the controls made by the official authorities and to ensure the necessary cooperation.

2.2 Responsibilities of the Port facility operator

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

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

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

2.2.4 To ensure that dangerous goods are transported, handled, sorted, stacked, temporarily suspended and inspected in a safe and in accordance with the rules by appropriately qualified, trained personnel who have taken occupational safety precautions.

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

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

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

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

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

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

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

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

2.2.13 To carry out activities related to dangerous goods in buoys, tanks and facilities established in accordance with these works.

2.2.14 To equip the buoys reserved for ships and marine vehicles that will load or unload liquefied LPG with appropriate installations and equipment for this work.

2.2.15 To ensure that the dangerous goods that cannot be kept temporarily in the operation area or are not allowed are transported out of the port facility as soon as possible without waiting.

2.2.16 Not to dock the ships and marine vehicles carrying dangerous goods to the buoys and docks without the permission of the port authority.

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

2.2.18 After the discharge/discharge of liquid bulk cargoes is completed, the valves of tanks that are emptied and filled are closed and to relieve the remaining pressure in the pipeline, loading arms and flexible pipes used in the cargo operation, except when it is necessary to leave them open for the normal operations of the plant or ship,

2.2.19 Unloading the cargo, relieving pressure in the loading arm and pipes before the port facility pipeline, loading arm and flexible pipes are disconnected from the ship.

2.2.20 Take all safety precautions including ship manifold connection and port facility pipeline blanking.

2.2.21 To gradually and evenly cool all associated tanks, pipelines, loading arms and other pipelines of the ship on board and at the port facility to avoid thermal stresses.

2.2.22 Leave all automatic controls, gas detectors and other related equipment in operation.

2.2.23 Keeping a sufficient number of personal protective clothing and equipment ready for use.

2.3 Responsibilities of The Ship's Contact Person

2.3.2 It ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

2.3.3 Requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.

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

2.3.5 Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

2.3.6 Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.

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

2.3.8 Ensures that the loading program, if any, is approved and documented and kept in working condition.

2.3.9 Notifies the port authority and the port facility about the instant risk posed by the dangerous cargoes on the ship berthing to the port facility and the measures taken for it.

2.3.10 In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept the dangerous cargo to be carried.

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

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

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

2.3.14 It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.

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

2.4 Responsibilities of the Carrier

2.4.1 Prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.

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

2.4.3 It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.5 Responsibilities of the Dangerous Goods Safety Advisor

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

2.5.2 To offer suggestions to the port facility regarding the transportation of dangerous goods.

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

2.5.4 To control the following practices and methods;

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

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

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

2.5.4.4 Control of the equipment used in the transport, loading and unloading of the dangerous goods.2.4.4.6

2.5.4.5 Whether the port facility employees have received appropriate training, including the changes in the legislation, and whether these training records are kept,

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,

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

2.5.4.8 necessary measures against the reoccurrence of accidents, incidents, or serious violationsdetermining what is happening and evaluating the implementation,

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

2.4.4.10 About the operational procedures and instructions of employees in the transport, handling, storage and loading / evacuation of dangerous goods Determining whether they have detailed information

2.4.4.11 Compliance of the measures taken to be prepared for risks during the transportation, handling, storage and loading/unloading of

2.4.4.12 All mandatory documents, information and procedures regarding dangerous goods.

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

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

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

2.5.4.16 The accuracy of the issues related to the possibility, capability and capacity of the port facility to respond to emergencies,

2.5.4.17 Compliance of the regulations for the first response to the accidents involving dangerous goods,

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

2.5.4.19 Information on personal protective clothing and procedures for their use.

2.5.5 In addition to the IMDG Code, within the scope of dangerous cargoes handled at the Port facility,DGSA's should be informed about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous cargoes activities of the Port facility.The Port facility operator notifies the Port facility operator in writing, with the periods agreed between the Port facility operator and the Port facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous cargoes handled at the Port facility are handled in accordance with the rules.

2.5.6 DGSA's authorized within the scope of the IMDG Code prepare quarterly reports regarding the responsibilities determined in the Regulation on the Maritime Transport of Dangerous Cargoes and Loading Safety of the Port facilities they serve, and notify this report to the Administration.

2.5.7 DGSA, with the exception of the Port facilities that will receive Dangerous Cargo Conformity Certificate (TYUB) for the first time, is present at the Port facility during TYUB inspections and actively participates in the inspections.

2.5.8 DGSA prepares the parts of the Port facility's guide on dangerous cargo handling and/or temporary storage together with the Port facility and checks its accuracy. DGSA's signature is also included in the sections of the guide on dangerous cargoes handling and/or temporary storage.

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

2.6.1 To have the personnel who will work at the Port facility receive the training specified in the Administration's circular dated 26 July 2019 and numbered 56617,

2.6.2 To act in accordance with the rules specified in the IMDG Code at the Port facility,

2.6.3 The Dangerous Goods Handling Guide and Dangerous Goods created by the port facilityTo

2.6.4 report any nonconformity in the handling, transportation and storage of dangerous goods in the Port facility, to report the situation to the facility authorities,

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

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

The rules and precautions outlined in this section are the same as in the relevant chapters of this guide. Chapters, Dangerous Cargo Emergency Plan and Accident Prevention Policy are detailed. Infrastructural requirements are provided by our Port Facility.

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

3.1.1 Berthing

3.1.1.1 Port facility operations officers ensure that:

3.1.1.2 Provides adequate and safe access between the ship and shore

3.1.2 Examination

3.1.2.1 Ensures that the areas where the Cargo transport units are held are properly inspected and that the Freight transport units are regularly checked for leaks or damage. Required handling of cargo transport units with leaks or damage is carried out only under the supervision of a responsible person.

3.1.2.2 The port operator should ensure that no person, without reasonable cause, opens or otherwise interferes with any freight container, tank-container, portable tank or vehicle containing dangerous cargoes. When a freight container, tank-container, portable tank or vehicle is opened by a person authorized to examine its contents, the port operator should ensure that the person concerned is aware of the possible hazards arising from the presence of the dangerous cargoes.

3.1.2.3 Any equipment which is used for handling processes and driven with/without power shall be checked and inspected to ensure that it is manufactured in accordance with the manufacturer's instructions and exists in good operating conditions and in compliance with proper standards.

3.1.3 Identification, packaging, marking, labeling and documentation

3.1.3.1 The port operator should ensure that dangerous cargoes entering his premises have been duly certified or declared by the cargo interests as being properly identified, packed, marked, labelled or placarded so as to comply with the appropriate provisions of the IMDG Code or, alternatively, with appropriate national or international legal requirements applicable to the relevant mode of transport.

3.1.4 Safe loading and parsing

3.1.4.1 The port operator should appoint at least one responsible person who has a role in transporting or handling dangerous cargoes and has adequate knowledge of the national or international legal requirements concerning the transport and handling of dangerous cargoes.

3.1.4.2 While the ships coming to the port for unloading dangerous cargoes are evacuated, the unloading personnel should always be informed in advance for safe evacuation. Thus, unloading preparations will be allowed, minimizing the risk of accidents. Personnel are also provided with information about dangerous cargoes in transit. This information is repeated before each operation and shift change.

3.1.4.3 The captain and the port operator at the terminal will make sure that their personnel in their area of responsibility are safe and have protective equipment.

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

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

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

3.1.4.7 Vehicles and transport units shall not hinder the entrances to the points where emergency response vehicles will enter, near the hatches and to the side pier.

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

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

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

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

3.1.5 Emergency Precautions

Port Operators;

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

3.1.5.1.1 The provision of appropriate emergency alarm operating points,

3.1.5.1.2 Procedures for notification of an incident or emergency to the appropriate emergency services within and outside the port area ,

3.1.5.1.3 Procedures for notification of an incident or emergency to the port authority and port area users both on land and water,

3.1.5.1.4 The provision of emergency equipments suitable for the hazards of the dangerous cargoes to be handled;

3.1.5.1.5 Co-ordinated arrangements for the departure of a ship in the event of an emergency; and;

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

3.1.5.2 The port operator should consider the necessity of arrangements for a safe and quick emergency escape, taking into account the nature of the dangerous cargoes and any special conditions.

3.1.5.2.1 The "Medical First Aid Guide (MFAG)" in the IMDG Code annex shall be used in order to provide the necessary medical first aid for the people affected by the damages caused by the dangerous cargoes and the health problems caused by the accidents involving such cargoes.

3.1.5.2.2 "Emergency Response Procedures (EmS)" annexed to IMDG Code annex shall be used for any emergency situations involving dangerous cargoes.

3.1.5.2.3 In case of any emergencies or accidents, the first aid material to be used for response shall be kept in easily accessible locations known to personnel.

3.1.6 Emergency Information

Port facility Operators;

3.1.6.1 Should ensure that a list of all dangerous cargoes in the warehouses, sheds or other areas, including the quantities, and if appropriate Proper Shipping Names, correct technical names (if applicable), UN numbers, classes or, when assigned, the division of the goods, subsidiary hazard classes (if assigned), packing group (where assigned) and exact location is held readily available for the emergency services.

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

3.1.6.3 Should ensure that the person responsible for cargo handling operations involving dangerous cargoes has the necessary information on measures to be taken to deal with incidents involving dangerous cargoes and that it is available for use in emergencies.

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

3.1.6.5 Should ensure that the SDS forms of all stored products are available at the handling points and they are also accessed electronically.

3.1.6.6 Should ensure that port or dock emergency response procedures and port emergency telephone numbers are placed at prominent locations within or at warehouses, sheds or areas where dangerous cargoes are transported or handled.

3.6.7 The port operator

3.1.6.7 Should ensure that fire-fighting and pollution-fighting equipment and installations are clearly marked as such and notices drawing attention to them are clearly visible at all appropriate locations.

3.1.6.8 Should inform the master of any ship carrying or handling dangerous cargoes the emergency procedures in force and the services available at the port.

3.1.7 Fire precautions

3.1.7.1 The Port Operator Should Ensure That:

3.1.7.1.1 All parts of the port and any ship moored to it are at all times accessible to emergency services;

3.1.7.1.2 Audible or visual alarms for emergency use are installed in the area or other means of rapid communication with emergency services are available,

3.1.7.1.3 Areas used for the handling of dangerous cargoes kept clean and tidy,

3.1.7.1.4 Before dangerous cargoes are handled, the master of the ship is informed of the location of the nearest means of summoning emergency services; and

3.1.7.1.5 The lighting and other electrical equipment in areas where dangerous cargoes are present on the port is of a type safe for use in a flammable or explosive atmosphere.

3.1.7.1.6 The places where smoking is prohibited are designated, and

3.1.7.1.7 The signs prohibiting smoking are visible at all points, and smoking areas are kept safe from dangerous places.

3.1.7.8 Equipment used in an area or space where a flammable or explosive atmosphere may exist or develop, is of a type safe for use in a flammable or explosive atmosphere and used in such a manner that no fire or explosion can be caused.

3.1.7.9 Only portable electrical equipment of a type safe for use in a flammable atmosphere is used in an area or space in which a flammable atmosphere may occur.

3.1.7.10 Ex-proof electrical equipment by the zoning code of the area is used.

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

3.1.8 Fire fighting

3.1.8.1 The port operator should ensure that adequate and properly tested fire-fighting equipment and facilities are provided and readily available in accordance with the requirements of the regulatory authority in areas where dangerous cargoes are transported or handled.

3.1.8.2 The port operator should ensure that personnel involved in the handling or transport of dangerous cargoes are trained and practised in the use of fire-fighting equipment in accordance with the requirements of the regulatory authority.

3.1.9 Environmental precautions

3.1.9.1.1 The port operator should ensure that dangerous cargoes are only handled in areas which comply with the requirements of the regulatory authority.

3.1.10 Pollution Measures

3.1.10.1 The port operator should ensure that adequate equipment is available to minimize the damage in case of a spillage of dangerous cargoes.

3.1.10.2 A contract has been signed with Most Denizcilik on Emergency Response within the scope of the Law and Implementation Legislation on the Principles of Responding to Emergency Situations and Regulation of Damages in Pollution of the Marine Environment with Petroleum and Other Harmful Substances (Law No. 5312)

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

3.1.10.4 The port operator should ensure that personnel involved in the transport and handling of dangerous cargoes are trained and practised in the use of pollution combating equipment and facilities in accordance with the requirements of the regulatory authority.

3.1.11Reporting of Incidents

3.1.11.1 The port operator, within his area of responsibility, should ensure that, if an incident occurs during the handling of dangerous cargoes which may endanger the safety or security of persons, of ships within the port, of the port or of any other property, or the environment, the person having charge of the handling immediately causes the operation to be stopped, if it is safe to do so, and prevents it being resumed until appropriate safety measures have been taken. The port operator should require every member of his personnel to report, to the person having charge of the operation, any such incident they see to occur during the handling of dangerous cargoes.

3.1.11.2 For the purposes of responding quickly and effectively; the short and proper description of the event should be communicated to the emergency center as soon as possible to treat the injured personnel and mitigate any potential damage.

3.1.11.3 The port operator should ensure that any incident involving dangerous cargoes which may endanger the safety or security of persons, or of ships within the port or of the port or of any other property or the environment is reported immediately to the port authority.

3.1.11.4 The port operator should ensure that any damaged or leaking package, unit load or cargo transport unit containing dangerous cargoes is reported immediately to the port authority and that suitable remedial action is taken.

3.1.12 Inspections

3.1.12.1 The Port Operator, where appropriate, should:

3.1.12.1.1 Control the documents and certificates concerning the safe transportation, loading, unloading, packaging and stacking of dangerous cargoes upon arrival at the port.

3.1.12.1.2 Confirm that the dangerous cargoes are marked, labeled or placarded in accordance with the provisions of the IMDG Code and the mode of transport, applicable national and international legal requirements, and that unnecessary labels, banners and signs are removed, and that the IMO/ILO regarding the Packaging of Cargo Transport Units (CTUs) of cargo transport units Inspects packages, unit loads and cargo transport units containing dangerous goods to verify that they are loaded, packed and secured in accordance with /UN guidelines.

3.1.12.1.3 Check freight containers, tank-containers, portable tanks and vehicles containing dangerous cargoes to ensure that they have a current safety approval plate in accordance with the International Convention for Safe Containers (CSC), 1972, as amended, when applicable, or have been approved in accordance with the relevant provisions of the IMDG Code or by a certification or approval system of an appropriate authority; and

3.1.12.1.4 Check, by external examination, the physical condition of each freight container, tank-container, portable tank or vehicle containing dangerous cargoes for obvious damage affecting its strength or packaging integrity and for the presence of any sign of leakage of contents.

3.1.12.2 The port operator should make such checks regularly to ensure implementation of the safety precautions in the port area and the safety of transport

3.1.12.3 If any of the checks mentioned above reveal deficiencies which may affect the safe transport or handling of dangerous cargoes the port operator should immediately advise all parties concerned and request them to rectify all deficiencies prior to any further transport or handling of dangerous cargoes.

3.1.12.4 The port operator should ensure that every necessary support will be given to the port authority or any other person or institution entitled to carry out inspections when they intend to carry out an inspection of dangerous cargoes.

3.1.13 Hot work and other repair or maintenance work

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

3.1.14 Alcohol and drug abuse

3.1.14.1 The port operator, within his area of responsibility, should ensure that no person under the influence of alcohol or drugs is allowed to participate in any operation involving the handling of dangerous cargoes.

3.1.14.2 Any such persons should always be kept clear of the immediate areas where dangerous cargoes are being transported or handled.

3.1.15 Protective equipment

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

3.1.16 Weather conditions

3.1.16.1 The port operator, within his area of responsibility, should not permit dangerous cargoes to be handled in weather conditions which may seriously increase the risk.

3.1.16.2 Dangerous liquid bulk cargoes should not be transported in thunder, stormy and rainy weather.

3.1.17 Lighting

3.1.17.1 The port operator, within his area of responsibility, should ensure that areas where dangerous cargoes are handled or where preparations are being made to handle dangerous cargoes and access to such areas are adequately illuminated.

3.1.18 Handling Equipment

3.1.18.1 The port operator, within his area of responsibility, should ensure that all equipment used in the handling of dangerous cargoes is suitable for such use and used only by skilled persons.

3.1.18.2 The port operator, within his area of responsibility, should ensure that all cargo handling equipment is of an approved type where appropriate, properly maintained and tested in accordance with national and international legal requirements.

3.1.19 Communication

3.1.19.1 The port authority should ensure that every ship engaged in the transport of dangerous cargoes can maintain effective communications with the port authority. When appropriate and practicable such communications should be carried out by VHF in accordance with the provisions of SOLAS regulation IV/7 and complying with the performance standards set out in IMO Assembly resolution A.609(15) and the requirements of the regulatory authority.

3.1.21 Training

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

It will be ensured that the personnel who are in charge of actions and operations for the loading/unloading of hazardous materials at the onshore facility shall be provided with training on emergencies (fire, explosion, leakage etc.) and response, occupational health and safety, ISPS code security awareness and safety in line with their job descriptions and fields of work.

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

4.1. Classes of dangerous cargoes.

Liquefied petroleum gas with hazard class 2.1 UN 1965 is stored in the terminal.

Trade Name: LPG (Liquefied Petroleum Gas)

CAS No: 68476-85-7

EINECS No: 270-704-2

Definition: Hydrocarbons derived from petroleum or natural gas, liquefied under pressure, essentially such as propane, propene, butane, butene and their isomers, or mixtures thereof.

Appearance: Gas (15 ˚C and 1 atm) (Liquid under pressure)

Color: Colorless

Odor: Different and unpleasant. It is scented.

Recognizable at 20% of the lower glare limit.

Upper / Lower-Flash Limits: Upper flammability limit of air-gas mixtures: 9.6%

Hand Protection:

Neoprene, rubber or leather gloves with heat insulation should be used to protect from cold burns.

Gloves should be checked before use.

Dispose of contaminated gloves after use in accordance with applicable law and good laboratory practice.

Wash and dry your hands.

The selected protective gloves must meet the EU Directive 89/686/EEC and EN 374 standard.

Body Protection:

Use protective clothing that is resistant to frostbite.

Use chemical and cold resistant gloves / armrests, boots and aprons

Use respirators and parts that have been tested and approved under appropriate government standards such as NIOSH (US) or CEN (EU).

Requirements for ETHYL MERCAPTAN

It is used as an additive to gases (propane and natural gas), with a foul-smelling chemical in order to detect gas leakage. Situations where odorant cannot be detected in a gas made to smell by adding chemicals:

• The odor intensity may be reduced or eliminated due to various physical and chemical reasons, as a result of sticking/absorbing to pipes or devices, including the oxidation of rusted pipes.

• In case of underground leaks, if it comes into contact with the soil, the odor-causing chemical can be separated from the gas and its smell can go away.

• Some people may experience atrophy in their sense of smell over time or due to various factors. The factors that affect an individual's sense of smell are age, gender, health status, consumption of alcohol and tobacco products.

• Some people may experience atrophy in their sense of smell over time or due to various factors. The factors that affect an individual's sense of smell are age, gender, health status, consumption of alcohol and tobacco products.

• While asleep, the chemically scented gas may not wake the individual.

• It can suppress or hide other odors.

• Exposure to this scented gas, even for a short time, can cause nasal congestion.

Precautions for safe handling

Aerosol formation should be avoided and vapors/dust should not be inhaled. Eating, smoking or drinking should be prohibited in work areas. Preventive measures should be taken against static discharge. Adequate air exchange and/or exhaust should be provided to work areas. The packaging or tanks should be opened carefully as the contents may be under pressure. Washing water should be disposed of according to national regulations. It should not be sprayed on open flame or any other incandescent material. Necessary precautions should be taken to avoid static electricity discharge (which may cause ignition of organic vapors). Only explosion-proof equipment should be used. Keep away from open flames, hot surfaces and sources of ignition.

Storage Conditions:

Smoking should not be allowed in the areas where it is stored. Containers should be kept in tightly closed, dry and well-ventilated areas. Containers that have been opened should be carefully resealed and kept upright to prevent leakage. Electrical installations / working materials must comply with technological safety standards.

Technical measures:

Adequate ventilation should be provided to keep airborne concentrations below exposure limits. The hazards of the substance, applicable exposure limits, work activities and other substances in the work area should be considered when planning engineering controls and selecting personal protective equipment. If engineering controls or work practices are not sufficient to prevent exposure to harmful levels, the personal protective equipment listed below is recommended. Users must read and understand all instructions and restrictions provided by protective equipment under certain conditions or for a limited period of time.

Respiratory protective measures:
Where ventilation or other engineering controls are not sufficient to maintain a minimum oxygen content of 19.5% by volume at normal atmospheric pressure, an air-supplied, approved respirator should be used. If exposure to harmful levels of airborne substances occurs when working with this material, protectants such as an air-purifying respirator for organic vapors should be used. If there is potential for uncontrolled release, exposure levels are unknown, or if in other circumstances air-purifying respirators do not provide adequate protection, a positive-pressure-supplied respirator should be used.

Hand protection:
The suitability of protective gloves for a particular workplace should be decided with the manufacturer. The instructions on permeability and break-through time given by the glove manufacturer must be followed. In all conditions in which the substance is used, features such as cutting, abrasion and contact time should be considered. If the glove shows signs of deterioration or chemical wear, it should be discarded and replaced.

Eye protection:
Pure aqueous eyewash can be used. Eye protection equipment must be used. Face shield and protective clothing should be worn for unusual handling problems.

Skin and body protection:
Body protection should be selected according to the type, concentration, amount and specific working area of the harmful substance. Appropriate protective clothing should be worn. Wash contaminated clothing before reuse. In case of contact, the skin should be washed. Remove contaminated clothing and wash before reuse. Non-flammable protective clothing. Employees should wear antistatic shoes.

Hygiene measures:
Wash your hands immediately after handling the product and before breaks.

Fire Extinguishers

- Suitable extinguishers: Alcohol resistant foam. Carbon dioxide (CO2). Dry chemical.
- Unsuitable extinguishers: High volume water jet.
- Special hazards arising from the substance or mixture
- Hazardous decomposition products: Carbon oxides. Sulfur oxides.
- Prevent fire extinguishing water from entering drains or waterways.

Use self-contained breathing apparatus when fighting fire if necessary. In case of fire, the boxes should be stored separately in a closed place for safety reasons. Use water spray to cool unopened containers. Collect contaminated fire extinguishing water separately. Do not discharge into drains. Fire residues and contaminated fire extinguishing water must be disposed of in accordance with national regulations.

Do not spray on open flame or any other incandescent material. Take necessary precautions to avoid static electricity discharge (which may cause ignition of organic vapours). Only use explosion-proof equipment. Keep away from open flames, hot surfaces and sources of ignition.

Environmental Measures:

Prevent product from entering drains. Prevent further leaks and spills if safe to do so. Notify authorities if product contaminates drains.

Contain and collect spillages with non-combustible, absorbent materials (sand, earth, diatomaceous earth, vermiculite) and place in suitable containers for disposal according to national regulations.

Class 2 :gases

Class 2.1 Class 2.1 Flammable Gases: Gases at a standard pressure of 101.3 kPa and 20 °C with:

(a) Gases with a low flammability or combustible in a mixture of 13% or less by volume with air.

4.2. Packages and packages of dangerous goods

Shoulder labels are made for hazardous materials in the terminal in accordance with ADR legislation.

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

4.3.1. Tank Marking

Dangerous Goods at the terminal are stored in tanks. There are labels on the dangerous substance stored on the tank surface where everyone can see it.

Table 1. Hazard Analysis Table

Health (Blue)		Flammability (Red)	
0	Sanitary danger none. Precaution not required. (Ex. Water)	0	Does not burn. (Ex. Carbon Dioxide)
1	Contact in case of light irritation. (Ex. acetone)	1	Heated if it can burn.[Note one] (Ex. Metallic oil)
2	Intense or continuous contact in case of temporary incapacitation (failure) or probable now diseases. (Ex. diethyl ether)	2	Partially is heated or relative aspect high school to pressure exposed staying if it can burn.[Note 2nd] (Ex. diesel).
3	Short contact in case of serious goalkeeper or middle graduated now diseases. (Ex. Chlorine)	3	Immediately now all pressure in the conditions able to burn thick and liquid materials.[Note 3] (Ex. Gasoline).
4	a lot short contact in case of death or heavy residual diseases. (Ex. phosphine, sarin,carbon monoxide)	4	Normal atmosphere pressure and heat under fast or completely can evaporate or in the air messy in the state is found and lights up.[Note 4] (Ex. Propane, hydrogen).
Instability / Reaction (Yellow)		Special (White)	
0	Fire exposed stay genius chemical to react does not enter. with water theme in case of to react does not enter. (Ex. Helium)		White "special note" area very lots different character or symbol may contain. The following symbols, NFPA 704 in the standard is indicated.
1	regular in the conditions stable is, high school heat and in pressure to react can enter. (Ex. Propane)		
2	High heat and in pressure severe a chemical to change suffers. with water severe to react enters or explosive a mixture creates. (Ex. white phosphorus, potassium, sodium)	OX	Substance it is an oxidant. (Ex. Potassium perchlorate, ammonium nitrate, hydrogen peroxide)

3	High heat as a result may explode and with a bang soluble. with water reaction or shaking at the end explosion occur income. (Ex. Ammonium nitrate)	W	Substance That with to react enters. (Ex. Sodium, sulfuric acid)
4	Normal heat and pressure under may explode and with a bang soluble. (Ex. Nitroglycerin, trinitrotoluene)	S A	Substance asphyxia path opener a stifling is gas.[Note 5]

4.3.2. Vehicle Marking and Placards

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

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

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

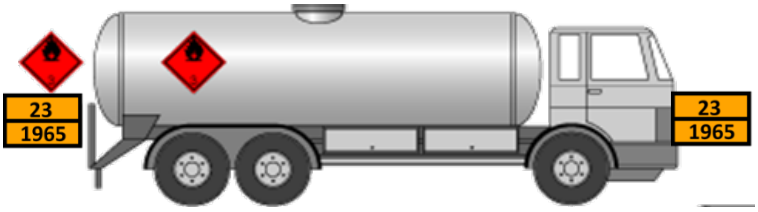
The IMDG Code states that all "cargo handling units" containing dangerous goods must be placarded. In this context, freight transport units are containers, containers for liquids, tank vehicles, land goods transport vehicles, railway wagons with water tanks, goods tanks shipped for intermodal transport.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

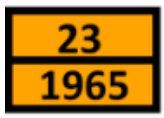
Containers carrying dangerous goods must have at least one plaque on each side and one at each end of the unit (that is, on all four sides).

Rail cars must be plated on at least both sides.

Freight containers, trailers and portable tanks should be placarded on all four sides.

Road vehicles should have suitable placards on both the rear and both sides.





Tankers Carrying Dangerous Goods

4.4. Signs and packing groups of dangerous goods.

Packing Groups, Classification Criteria

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

Packages/containers must comply with the following requirements:

It should not be affected by the load it carries.

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

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

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

It must be in good condition.

It must be properly branded, labeled and marked.

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

Packing Group I – High level of danger

Packing Group II – Medium hazard level

Packing Group III – Low hazard level

UN Packaging and Approval Mark

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

table number and symbols the following meanings income:

4.5. Separation distances and separation terms of dangerous goods in warehouse

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

The table below shows the separation table according to other dangerous goods.

CLASS	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	x
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	x
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	x	4	2	2	x
Combustible gases 2.1	**4**	**4**	**2**	**x**	**x**	**x**	**2**	**1**	**2**	**x**	**2**	**2**	**x**	**4**	**2**	**1**	**x**
Non-Toxic non-flammable gases 2.2	2	2	1	x	x	x	1	x	1	x	x	1	x	2	1	x	x
Toxic gases 2.3	2	2	1	x	x	x	2	x	2	x	x	2	x	2	1	x	x
flammable liquids 3	4	4	2	2	1	2	x	x	2	1	2	2	x	3	2	x	x
4.1 flammable solids (Self-reactive substances and desensitized solids)	4	3	2	1	x	x	x	x	1	x	1	2	x	3	2	1	x
4.2 Substances prone to sudden explosion	4	3	2	2	1	2	2	1	x	1	2	2	1	3	2	1	x
4.3 Substances which, in contact with water, emit flammable gases	4	4	2	x	x	x	1	x	1	x	2	2	x	2	2	1	x
5.1 Substances that cause oxidation	4	4	2	2	x	x	2	1	2	2	x	2	1	3	1	2	x
5.2 Organic peroxides	4	4	2	2	1	2	2	2	2	2	2	x	1	3	2	2	x
6.1 Toxic substances	2	2	x	x	x	x	x	x	1	x	1	1	x	1	x	x	x
6.2 Infectious substances	4	4	4	4	2	2	3	3	3	2	3	3	1	x	3	3	x
7 radioactive materials	2	2	2	2	1	1	2	2	2	2	1	2	x	3	x	2	x
8 Corrosive substances	4	2	2	1	x	x	x	1	1	1	2	2	x	3	2	x	x
9 Miscellaneous dangerous cargoes	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

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

1 “Keep away”

2 “Must be seperated”;

3 “Separated by an entire compartment or partition”

4 “It must be separated longitudinally by means of a compartment or partition that passes through”

X – The Dangerous Cargoes List should be consulted to verify whether there are special segregation provisions.

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

4.6. Segregation distances and separation terms of dangerous goods in warehouse storage

Hazardous Substances are not stored in the warehouse, since the product handled in the facility is of one type, separation is not carried out and necessary precautions are taken within the scope of the ATEX directive.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE PORT FACILITY

The Port facility, which carries out dangerous goods loading/unloading, handling and temporary storage activities, in order to contribute to the safe performance of the said activities;

- Dangerous Goods Classes
- Packages of Dangerous Goods,
- Package
- Labels
- Marks and packaging groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods, Dangerous goods
- emergency response action flow diagram , a Dangerous Goods Handbook has been prepared and presented in the appendix.

6. OPERATIONAL ISSUES

6.1 Procedures for the safe docking, mooring, loading/unloading, sheltering or mooring of ships carrying dangerous cargo, day and night.

6.1.1 Guiding a ship that has any dangerous cargo on board, where and when to anchor, moor, berth and stay in the port region area, taking into account the nature and amount of dangerous cargoes, environment, population and weather conditions are the responsibility of the Port Authority. Mooring operations are

controlled by the permit of Port Authority, and as accompanied by Pilotage Organization at daylight hours on the basis of months. On the other hand, departures from the port can be done on 7/24 basis.

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

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

6.1.4 Port facility operators should ensure that:

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

For all other operational matters, Technical Information Booklet shall be reviewed.

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

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

Operations may be interrupted in lightning storms and severe swells at the discretion of the Ship's Captain, Loading Master and Terminal Manager.

In addition, towage organization named Sanmar Denizcilik Makina ve Tic A.Ş declared that a maximum of 15 knots of wind and 70-90 cm wave height (depending on the current wind and wave direction) would be appropriate for the prevailing winds and maneuvers in the region to be carried out safely.

- In case of severe storm warnings, port foreman, technicians and tethered ships are informed.
- According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.
- In heavy rainy weather, filling / unloading activities are suspended, taking into account personnel safety.
- Loading and unloading operations are suspended in case of storms, sudden strong winds and lightning strikes.

- In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.
- The relevant procedures are specified in the ship-shore checklist.
- In the event that the ship under operation leaves the pier for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

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

6.3.1 Before starting any hot work, on board a ship or on a port, the responsible person of the company to carry out the hot work shall be in possession of a written authorization to carry out such hot work issued by the port authority. Such authorization should include details of the specific location of the hot work as well as the safety precautions to be followed.

6.3.2 In addition to the safety precautions required be the port authority, before starting any hot work, the responsible person of the company to carry out the hot work together with the responsible person(s) of the ship and/or port, should add any additional safety precautions required by the ship and/or port.

6.3.3 These additional safety measures will include:

6.3.3.1 The examination, and frequency of re-examination of local areas and adjacent areas, including tests, carried out by accredited testing establishments, to ensure the areas are free, and continue to be free, of flammable and/or explosive atmospheres and, where appropriate, are not deficient in oxygen;

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

6.3.3.3 Efficient protection of flammable structural members, e.g. beams, wooden walls, floors, doors, wall and ceiling coverings against accidental ignition; and.

6.3.3.4 The sealing of open pipes, pipe lead-throughs, valves, joints, gaps and open parts to prevent the transfer of flames, sparks and hot particles from the working areas to adjacent or other areas.

6.3.4 A copy of the hot work authorization and safety precautions should be posted adjacent to the work area as well as at each entrance to the work area. The authorization and safety precautions should be readily visible to, and clearly understood by, all persons engaged in the hot work.

6.3.5 When performing hot work it is essential that;

6.3.5.1 Checks are carried out to ensure that conditions have not changed; and

6.3.5.2 At least one suitable fire extinguisher, or other suitable fire-extinguishing equipment is readily available for immediate use at the location of the hot work.

6.3.6 During hot work, on completion and for a sufficient time after completion of such work, an effective fire-watch should be maintained in the area of the hot work as well as adjacent areas where a hazard resulting from the transfer of heat may be created.

6.3.7 Additional valuable guidance on hot work procedures may be found.In particular, the International Safety Guide for Oil Tankers and Terminals (ISGOTT) should be consulted.

6.3.8 In addition, Port Facility Occupational Safety Procedures shall be followed. Heat treatment is not allowed on the ships berthed to the buoy and during the discharge/loading of these ships.

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

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All mandatory documents, information and documents related to dangerous goods, procedures for their supply and control by those concerned.

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

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

7.2 Procedures for keeping up-to-date list and other relevant information of all dangerous goods in the port facility area regularly and completely.

UN 1965 HYDROCARBON GAS MIXTURE (LPG), which is in the dangerous product group at the terminal, is stored in pressurized tanks.Only the registered product group is stored in these tanks, which are registered in our Storage License approved by the Energy Market Supervision Board.

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

Systematic records of dangerous substances, which constitute our main field of activity at the terminal, are followed through Netderm and SAP ERP programs. Netderm and SAP system is an ERP program that is created not only by the terminal but also by the chain data group entered by the relevant units as soon as the dangerous cargo is taken from the exit area. All details such as which product it is, how much it is, which

method of shipment it comes with, its receipt in tanks, purchase quantities, transfer quantities, the analysis report of the product on which day it is sold, and what specific values it has are available in the system.

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

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

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

Tunnel Restriction Code (Required for road transport.

This scope Safety data sheets are provided and recorded as appropriate.These safety information forms are stored in digital or physical media for one year.

7.5 Procedures for keeping records and statistics of dangerous goods.

In the terminal, the registration of the UN 1965 LPG cargo in the dangerous product group is made through the SAP software.Reports and statistical data can be obtained as computer data via SAP at any time.

7.6 Information on QMS

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

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

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

To decide;

The preventive action options for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, shelter in place may be the best option. Sometimes, these two actions can be used together. In any emergency, authorities need to quickly issue instructions to the victims. Subjects

will need to constantly hear information and instructions while being protected at the scene or being evacuated.

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

Dangerous cargoes

Degree of harm

Chemical and physical properties

Amount involved

Containment/control of release

Rate of vapor movement

Population Exposed to Threat

Locations

Number of People

Time available to evacuate or shelter in-place

Ability to control evacuation or shelter in-place

Building types and availability

Special institutions or populations, e.g., nursing homes, hospitals, prisons

Weather conditions

Effect on vapor and cloud movement

Potential for change

Effect on evacuation or shelter in-place

Protective Actions and Response

Protective measures are disposed of to protect the health and safety of emergency teams and persons in the incident area in the event of an incident involving hazardous material expresses the necessary steps and acts according to the Emergency Response Tables prepared according to the characteristics of the dangerous substance specified in the Emergency Plan.

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

Evacuation

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

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

The evacuees will be transported to a certain distance, on a special route and a distance where they do not need to be evacuated again when the wind blows.

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

On-Scene Protection It

means that people should be protected inside a building and stay inside until the danger passes. An on-scene containment measure is applied when attempting to evacuate people poses a greater risk than staying where they are, or when evacuation is not possible.

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

- If the vapors are flammable
- the area will take a long time to be degassed
- buildings cannot be tightly sealed.

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

BLEVE(Explosion of Vapor from Boiling Liquid)

Background information about BLEVEs is given and below is the safety information that includes what to do in case of incidents involving liquefied petroleum gas (LPG), UN1075 type substances. LPGs contain the following flammable gases: Butane, UN1011; Butylene, UN1012, Isobutylene, UN1055, Profilen, UN2077, Isobutane, UN1969 and Propane, UN1979.

What Are the Major Hazards from a BLEVE Condition?

The main hazards involved in a propane or LPG based BLEVE event are:

- Fire

- Thermal radiation from fire

- Explosion

Spatter BLEVE – SAFETY PRECAUTIONS Handle

. The table below provides summary information on tank characteristics, critical distances, and coolant water flow rates for various tank sizes. This chart is provided to provide some guidance to responders, but the information contained herein should be used with caution.

The dimensions of the tank are approximate and may vary depending on the design and application of the tank.

The minimum time to exhaustion is based on severe torch light impact in the vapor cavity of a good tank and is approximate. Tanks fail sooner when damaged or corroded. Tanks may also fail minutes or hours after the minimum time specified here, depending on these conditions. It is assumed here that these tanks are not equipped with thermal barriers or a water spray cooling system.

The minimum time to discharge is based on a fire swallow with an appropriately sized pressure relief valve. If the tank is only partially swallowed, then the time required to empty is increased. (for example, if the tank is 50 percent engulfed, then it takes twice as long to empty the tank) Once again, it is assumed that the tank is not equipped with a thermal barrier or water spray.

Tanks equipped with thermal barriers or water spray coolers significantly increase the time required to empty and the time required to empty. A thermal barrier can reduce heat input to a tank by a factor of ten or more. This means that it can take ten times longer to empty the tank with the Pressure Relief Valve (PRV).

Fireball Radius and emergency response distance are based on Mathematical equations and are approximate. They assume a round fireball, and that may not always be the case.

Two safety distances for public evacuation. The minimum distance is based on tanks placed at a small elevation angle (ie several degrees above horizontal). This is most common in horizontal cylinders. The preferred evacuation distance has a greater margin of safety, as they assume tanks are placed at a 45 degree angle to the horizontal. This is more convenient if you have a vertical cylinder.

It is understood that these distances are extremely wide and cannot be useful in an environment with a large number of people. However, it is important to understand that the closer you get to the BLEVE zone, the faster the risks increase. Note that those that reach the furthest from the broken pieces correspond to the 45-degree area of each end of the tank.

The water flow rate is based on the equation::5√capacity (US gal) =US gal/minute the time required to cool the tank metal. Warning: The data given here are approximate and should only be used with the utmost care. For example, where times are given for the end of a tank or for the tank to be emptied from the pressure relief valve, these times are typical, but they may vary from case to case. Therefore, do not risk your life based on these deadlines.

Capacity		Diameter		Length		Propane Mass		Maximum time required to end a severe fire	Approximate time of evacuation for	radius		Emergeny response distance		Minimum evacuatin distance		Preferred evacuation distance		Coolant water flow rate	
Liters (Galons)		Meters (Feet)		Meters (Feet)		Kilograms(Lb)		Minutes	Minutes	Meter(Feet)		Meter (Feet)		Meter (Feet)		Meter (Feet)		Liter/min.	gal/min.
100	(38.6)	0.3	(1)	1.5	(4.9)	40	(88)	4	8	10	(33)	90	(295)	154	(505)	307	(1007)	94.6	25
400	(154.4)	0.61	(2)	1.5	(4.9)	160	(353)	4	12	16	(53)	90	(295)	244	(801)	488	(1601)	189.3	50
2000	(772)	0.96	(3.2)	3	(9.8)	800	(1764)	5	18	28	(92)	111	(364)	417	(1368)	834	(2736)	424	112
4000	(1544)	1	(3.3)	4.9	(16.1)	1600	(3527)	5	20	35	(115)	140	(459)	525	(1722)	1050	(3445)	598	158
8000	(3088)	1.25	(4.1)	6.5	(21.3)	3200	(7055)	6	22	44	(144)	176	(577)	661	(2169)	1323	(4341)	848	224
22000	(8492)	2.1	(6.9)	6.7	(22)	8800	(19400)	7	28	62	(203)	247	(810)	926	(3038)	1852	(6076)	1404	371
42000	(16212)	2.1	(6.9)	11.8	(38.7)	16800	(37037)	7	32	77	(253)	306	(1004)	1149	(3770)	2200	(7218)	1938	512
82000	(31652)	2.75	(9)	13.7	(45)	32800	(72310)	8	40	96	(315)	383	(1257)	1435	(4708)	2200	(7218)	2710	716
140000	(54040)	3.3	(10.8)	17.2	(56.4)	56000 (123457)		9	45	114	(374)	457	(1499)	1715	(5627)	2200	(7218)	3539	935

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

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

There is a fire water tank of 4800 m³ in the terminal against a possible fire hazard. Fire pumps in the terminal have 1 electric, 2 diesel and 1 jockey as backups of each other. Electric lines go to the electric pumps, independent of the generator. The fire pipeline is located throughout the terminal. There are hydrants connected to the fire pipeline throughout the terminal and fire cabinets (included in the necessary equipment) next to these hydrants. There are fire extinguishers suitable for the exit point and response method of the fire in the terminal. Fire extinguishers are checked periodically. In a possible tank fire, foam injection into the tank and cooling in other tanks can be done.

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

Fire drills are held at least twice a year. At least 2 of the marine pollution response exercises are planned to be held jointly with neighboring facilities.

Martı Environmental Service. Ltd.Şti., 1st and 2nd level services are received within the scope of fighting against rash. In partnership with the company, drills are held twice a year under the supervision of the Port Authority.

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

Emergency team lists are given below. It is done with Motorola DP4801e radios with Exproof feature, manufactured in accordance with the Atex directive for in-terminal communication.

Table 4. Emergency Calls Table

TERMINAL PERSONNEL EMERGENCY CALLS

NAME	Facility Position	Internal	Telephone
Serkan DEMİR	Terminal Manager	20	0554 317 03 16
Erkan Çil	Accounting Officer	11	0538 961 29 29
Barış ÇAM	HSEQ Responsible	15	0534 011 54 35

Table 5. Fire Fighting Officer Table

TERMINAL FIRE FIGHTING

NAME	Facility	Roster	Telephone
SELAHATTİN ERSÖNMEZ	Tanker Filling Personnel	Extinguishing Team	0 546 404 27 65
KADİR GÜL	Cylinder Filling Personnel	Extinguishing Team	0 534 366 38 47
MEHMET MAŞUK ÇELİK	Tanker Filling Personnel	Extinguishing Team	0531 734 67 54
ERAY FİLİZKIRAN	Cylinder Filling Personnel	Extinguishing Team	0546 899 35 41
DOĞUKAN ÖZDEMİR	Cylinder Filling Personnel	Extinguishing Team	0 543 401 59 05

1. The primary duty of the firefighting team is to prevent the growth of the fire, to control it, to extinguish it and to make the first response until the firefighters arrive.

2. To keep fire crews and equipment ready.

3. To carry out search and rescue activities within the scope of fire.

4. To take and control fire prevention and risk reduction measures.

5. To take necessary measures for secondary emergencies that may occur.

6. To ensure the necessary coordination within the scope of Dangerous Goods.

7. All personnel should know how to use fire extinguishers.

8. The personnel in the extinguishing team should know which type of extinguishing device and method will be used in which fire.

9. They take the necessary equipment around the fire place, try to extinguish the fire or prevent it from expanding.

10. The priority of the Fire Response team is to respond to the fire, but if the personnel sees life-threatening danger, they should be withdrawn to the emergency collection area.

Table 6. First Aid Personnel Table

FIRST AID TEAM LIST

NAME	Facility	Team Position	Telephone
BEKİR SAYRIN	Ramp Supervisor	First Aid Team	0 543 338 99 66
EREN SAKİ	Cylinder Filling Personnel	First Aid Team	0539 420 99 70
MURAT TOPÇU	Bottle Filling Personnel	First Aid Team	0 538 489 44 60

1. They will determine the injured person at the time of the incident.

2. If there is a suspicion of electricity, they will cut off the system electricity and intervene in the injured person.

3. To send, dispatch and administer sufficient personnel and tools, equipment and materials to the accident site.

4. They will give first aid to the injured person or persons and try to stabilize their situation until the Health Professionals arrive at the scene.

5. To provide triage, first aid, emergency medical aid at the accident site

6. Evacuating the sick and injured and determining the number of injured

7. They will be able to use the first aid equipment available in the workplace (stretcher, splint, neck brace, eye shower, etc.) and will periodically check the expiration date and incompleteness.

8. The first aid team will be composed of people with certified first aid training.

Table 7. Protection Officer Table

Protection Team

NAME	Facility	Team Role	Telephone
ABDULLAH MINAZ	Tube Loading Personnel	Protection Team	0545 274 64 94
DOĞUKAN ÖZDEMİR	Tube Loading Personnel	Protection Team	0543 401 59 05
BEŞİR KIZILKAYA	Tube Loading Personnel	Extinguishing Team Rescue Team Protection Team Communication Service	0530 938 15 60

1. To prevent possible panic and turmoil due to an emergency.

2. To carry out the coordination work between the emergency teams.

3. To carry out the counting works.

4. To inform the response teams of the relevant national and local institutions when necessary.

5. Responsible or responsible persons from the protection team are assigned by the employer to ensure the necessary coordination between the teams in case of emergency.

6. To ensure the safety of the recovered material and documents.

7. It ensures the safety of the evacuees and the order of the assembly area.

Table 8. Evacuation Officers Table

Evacuation Team

NAME	Facility Duty	Team Duty	Telephone
TOLUNAY KOÇAK	Cylinder Filling Personnel	Evacuation Team	0 543 515 20 51
VOLKAN AKTÜRK	Cylinder Filling Personnel	Evacuation Team	0 541 380 26 04
EMRAH KARAOĞLU	Accounting Officer	Evacuation Team	0 507 666 05 07

1. To determine, plan and implement evacuation priorities, evacuation routes and areas that can evacuate before, during and after the accident.

2. To determine the emergency assembly areas and to check their suitability for use.

3. He will count in the assembly area.

Table 9. Search And Rescue Officer Table

S&R Team

NAME	Facility Duty	Team Duty	Telephone
TOLUNAY KOÇAK	Cylinder Filling Personnel	Arama Kurtarma Ekibi Başı	0 543 515 20 51
BEŞİR KIZILKAYA	Cylinder Filling Personnel	Ekip Üyesi	0 530 938 15 60
ABDULLAH MİNAZ	Cylinder Filling Personnel	Ekip Üyesi	0 545 274 64 94

1. The first priority in rescue is PEOPLE. A person may be injured, burned, suffocated, poisoned, unconscious or dead in the fire area. First of all, these will be rescued and delivered to the first aid team.

2. If possible, they save the living things first, then they put the documents, files and other items to be rescued first in sacks and bags, if possible, with the help of those present and under the supervision of the team leaders, and make them ready to be emptied.

3. The second priority is to remove explosive and flammable materials that will cause the fire to grow at the fire site (if any), hinder the work and harm the employees if ignited, and will be delivered to the protection team.

4. To determine the type of search and rescue, to determine and procure equipment, tools and materials that will be needed to carry out search and rescue activities.

5. To ensure that search and rescue operations are carried out for the victims.

6. To provide reconnaissance services for rescue efforts.

7. Service buildings, facilities, etc. To carry out search and rescue activities in places in order of priority.

8.After the fulfillment of the items written above, they will be rescued according to the priority order on the labels on the other materials and delivered to the protection team.

9. Personnel who will take part in the rescue team will know the procedures of transporting the injured and will be assigned in pairs, as in the extinguishing team.

10. The team will not let people who do not have a job to the area by taking the environmental safety.

11. It will keep the roads open for fire brigade vehicles.

12. It will prevent looting, theft and disorder.

13. He will count in the assembly area.

Table 10. Communication Officer Table

Communication Team

NAME	Facility Duty	Team Duty	Telephone
SERKAN DEMİR	Terminal Man.	Terminal Man.	0 533 734 48 92
SELAHATTİN ERSÖNMEZ	Tanker Filling Personnel	Staff	0 546 404 27 65
MEHMET MAŞUK ÇELİK	Tanker Filling Personnel	Staff	0 531 734 67 54

1. Identifying existing communication resources and providing service groups integration.

2. To establish, coordinate and operate the temporary.

3. To prevent the power plants from being out of service due to communication traffic.

4. To run alternative communication systems to ensure communication continuity.

5. To keep the warning and alarm systems in operation.

6.To provide repair/renewal of damaged transmitters and relays.

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

Facility Emergency Instruction is available. Emergency response team lists are given in Article 8.2. In order for the teams to be constantly ready for emergencies, at least once a year ISPS Code exercise, 2 times a sea spill

exercise, 1 time a land rash exercise, 1 earthquake drill and 4 fire drills are organized. In addition, all trainings required for the teams to gain skills such as "emergency response level 1 and 2, emergency equipment usage training (Draeger pas colt respiratory mask usage training, etc.), fire safety training, first aid training, ISPS code drills" are given by authorized institutions. and certifications are kept up to date.

The "Medical First Aid Guide (MFAG)" in the IMDG Code appendix and Emergency Plans (EmS) in the IMDG Code appendix are used for emergency situations involving dangerous cargoes

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

In case of emergency, the Emergency Procedure, Emergency Instruction, Fire Fighting Instruction are followed.

8.5 Procedures for reporting accidents

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

8.6 Coordination, support and cooperation method with official authorities

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

8.7 Emergency evacuation plan for emergency removal of ships and vessels from port facility.

Mentioned in the contingency plan.

Emergency Conditions

The terms that require the emergency departure of ships connected to the port facility maritime systems are stated below.

- Adverse Weather Conditions
- Fire or conditions requiring emergency on board
- Fire or conditions requiring emergency at the port facility area
- Other Reasons
- Fire on the facility or ship located in other facilities

- Acts of Terrorism
- Warfare
- Natural Disasters
- Situations considered necessary by officials
- Pollution
- Disturbance of ship position
- Ship damages

Adverse Weather Conditions

- 25 Knot: Unloading is stopped.
- 30 Knot: Hose is unmounted.
- 35 Knot: The ship must be ready to leave the buoy area immediately.

Fire or Emergency Conditions on Board

Fire situations that may occur in ships connected to the buoy system and that can grow out of control even if it is fought, are situations that require the operation to be stopped immediately and the ship to leave the buoy area.
In addition, in cases where there is an unavoidable leak/spill into the atmosphere in cases of breakage or splitting that may occur in any ship's tank or pipeline, the ship connected to the marine systems should be immediately removed from the buoy system in order not to damage the port facility and its surroundings.

Fire or Emergency Conditions on Terminal

The ship is immediately removed from the buoy area in order to ensure the safety of the ship and the environment, in conditions that require emergency situations such as fire or uncontrollable leaks that may occur in the port facility. Leaks and fires that can be easily extinguished without affecting the operation at the port facility will be evaluated by the emergency terminal management, and the ship on the buoy will be decided to disperse.

Communication

In the event of the above-mentioned emergencies, a fast, secure and uninterrupted communication between the port facility, the ship and the relevant authorities will be ensured by the communication tools specified below.

- VHF Radio
- Mobile phone

- Land phone

Emergency Dispersion Preparation Process

• All emergencies are reported to the Port Authority by VHF and telephone.

• If it is decided to leave the ship urgently, the ship is taken to anchor area 5 under controlled conditions.

• The ship's captain and the port facility will initiate the emergency dispersion process by mutual agreement in cases where emergency dispersion is required and will notify the Port Authority as soon as possible.

• All loading and unloading operations must be stopped, the hose must be disconnected and the ship must be ready for dispersion.

• The ship will activate its own emergency plans against the risk of fire. (Must be discussed at the Safety meeting)

• It will be ensured that there are no sources that may cause sparks, as fast drainage will be made in the hose disconnection process.

• In all emergencies, if the required response exceeds the port facility capabilities, it should be immediately reported to the local guide organization, coast guard and port authorities**.**

The decision about dispersion the ship under control is based on the principle of life safety and will involve the following conditions.

1. Sufficiency of tugboats
2. The ability of the ship to lift under its own power
3. Availability of safe places to proceed or tow a ship in an emergency
4. Qualification of firefighting equipment
5. Proximity of other ships

Emergency Dispersion

If all relevant preparations are examined and deemed appropriate, the immediate dispersion of the ship will begin. Emergency separation will be provided by following the steps below in order.

Close coordination and cooperation are required between the Port Facility, Maritime & Port Authority at each stage.

1. Giving an alarm
2. Giving information about the emergency via telephone and VHF
3. Making the initial situation assessment between the Captain and the Port Facility Officer
4. Stopping the operation

5. Implementation of the port facility and ship emergency plan precautions
6. Deterioration of the current situation and the existence of the above-mentioned emergency dispersion conditions
7. Evaluation of the situation between the Captain, Port Facility Officer, Port Authority or Port Master, and Maritime Pilot
8. Deciding to immediate dispersion
9. Informing neighboring facilities and other vessels
10. Deploying of the tugboats emergency departure around the ship, completing their preparations, and indicating readiness
11. The captain completes the arrangement of the ship and implies readiness
12. Confirmation of the opening of the release hooks by the Loading Master
13. Emergency dispersion will be applied as a last resort and dispersion hooks will not be released until all precautions are taken and the above conditions are met.

CAUTION !

THE SHIP EMERGENCY LEAVING PROCESS MUST BE CONSIDERED TO BE APPLIED AS A LAST REMEDY

AND THE HOOKS MUST NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS ARE FOLLOWED

Post Emergency Dispersion

1. Towing the ship after the departure process and declaring the place where the ship will be taken
2. Transfer of the ship to the allocated area accompanied by tugboats or with its own machine
3. Detection of possible damage or deficiency by analyzing the Port Facility
4. Evaluation of the time when the Ship and Port Facility will be ready for cargo handling again
5. Sharing the problems, if any, that occurred during the emergency dispersion
6. Agreement between the pilotage regarding fire, explosion, and similar emergencies that may occur during loading/unloading, towage agency, and the Port facility authorities.

   According to the commitment given to the Port Authority for tugboat and pilotage services authorized by the Ministry of Transport and Infrastructure, in order to quickly disperse the ship away from the facility and tow it to a safe point, with tugboats equipped to fight fires according to the weather and sea conditions

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

8.8.1 Waste Collection and Transport

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

8.8.1.2 If an additional waste class is determined to the existing waste classification, it will be integrated into the system

8.8.1.3 Waste containers and storage areas should be appropriate for hazardous cargo wastes. The waste storage area should be surrounded, and the floor should be made up of concrete. There should be wastewater collection raceways inside the waste storage area.

8.8.2 Waste Disposal

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

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

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

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

8.8.3 Contaminated Packages;

8.8.3.1 These wastes are empty barrels. When it is generated, it is left in the contaminated packaging area at the landfill, and the Environmental Consulting Firm and the Environmental Management System Officer contact the contracted and licensed firm, and it is sent via the Mobile Waste Tracking System (MoTaT) within the time specified in the legislation. DGSA should be contacted, and a "Transport Document" should be prepared and delivered to the transporter for hazardous waste shipments. The vehicle must also be subject to vehicle control

8.8.3.2 Contaminated Waste; These wastes are those that do not harm the environment but can be dangerous as a result of the combination of different materials or goods. When it is generated, it is collected in the barrel under the name of the waste at the exit of the production & warehouse and taken to the waste area. The Environmental Consulting Firm and the Environmental Management System Officer contact the contracted and licensed firm, and it is sent via the Mobile Waste Tracking System (MoTaT) within the time specified in the

legislation. DGSA should be contacted, and a "Transport Document" should be prepared and delivered to the transporter for hazardous waste shipments. The vehicle must also be subject to vehicle control.

8.9 Emergency drills and their records.

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

8.10 Information on fire protection systems

The Fire Fighting System Bill of Materials is kept up to date. Article 8.2 gives detailed information on fire protection systems.

8.11 Procedures for the approval, inspection, testing, maintenance and keeping ready for use of fire protection systems

Our terminal has a fire brigade report approved by the fire department. Fire drills are carried out periodically, at least twice a year. It is done according to the Fire Fighting Equipment Maintenance Instructions. Fire systems are kept ready at all times in the terminal. Periodic controls of the equipment are carried out regularly and recorded.

8.12 Precautions to be taken in cases where fire protection systems do not work

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

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

8.13 Other risk control equipment

Risk analyzes are made for the management of risks at the terminal. Risk analyzes are prepared by the Terminal Manager, HSSE Operations Manager, Maintenance Supervisor, Shift Supervisor, HSE specialist, on-site doctor, and employees in the region/operation where the risk analysis is made. It is updated when necessary.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

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

9.2. Information on Personal Protective Equipment

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

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

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

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

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

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

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

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

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

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

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

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

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

9.3. Closed Space Entry Permit Measures and Procedures

As long as the relevant area is not free of dangerous vapors and the oxygen in the area is not sufficient, no one enters the closed or covered areas such as the cargo area, the cargo tank, the empty space around this tank, the cargo carrying area, which contain or may contain dangerous vapor or oxygen-consuming loads, and that Ensures that access to areas is approved by a responsible person who is trained in the use of the relevant equipment and can correctly interpret the results obtained. The responsible person records the actions to be taken.

If it is necessary to enter an area where it cannot be freed from hazardous vapors within a reasonable period of time and where entry has not been approved, for operational purposes, or if the area is not free from hazardous vapors, access to this area is only by persons wearing self-contained breathing apparatus or other necessary protective equipment and clothing. The entire operation is carried out under the direct supervision of the responsible person with self-contained breathing apparatus, protective equipment and rescue gear.

Breathing apparatus, protective equipment and rescue equipment must be such that they do not introduce a source of ignition into the area.

It is ensured that the entrance to the relevant area is made by following the procedures specified in international laws and guidelines.

"Indoor entrance control form" prepared by OHS is applied during closed area entrances in our facility.

10. OTHER MATTERS

10.1 Validity of the Dangerous Cargo Conformity Certificate

We have a Dangerous Cargo Conformity Certificate valid for 3 years, issued by the Ministry of Transport and Infrastructure, General Directorate of Maritime Affairs in April 2022.

10.2 Tasks defined for Dangerous Goods Safety Advisor

As stated in 2.4.

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

Dangerous goods entry and exit to our terminal by road are made with the forms prepared within the scope of ADR. Vehicles within the facility will not exceed 10 KM/Hour.

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

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

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

dangerous goods in accordance with the legislation are

marking, labeling and plating of

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

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

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

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

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

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

- Requests all mandatory documents, information and documents related to dangerous goods from the port facility and the cargo person, and ensures that they accompany the dangerous cargo.

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

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

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

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

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

-Navigation, maneuvering, anchoring, berthing and leaving, in order for the ship to carry the dangerous cargo safely applies all the rules and precautions during- Provides safe entry-exit between the ship and the dock.

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

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

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

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

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

The relevant instructions and procedures are as follows;

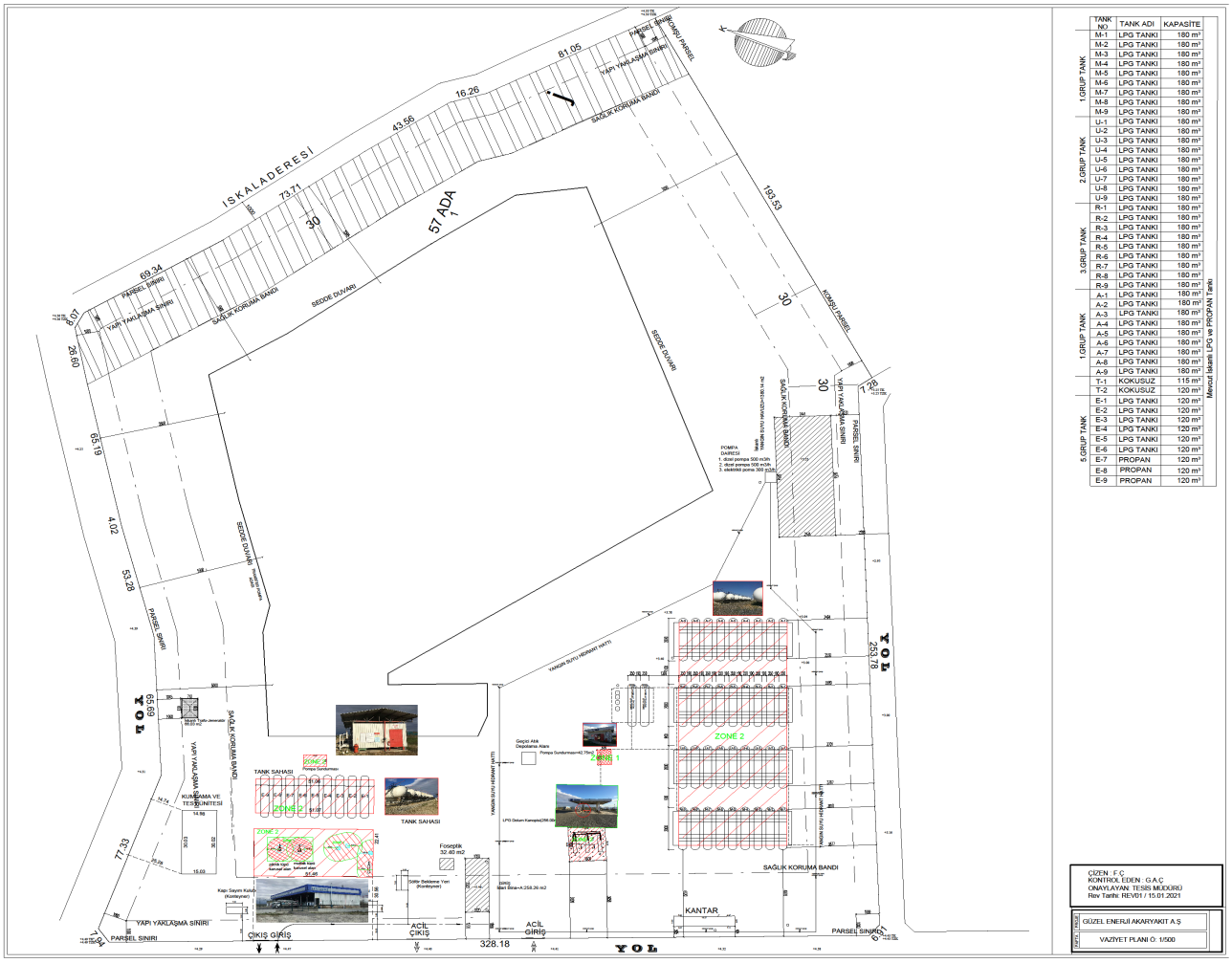
- ORT-T-006 Marine Tanker Loading and Discharging Instruction
- 371 Ship Compliance System procedure

10.5 Additional matters to be added by the port facility.

N/A

APPENDIX

1- General layout plan of the port facility



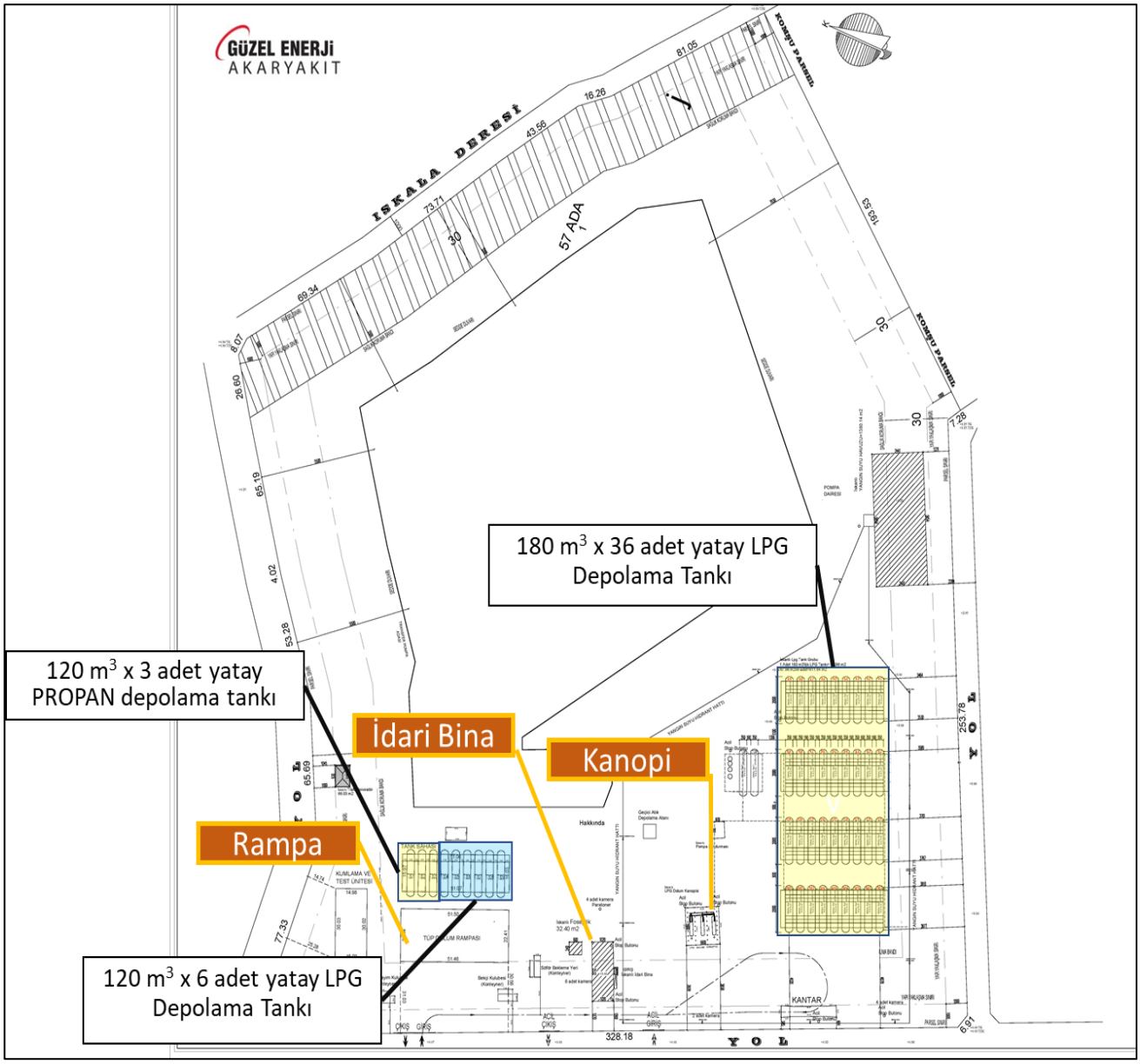
2- General view photos of the port facility

3- Emergency Contact Points and Contact Information

FACILITY CONTACTS	1	-	LPG FACILITY OP. MAN.	CEM ÇAKICI	0 533 716 89 39
	2	-	FACILITY MAN.	SERKAN DEMİR	0 554 317 03 16
	3	-	OHSQ MAN.	TOLGA KAYMAZ	0 533 724 85 65
	4	-	FINANCE AND BATCH RESPONSIBLE	ERKAN ÇİL	0 538 961 29 29
FIRE	5	-	TEKİRDAĞ FIRE FIGHTERS	-	0 282 261 12 79

	6	-	MARMARA EREĞLİSİ FIRE FIGHTERS	-	0 282 613 14 83
	7	-	FIRE FIGHTERS	-	112
NEIGHBOR FACILITIES	8	-	ARGAZ	-	0 282 633 65 65
	9	-	AKÇAGAZ	-	0 282 633 80 00
	10	-	TUNCAY TANKER	-	0 282 633 61 29
	11	-	ADOÇİM	-	0 282 633 77 51
HEALTH	12	-	MARMARA EREĞLİSİ İLÇE DEVLET HOSPITAL	-	0 282 613 24 10
	13	-	TEKİRDAĞ DEVLET HOSPITAL	-	0 282 262 53 55
	14	-	NAMIK KEMAL ÜNİVERSİTESİ TIP FAKÜLTESİ	-	0 282 250 55 00
	15	-	SULTANKÖY AILE SAĞLIĞI MERKEZI	-	0 282 633 64 62
	16	-	HIZIR ACİL	-	112
	17	-	UZEM (ZEHİR MERKEZİ)	-	114
	18	-	PUBLIC HEALTH	-	184
FORMAL FOUNDATIONS	19	-	GOVERNENCE	-	0 282 262 80 80
	20	-	KAYMAKAMLIK	-	0 282 613 12 39
	21	-	İL BELEDİYESİ	-	0 850 459 59 59
	22	-	İLÇE BELEDİYESİ	-	0 850 440 09 59
	23	-	İL EMNİYET MÜDÜRLÜĞÜ	-	0 282 261 20 94
	24	-	İLÇE EMNİYET MÜDÜRLÜĞÜ	-	0 282 613 13 51
	25	-	POLİCE	-	112
	26	-	GENDARM	-	0 282 613 11 89
	27	-	GENDARM	-	112
	28	-	TRAFFIC	-	112
	29	-	COASTAL GUARDS	-	112
	30	-	SU ARIZA (TESKİ)	-	185
	31	-	ELEKTRİK ARIZA (BEDAŞ)	-	186
	32	-	AFAD	-	112
	33	-	TEKİRDAĞ REGIONAL PORT ADMINISTRATIVE	-	0 282 261 20 25

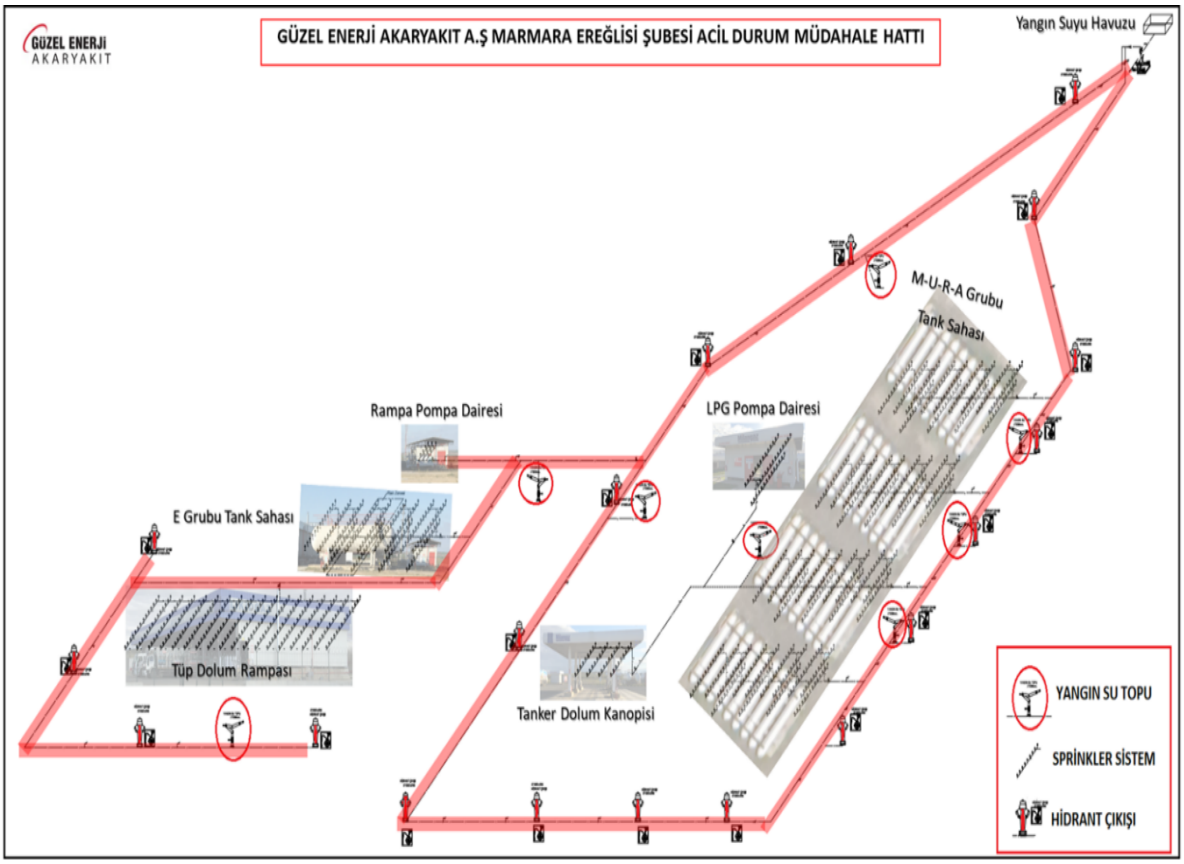
4- General Layout of the Areas Dangerous Goods are Handled



5- Fire Plan of the Areas

Stated at article 6

6- General Fire Plan of the Facility



7- Emergency Plan

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

1. Emergency procedures,

2. Emergency response organization chart

3. Name, title and contact details of the person/organization that prepared the emergency procedures,

4. Name, title and contact of the authorized person assigned to coordinate emergency response activities that may occur at the port facility information, duties and responsibilities,

5. Name, title and contact information and duties and responsibilities of the facility officer who will contact the relevant Port Authority and other relevant institutions and organizations in case of emergency,

6. Names and duties of the teams determined for emergency response and the personnel assigned to these teams names, duties and responsibilities,

7. The nature and capacities of the resources, equipment and equipment to be used by the port facility for emergency response,

8. To be able to control the serious conditions that can be foreseen to cause the occurrence of emergencies and to minimize the negative effects that may occur. The measures to be taken and the actions to be taken for the purpose of the facility and the existing facilities, capabilities and capacity of the

facility , Regulations regarding what people should do in the face of a warning,

10. The first notification procedures to be made to the Port Authority in case of emergency, the content of the information to be made in this notification, and the procedures for transmitting this information to the Port Authority as new information is obtained,

11. Trainings to be received by the personnel to take charge in emergencies ,

12. Coordination methods to be provided with the emergency teams outside the port facility in emergencies,

13. The nature and period of the drills to be made for emergencies,

14. Regular arrangements for providing support to the measures taken outside the port facility in emergencies efforts.

15. Emergency plans must cover each of the following emergency situations:

a) Facility, equipment and site fires,

b) Load fires belonging to each hazard class and sub-hazard class allowed to be handled in the port,

c) Ship fires,

ç) Explosion ,

d) Accidental death and serious injury,

e) Natural disasters such as earthquake, flood, landslide, tsunami waves,

f) Adverse weather conditions such as very strong winds, storms, excessive snow or icing,

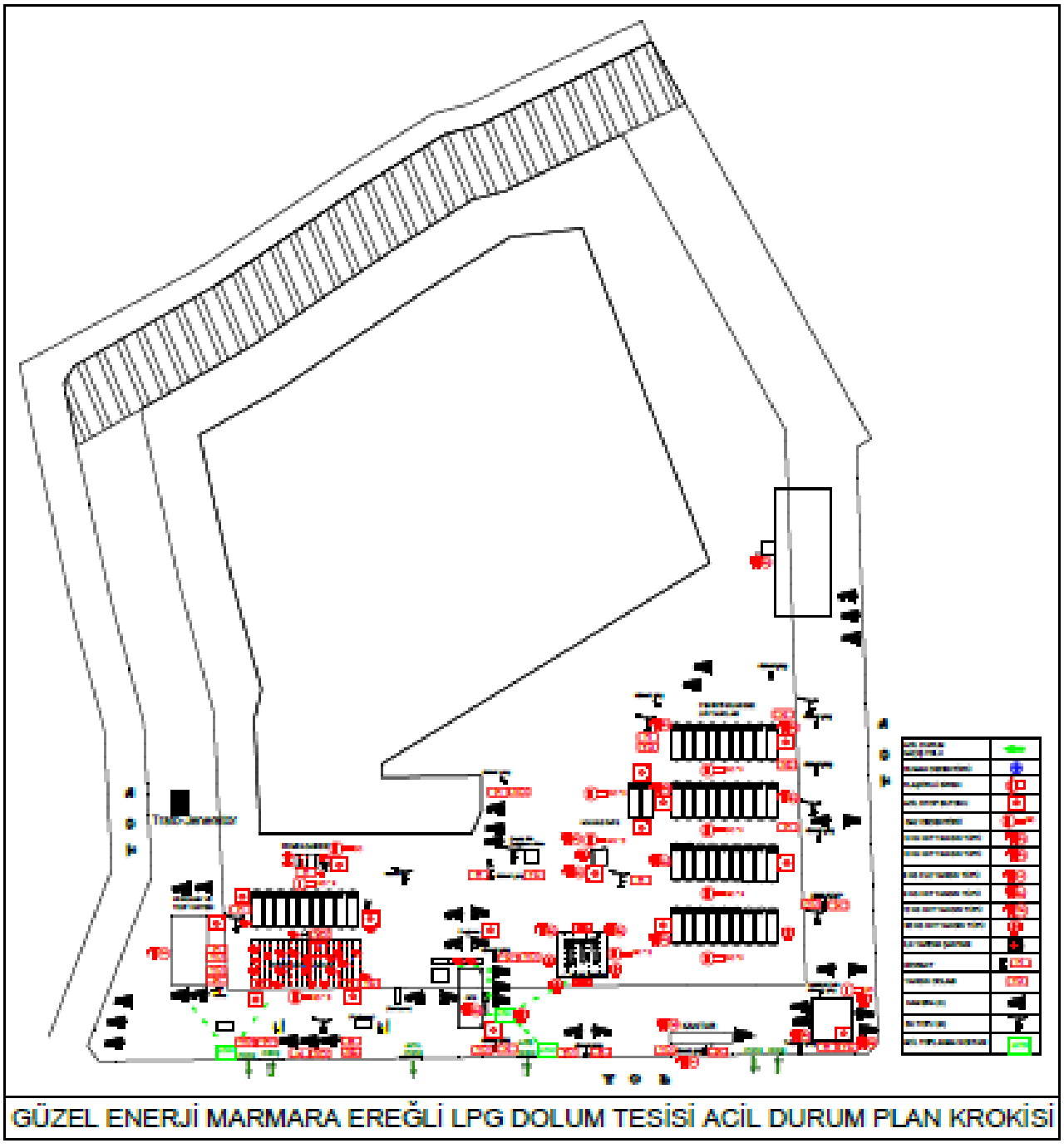
g) Any hazard that is allowed to be handled in the port Leakage, flow or spillage of dangerous goods belonging to the class or sub-hazard classes,

ğ) Marine pollution (for example: oil/fuel leakage or spilling/falling of dangerous cargo or environmentally harmful substances into the sea),

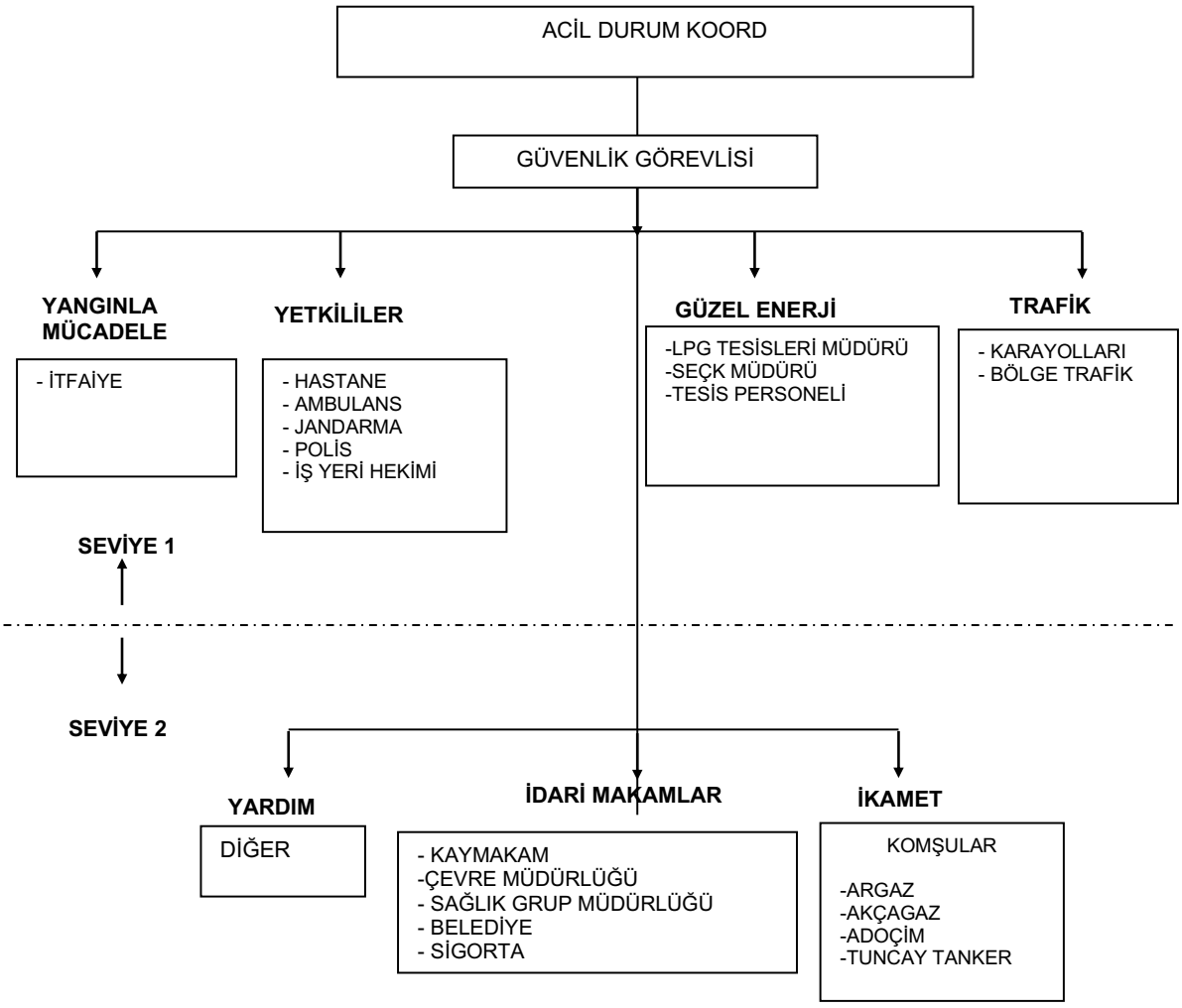
h) Gas leakage,

ı) Power failure.

8- Emergency Assembly Places Plan



9- Emergency Management Scheme



10- Dangerous Cargo Handbook

There is published a handbook for dangerous cargoes

11- Sea coordinates of the Port Authority Administrative Classes, Anchorage Places and Pilot's Landing / Embarkation Points

TEKİRDAĞ REGIONAL PORT AUHTORITY

A) Port administrative area boundary

(Amended: OG-13/6/2018-30450) Tekirdağ Regional Port Authority's port administrative area is located at the following coordinates. It is the sea and coastal area within the line formed by it.

a) 41º 01´ 57" N– 028º 00´ 33" E

b) 41º 00´ 36" N – 028º 03´ 00" E

c) 40º 43´ 30" N – 028º 00´ 33" E

d) 40º 42´ 00" N – 027º 37´ 24" E

e) 40º 38´ 40" N – 027º 27´ 00" E

f) 40º 38´ 06" N – 027º 27´ 00" E

g) 40º 28´ 48" N – 026º 58´ 12" E

h) 40º 33´ 00" N – 026º 58´ 12" E

B) Anchorage areas

a) Anchorage area no. 1: The anchorage area of ships less than 1000 GT and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 40º 58’ 15" N – 027º 34’ 15" E

2) 40º 58’ 15" N – 027º 32’ 15" E

3) 40º 55’ 30" N – 027º 32’ 15" E

4) 40º 55’ 30" N – 027º 34’ 15" E

b) Anchorage area 2: The anchorage area of ships of 1000 GT and above and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 40º 56’ 00" N – 027º 32’ 00" E

2) 40º 56’ 00" N – 027º 30’ 00" E

3) 40º 54’ 00" N – 027º 29’ 00" E

4) 40º 54’ 00" K – 027º 31’ 00" E

c) Anchorage area 3: The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 40º 58’ 15" N – 027º 37’ 45" E

2) 40º 58’ 15" N – 027º 35’ 45" E

3) 40º 55’ 30" N – 027º 35’ 45" E

4) 40º 55’ 30" N – 027º 37’ 45" E

ç) Anchorage area no 4: Anchorage area of 1000 GT and above ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 40º 57’ 48" N – 027º 51’ 45" E

2) 40º 56’ 45" N – 027º 51’ 45" E

3) 40º 56’ 45" N – 027º 54’ 52" E

4) 40º 57’ 48" N – 027º 54’ 52" E

d) Anchorage area no 5: The anchorage area of LNG tankers is the sea area formed by a circle with 5 gomino radius, which accepts the following coordinate as the center. 40º 58’ 20" N – 027º 59’ 45" E e) (Annex:RG-6/8/2013-28730) Anchorage area 6: Ships carrying dangerous goods, nuclear powered military ships and ships to be quarantined and gas The anchorage area of the ships that will carry out decontamination is the sea area formed by the following coordinates.

1) 40º 37´ 33" N – 027º 10´ 00" E

2) 40º 36´ 27" N– 027º 10´ 00" E

3) 40º 32´ 39" N – 027º 00´ 00" E

4) 40º 33´ 24" N – 026º 59´ 48" E

e) (Annex: RG-13/6/2018-30450) Anchorage area 7: Ships carrying dangerous goods, nuclear powered military ships and ships to be quarantined will carry out degassing process The anchorage area of the ships is the sea area formed by the following coordinates. 31 1) 41º 00’ 00" N – 028º 02’ 00" D 2) 41º 01’ 12" K – 028º 02’ 00" D 3) 41º 01’ 12" N – 028º 00’ 54" D 4) 41º 00 ’ 00" K – 028º 00’ 54" DC) Pick up and drop off point from the pilot 40º 57' 12" K – 027º 55' 48" D 41º

20' 00" K – 037º 00' 00" D 41º
25' 00" K – 036º 39' 00" D 41º
18' 00" K – 036º 28' 00" D 41º
22' 00" K – 036º 20' 00" D 41º
38' 00" K – 036º 10' 00" D 41º
46' 48 " K – 035º 57' 36" D 41º
44' 24" K – 035º 57' 36" D

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

Relevant equipment is provided by the contracted company. As in the Approved Marine Pollution Emergency Response Plan

13- Personal protective equipment (PPE) usage map

PPE usage is mandatory in the entire port area. Anti-static shoes, Nomex (Flammable) work trousers, work shirt, work coat and work gloves, ear protection, ear plugs, hard hat, goggles and fireproof overalls are mandatory.

14- Dangerous Goods incidents notification form

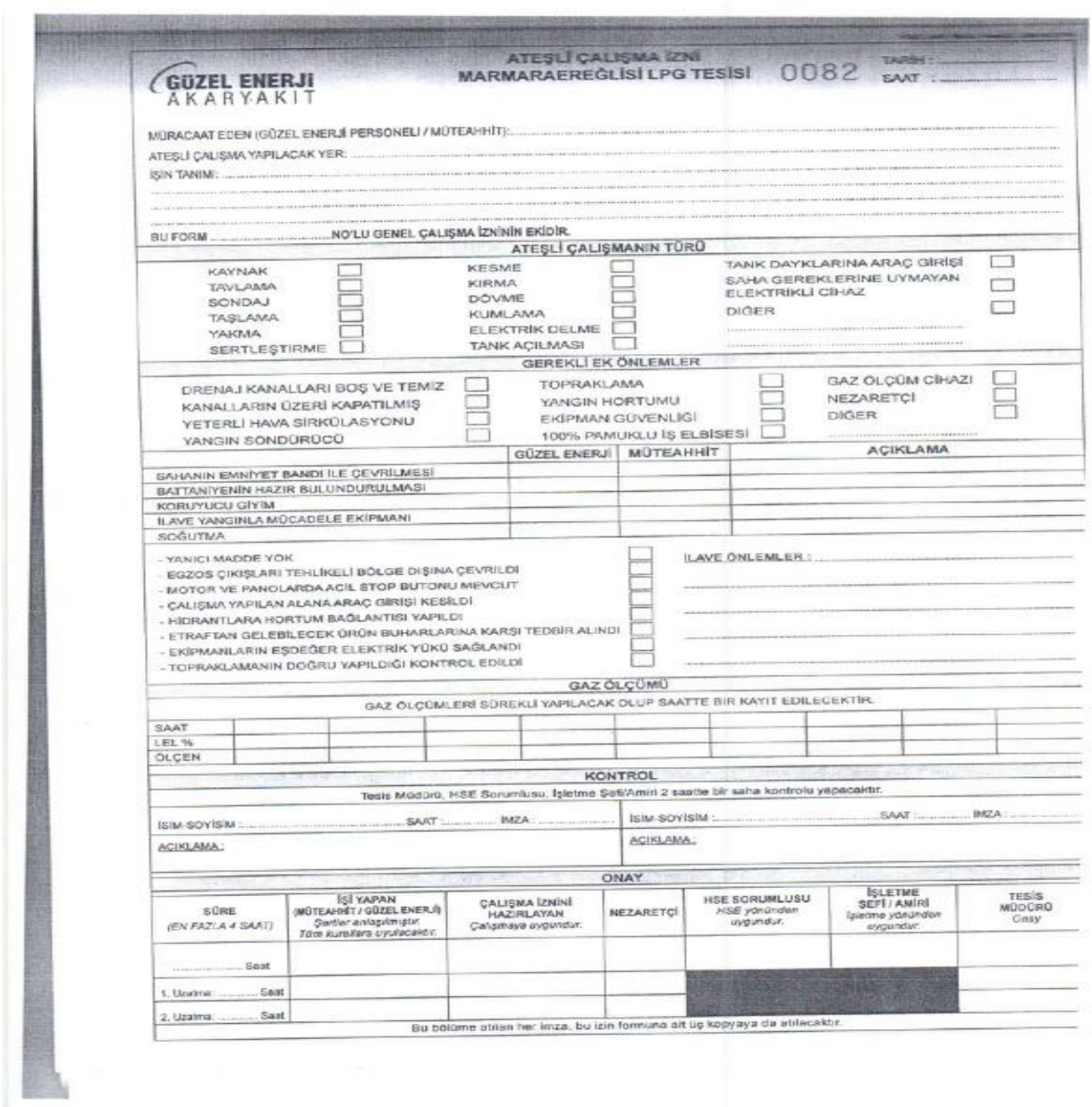
Goods Incident Notification Form Hazardous Substance Incidents Notification Form

Table 9. Dangerous Goods Notification Card

Number no- Date			
Firm / Institution			
Sender		CONTACT INFORMATION	
REQUIRED			
PORT FACILITY "DANGEROUS GOODS EVENT NOTIFICATION" DATE:			
1. When the accident occurred,			
2. Accident if it is known, how it occurred and the cause,			
3. The place where the accident occurred (port facility and/or ship), its position and area of influence, ç) If there is a ship involved in the accident, its information (name, flag, IMO no, owner, operator, cargo and quantity, captain's name and similar information),			
4. Meteorological conditions,			
5. UN number of the dangerous substance, appropriate transport name (based on the legislation specified in the definition of dangerous substance) and amount,			

Dangerous substance's hazard class or sub-hazard division, if any, Packing group of the dangerous substance, if any, Additional risks of the dangerous substance such as marine pollutants, if any, Sign and label details of the dangerous substance, If any, the packaging in which the dangerous substance is transported, the cargo transport unit and the characteristics of the tanker i and number, Manufacturer, sender, carrier and receiver of the dangerous substance
6. The extent of the damage/pollution,
7. Number of dead and injured in the accident (if any),
8. How the accident was intervened,
9. From which organizations help is requested,
10 Other ships or neighboring facilities that may be affected by the accident,
FORM PREPARED BY : Name Surname : Position : Signature :

15- Other required annexes



GÜZEL ENERJİ AKARYAKIT

ATEŞLİ ÇALIŞMA İZNİ
MARMARAEREĞLİSİ LPG TESİSİ 0082

TARİH : .....
SAAT : .....

MÜRACAAT EDEN (GÜZEL ENERJİ PERSONELİ / MÜTEAHHİT): .....
ATEŞLİ ÇALIŞMA YAPILACAK YER: .....
İŞİN TANIMI: .....
.....
.....
.....

BU FORM ..... NO'LU GENEL ÇALIŞMA İZNİNİN EKİDİR.

ATEŞLİ ÇALIŞMANIN TÜRÜ

KAYNAK	☐	KESME	☐	TANK DAYKLARINA ARAÇ GİRİŞİ	☐
TAVLAMA	☐	KIRMA	☐	SAHA GEREKLERİNE UYMAYAN ELEKTRİKLİ CİHAZ	☐
SONDAJ	☐	DÖVME	☐	DİĞER	☐
TAŞLAMA	☐	KUMLAMA	☐	.....	
YAKMA	☐	ELEKTRİK DELME	☐	.....	
SERTLEŞTİRME	☐	TANK AÇILMASI	☐		

GEREKLİ EK ÖNLEMLER

DRENAJ KANALLARI BOŞ VE TEMİZ	☐	TOPRAKLAMA	☐	GAZ ÖLÇÜM CİHAZI	☐
KANALLARIN ÜZERİ KAPATILMIŞ	☐	YANGIN HORTUMU	☐	NEZARETÇİ	☐
YETERLİ HAVA SİRKÜLASYONU	☐	EKİPMAN GÜVENLİĞİ	☐	DİĞER	☐
YANGIN SÖNDÜRÜCÜ	☐	100% PAMUKLU İŞ ELBİSESİ	☐	.....	

	GÜZEL ENERJİ	MÜTEAHHİT	AÇIKLAMA
SAHANIN EMNİYET BANDI İLE ÇEVRİLMESİ			
BATTANİYENİN HAZIR BULUNDURULMASI			
KORUYUCU GİYİM			
İLAVE YANGINLA MÜCADELE EKİPMANI			
SOĞUTMA			

- YANICI MADDE YOK	☐	İLAVE ÖNLEMLER : .....
- EGZOS ÇIKIŞLARI TEHLİKELİ BÖLGE DIŞINA ÇEVRİLDİ	☐	.....
- MOTOR VE PANOLARDA ACİL STOP BUTONU MEVCUT	☐	.....
- ÇALIŞMA YAPILAN ALANA ARAÇ GİRİŞİ KESİLDİ	☐	.....
- HİDRANTLARA HORTUM BAĞLANTISI YAPILDI	☐	.....
- ETRAFTAN GELEBİLECEK ÜRÜN BUHARLARINA KARŞI TEDBİR ALINDI	☐	.....
- EKİPMANLARIN EŞDEĞER ELEKTRİK YÜKÜ SAĞLANDI	☐	.....
- TOPRAKLAMANIN DOĞRU YAPILDIĞI KONTROL EDİLDİ	☐	.....

GAZ ÖLÇÜMÜ

GAZ ÖLÇÜMLERİ SÜREKLİ YAPILACAK OLUP SAATTE BİR KAYIT EDİLECEKTİR.

SAAT									
LEL %									
ÖLÇEN									

KONTROL

Tesis Müdürü, HSE Sorumlusu, İşletme Şefi/Amiri 2 saatte bir saha kontrolu yapacaktır.

İSİM-SOYİSİM : ..... SAAT : ..... İMZA :	İSİM-SOYİSİM : ..... SAAT : ..... İMZA : .....
AÇIKLAMA :	AÇIKLAMA :

ONAY

SÜRE (EN FAZLA 4 SAAT)	İŞİ YAPAN (MÜTEAHHİT / GÜZEL ENERJİ) Şartlar anlaşılmıştır. Tüm kurallara uyulacaktır.	ÇALIŞMA İZNİNİ HAZIRLAYAN Çalışmaya uygundur.	NEZARETÇİ	HSE SORUMLUSU HSE yönünden uygundur.	İŞLETME ŞEFİ / AMİRİ İşletme yönünden uygundur.	TESİS MÜDÜRÜ Onay
..... Saat						
1. Uzatma: ..... Saat						
2. Uzatma: ..... Saat						

Bu bölüme atılan her imza, bu izin formunun alt üç kopyaya da atılacaktır.

Dangerous Liquid Bulk Cargo Safe Handling Operation Procedure Checklist

Table 12. Operations Checklist

S.NO	Action	HSE	OP. RESP.	SHIFT RESP.
HANDLING				
1.	Discharge Equipment and pipe selection suitable for the load is made by the operation manager. ISGOTT Ship/Shore Safety Checklist is mutually signed. A communication network is established between the ship and the port facility.	x	x	x
2.	Employees are present next to the flexible hoses to be connected to the tanker and the ship.It acts together with the ship's personnel in connecting the liquid cargoes to the ship's inlet and outlet manifolds.	x	x	x
3.	Appropriate pressure adjustment is made with the vessel.Overflow of tankers is prevented and in case of danger, the ship's personnel is informed and the line is cut off.	x	x	x
4.	During the loading/discharging operation at the Port facility, all kinds of vehicles coming to the filling/discharging platform in the facility will be completely free of static electricity, flame arrester apparatuses will be installed on their exhausts and grounded.Flame arresters will be provided by the Land Tanker operator.Land Tankers that are not flame-retardant will not be admitted to the port facility.This feature will not be sought for tankers in ADR standards.	x	x	x
5.	It is checked that the communication equipment used in the operation area is exprof.	x	x	x
6.	Flexible hoses used for loading/discharging dangerous liquid bulk cargoes;type-approved and a certificate showing the pipe type, the maximum working pressure of the pipe, the month and year of manufacture will be checked.		x	x
7.	A sufficient number of electrical insulation flanges will be available for flexible hoses used in the discharge/loading of dangerous liquid bulk cargoes.		x	x

8.	Before starting the dangerous liquid bulk cargo operation, the Ship's Captain and the Operations Officer will agree in writing the transportation times including the maximum loading or unloading speeds and the following items. 1. Capacity and maximum allowable pressure of Ship's load lines and Flexible hose; 2. Steam ventilation system layout and maximum loading or unloading speeds; 3. Possible pressure increases according to emergency shutdown procedures; 4. Possible accumulation of electrostatic charge;and 5. Ensure the presence of responsible persons on board and during launch operations on shore.		x	x
9.	In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used will be accepted in writing.		x	x
10.	All necessary care will be taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and on shore, and adequate supervision will be made during the transfer of dangerous bulk liquid cargoes.		x	x

S.NO	**Action**	**HSE**	**OP. RESP.**	**SHIFT RESP.**
HANDLING				
11.	Effective communication between the ship and shore equipment will be maintained during transfer operations.		x	x

12.	Necessary arrangements will be made for measuring tankers to be discharged to ensure that the tanker is not overfilled.		x	x
Liquid load foreman/Shift Supervisor				
1.	Adequate measures will be taken to prevent short-circuiting in the insulation section.			
2.	Ensure that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness			
3.	shall ensure that other metallic connections between the interface and the shore are protected or regulated to ensure that there is no possibility of an initiating sparking where a flammable atmosphere may occur.			
4.	It will act according to the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).			
5.	It shall ensure that the ship's master is informed of conditions that may necessitate taking precautions regarding ignition sources such as ship's furnaces or cooking utensils.			

6.	The ship will ensure that all safety precautions are taken, including sealing the manifold connections and flexible hoses with a blind flange.			