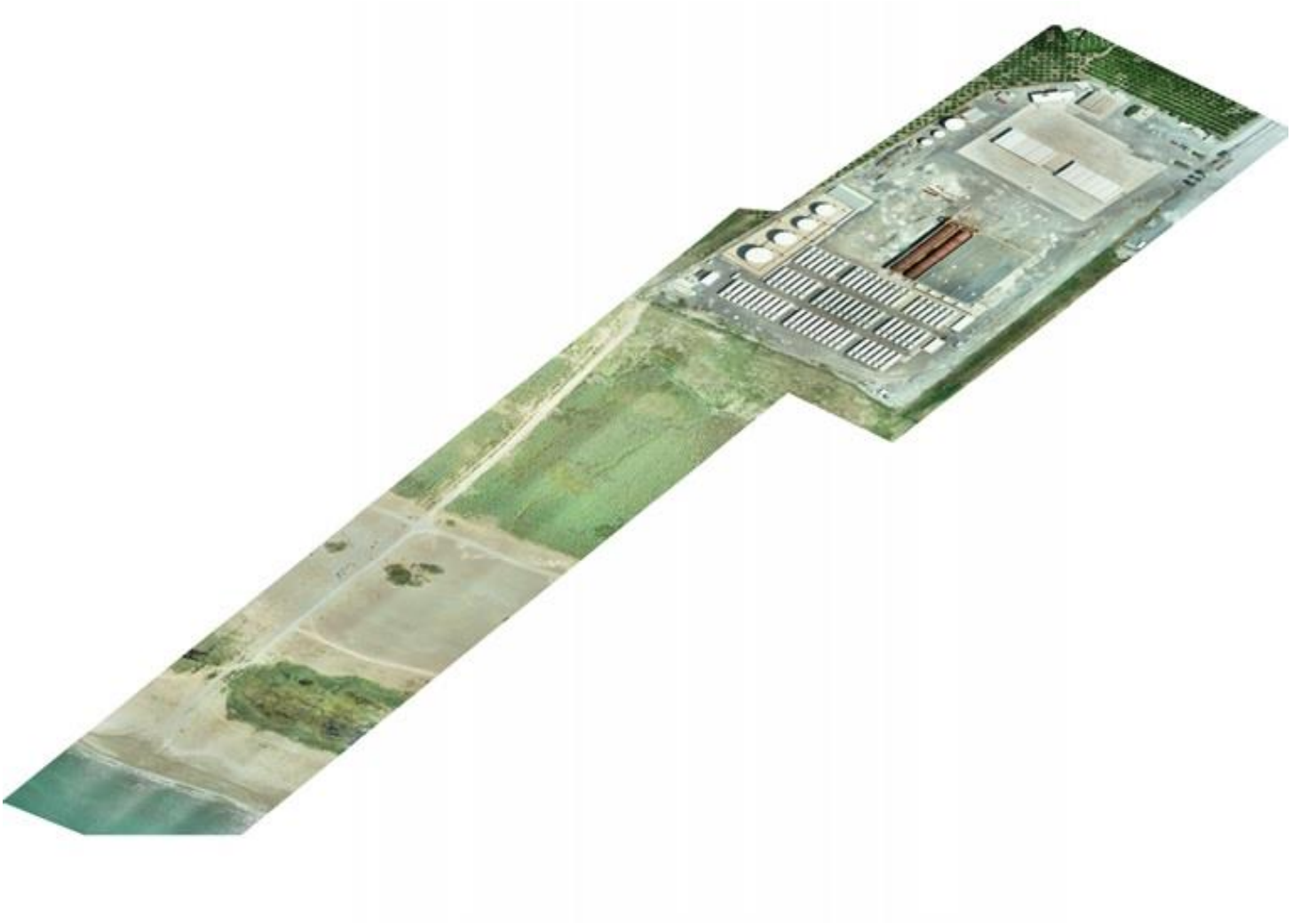
BYPORT PETROL ÜRÜNLERİ TERMİNAL HİZMETLERİ A.Ş.
DANGEROUS CARGO HANDLING GUIDE



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TERMINAL MANAGER

İLKER ARSLAN

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REVISION PAGE

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				Name Surname	Signature
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1. INPUT

When the Dangerous Cargoes are handled or stored in entrance of port and port areas, general safety and security must be provided, the goods must be surrounded, all safety measures must be taken far all people in or near port area and the environment must be protected, all these must be controlled.

1.1 General Information of Facility

FACILITY INFORMATION FORM

1	Name/Title of Facility Operator	BYPORT PETROL ÜRÜNLERİ TERMİNAL HİZMETLER A.Ş.		
2	Contact lnfarmation of facility operator (adress, phone, fax, e-mail and web page)	KORDONBOYU MAH. ANKARA CAD. İSTMARİNSİTESİ D BLOK NO: 147d DAİRE 138 KARTAL/İSTANBUL		
3	Name of Facility	BYPORT PETROL TERMINAL		
4	Province of the Facility	HATAY		
5	Contact lnfarmation of Facility (adress, phone, fax, e-mail and web page)	AŞAĞI BURNAZ MAHALLESİ CERRAHOĞLU YOLU NO:22/1 ERZİN/HATAY		
6	Geographical Area of Facility	AKDENİZ		
7	Port Authority of Facility and Contact Details	ISKENDERUN REGIONAL PORT AUTHORITY Adress: Çay Mah. 5 Temmuz Cad. No:43 İskenderun/Hatay Telephone: 0326 614 1192 Faks: 0326 614 0226		
8	The mayorship and contact details of the port facility.	MAYORSHIP OF ERZİN Telephone: (+90) 326 681 5007 Fax: (+90) 326 681 4981 Address: Cumhuriyet District, Democracy Street No:5 Post Code: 31960 Erzin/Hatay		
9	Free Zone or Organized Industrial Zone of Facility	PRIVATE INDUSTRIAL ZONE		
10	Validity date of Shore facility Operating Permit/Provisional Operating Permit	04.12.2024		
11	Facility Operating Status (X)	Own Load and Add. Third Party (X)	Own. Load (…)	3rd. Part (...)
12	Name and Surname of Facility Responsible Person Contact Information (phone, fax, e-mail)	İLKER ARSLAN +90 537 596 6590 ilker.arslan@by.port.com		
13	Tesisin tehlikeli madde operasyonları sorumlusunun adı ve soyadı, iletişim detayları (telefon, faks, e-posta)	İLKER ARSLAN +90 537 596 6590 ilker.arslan@by.port.com		

14	Name and Surname of Dangarous Goods Safety Advisor of Facility Contact Information (phone, fax, e-mail)	Seren KARAASLAN +09 0534 892 75 82 ayfer@tmgddanismanlik.com
15	Marine Coordinates of Facility	36°88'39"N - 036°05'56"E

Table 1 Facility Information Form

16	Type of Dangerous Cargoes handled in facility(goods under MARPOL Annex-1, IMDG Code, IBC Code, IMSBC Code, Grain Code, TDC Code, and asphalt/bitumen and scrap goods)	• IGC KOD • IBC KOD
17	Dangerous cargoes handled at the facility (loads other than the IMDG Code, which are among the cargo types in the 16th article, will be written separately. Additional cargo request will be sent to the port authority with the ANNEX-1 form. It will be added to TYER when appropriate)	• UN1965 HYDROCARBON GAS MIXTURE, LIQUEFIED B.B.B. A,A01,A02,A0,A1B1,B2,B or C Mixes • UN1202 DIESEL FUEL ACCORDING TO EN 590:2004 STANDARD or GAS OIL or HEATING OIL
18	Classes for cargo handled, subject to IMDG Code	**CLASS 2:** MIXTURE OF HYDROCARBON GAS, LIQUEFIED PETROLEUM GAS **CLASS 3:** DIESEL FUEL
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Cargoes subject to IMSBC Code are not handled in our facility.
20	Types of Ship berthing to facility	LIQUID FUEL/LPG TANKERS
21	Facility's distance to main road (kilometer)	6 Km.
22	Facility's distance to railway (km) or railway connection (Yes/No)	6 Km. *No railway connection*
23	Facility's distance to closest airport (kilometer) and its name	94 Km. ADANA SAKIRPASA Airport 92 Km. HATAY Airport
24	Good handling capacity of facility (Ton/Year; ehicle/Year;	500.000 mton/yıl
25	Whether or not scrap handling is done at the facility	NO
26	Is there border crossing? (YES/NO)	NO
27	Is there a Cutoms bonded areas? (YES/NO)	YES, *Warehouse tanks are available.*
28	Goods Handling equipment and capacity	12” LPG MIX PIPELINE & 14’’ DIESEL FUEL PIPELINE
29	Storage tank capacity (m^3)	LPG MIX: 37.500 m^3 & DIESEL FUEL: 12.426,227 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 decontamination from fumigationarea(m^2)	-	
34	Name/Title of plotage and towage service provider, contact information	ANKAŞ ANADOLU KLAVUZLUK A.Ş. Phone: +9O 326 645 71 70 Fax : +9O 326 645 44 32 UZMAR Uzmanlar Denizcilik Ticaret ve Sanayi Ltd. Şti Tel:+90 232 445 76 00 Fax: +90 232 445 79 00	
35	Is safety Plan created? (YES/NO)	YES	
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Waste Type	Capacity (m^3)
		EXEMPT	–
37	Characteristics of berth/jetty etc. Areas		

Berth/Jetty No	Heigh (meter)	Width (meter)	Maksimum water depth (meter)	Minimum water depth (meter)	Tonnage and height of the largest ship berthed (DWT veya GRT - meter)
Conventional Buoy Mooring Systm	-	-	-	13,70 Meters	55000 DWT 225 Meters

The name of the pipeline (in the plant)	Count (piece)	Length (meter)	Diameter of (inch)
LPG MIX PIPELINE	1	2859 M.	12
DIESEL FUEL PIPELINE	1	2859 M.	14

Table 2 Facility Information Form (cont.)

1.2 Loading/discharge, handling and storage procedures of Dangerous Cargoes handled and temporarily stored in shore facilities.

1.2.1 Dangerous Cargoes handled and stored teporarily in our facility are as follows.

UN	NAME AND DESCRIPTION	CLASS	PACKING	TK
UN1965	HYDROCARBON GAS MIXTURE, LIQUEFIED, B.B.B,A,A01,A02,A0,A1,B1,B2,B or C MIXTURES	2	-	23
UN1202	DIESEL OIL or GAS OIL or HEATİNG OIL, LIGHT	3	III	30

Table 3 Dangerous Cargoes Handled and Stored in Facility

1.2.2 Loading/Discharging Procedure for Dangerous Cargoes Handled and Temporarily Stored.

Ship Discharging team, Ship arrival date, type and quantity of the arriving product, tanks to be discharged and information involving the discharging order will be announced by operation before the ship arrives.

The ships to be discharged must have "APPROVAL" from Terminal. Arrival will be reported by contacting with İskenderun Harbour Master and Regional Port Authority.

Ship Operations Responsible is obliged to implement and enforce to implement rules fully. He is primarily responsible for execution of the operatlon in safe condltion.

- When the ship to be discharged, communicates with radio by support of pilotage and tugboats when arriving to buoy. Ship Operations Responsible coordinates the berthing of the ship. The ship which is not foreseen or is deemed inconvenient by Ship Operations Responsible will not let berthing to buoy.

- lf the product on board is transit, nobody can come on board before customs agent or cargo manifest sent by customs.

- After the ship berths to buoy, if the arriving product is not natıonal (Customs-Free), customs agency must issue Warehouse Declaration and make it approved by customs authorities, take permission to come on board and wait to take out the Customs seals on ship tanks. After the required procedures in Customs Directorate and Customs house Department, facility will begin to discharge procedure.

- Ship Operations Responsible comes on board with personnel of lnspection Company, takes the preparation letter, checks the seals, and supervises measurement of tank and bunker fuel. Meanwhile, sample/samples are taken by laboratory personnel according to the defined rules and tested, they are recorded, the Ship Operations Responsible will be informed about the result/results. (Witness samples on board are taken by laboratory personnel.) lf there is water more than 1000 ppm, aqueous product is taken to slop tank.(sample must be taken according to sampling procedure)

- During this process, Ship Operations Responsible makes "Product Meeting Before Discharge" with master, fills all the articles mentioned in the form with assessment together with master, after required signatures and seals are made, one copy is left on board, other copy is taken by Ship Operations Responsible and brought to Production Directorate to be archived.

- Before discharge, technical security will be informed, maintenance and repair work in the tank area can be secured.

- After the meeting, "Ship/Shore Safety Check List" is filled by controlling one by one checking ship and terminal. When facing an unfavorable situation in the list, the discharging is not started unless the situation is improved (ar if detecting an unsafe situation during discharging, discharge is stopped and not started till it's corrected)

- After measurement report of inspection company, laboratory approval of tested samples are taken, measurement of shore tanks are made, information involving shore tank of the product is ready, valves in terminal manifolds and valves in tank area are controlled and filled in "PRE- DISCHARGE CHECKLIST" by Ship Operations Responsible, discharge can be started by instruction of Ship Operations Responsible.

- During discharging, ship must be constantly under supervision of at least one terminal official, Ship Operations Responsible must control the ship during every product change and at least every hour whether any change "Ship/Shore Safety Check List" occurs or not. Ship Operations Responsible wrltes down the line pressure values at the beginning of ship pump room/manifold and filling line in jetty to the relevant form every hour.

- Ship Operations Responsible provides the personnel to rest periodically in order to keep personnel in Shore and Tank area active.

- lf there is shift change in discharging, shift change form is filled and signed by Ship Operations Responsible. AII information is transferred to the assigned supervisor orally

- Ship Operations Responsible fills all documents and gives one copy to the ship in order to make the closing. AII documents together with other documents from the ship will be filed in Production Directorate.

- Ship Operations Responsible acts according to emergency action plan in case of emergencies.

- lf additive is discharged from the drain hose using in discharge, discharge must be started especially by Bright stock from the first ship or hose must be cleaned by throwing in shore slop tank by taking base fluid from hose

- AII ship team including third parties must wear life jackets with min. EN 396 100N or higher standard for the conditions mentioned below.

    - Berthing or removing maneuvers of ship
    - Connecting/disconnecting the ship-shore hose
    - Taking samples from ship/taking measures
    - Bad weather conditions(absolutely wind with 3 beaufort or more)
    - Shore ship stairs that has pulpit lower than 70 cm.

1.2.3 Procedures for Handling and Storing

- ANNEXlA-11 test must be followed requested by EPDK. (For products waiting without movement more than one month in terminal, ANNEXlA-11 test will be made requested by Energy Market Regulatory Authority) (EPDK.)

- Samples must be taken according to sampling and storage instructions

- Winter and summer product applications for diesel must be made according to TS 3082 EN 590 September -2005 regulations for diesel.

- TS EN ISO 4257/AC for LPG: 2007; It is appropriate to take samples for laboratory tests of products within the scope of ISO 9162.

2. RESPONSIBILITIES

All measures for safe and secure transport without any harm to environment, preventing accidents and reduce the damage all the way when the accident happens will be taken in our facility, the responsible authorities for these and their responsibilities are as follows.

2.1 General Responsibilities

The general responsibilities of all parties involved in the transport of dangerous cargoes in our port facility are as follows:

2.1.1 The taking all measures to ensure that the transportation is carried out in a safe and environmentally friendly manner, to prevent accidents and to reduce the damage as much as possible when an accident occurs,

2.1.2 All responsible parties should benefit from the EMS guide, which includes emergency response methods and emergency schedules for ships carrying dangerous cargo in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous cargo,

2.1.3 To benefit from the Medical First Aid Guide (MFAG) in the IMDG Code annex to provide the necessary medical first aid for the people, affected by the damages of dangerous cargoes and the health problems caused by the accidents involving these cargoes,

2.2 Responsibilities of the Cargo Person.

The responsibilities of the cargo person are as follows:

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

2.3.2 Ensuring the classification, identification, packaging, marking, labeling and placarding of dangerous cargoes in accordance with the legislation.

2.3.3 To ensure that Dangerous Cargoes are safely loaded, stacked and securely fastened to the approved packaging and cargo transport unit.

2.3 Carrier's Responsibilities

The responsibilities of the carrier are as follows:

2.4.1 To request mandatory documents, information and documentations related to dangerous cargoes from the cargo person and to ensure that they are present with the cargo during the transportation activity.

2.4.2 To control the compliance of the dangerous cargoes with the legislation, which are classified, packaged, marked, labeled and placarded by the cargo person.

2.4.3 To control that the dangerous cargoes are, safely cargo to the cargo transport unit in accordance with the rules by using approved cargo transport units.

2.4 Responsibilities of By-Port Petrol Terminal

The responsibilities of the port facility operator are as follows:

2.4.1 It does not berthing the ships carrying dangerous cargoes without the permission of the port authority.

2.4.2 Written information is given to the ship that will berth at its facility within the scope of facility rules, cargo handling rules and relevant legislation.

2.4.3 It does not handle dangerous cargoes for which it has not received a handling permit from the administration, and it does not victim the ships that will berth by planning in this context.

2.4.4 It requests mandatory documents, information and documentary related to dangerous cargoes from the cargo person and ensures that they are found together with the cargo. If the relevant documents, information and documentery can not be provided by the cargo person, the port facility is not obliged to accept or handle the dangerous cargo in its facility.

2.4.5 It carries out the loading or unloading operation according to the agreement to be reached, by sharing all the data that may be required according to the characteristics of the cargo with the ship's person concerned. The ship does not make any changes in the operation without the knowledge of the person concerned.

2.4.6 It determines the working limits of our port facility, taking into account the safe working capacity and weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.

2.4.7 It controls the transport documents that come to our facility, containing information that the dangerous cargoes are properly classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

2.4.8 It ensures that the personnel involved in the handling of dangerous cargoes and in the planning of this handling are trained and documented, and does not assign personnel who do not have documents in these operations.

2.4.9 In our port facility, it ensures that the dangerous cargoes handling equipment is in working condition and that the relevant personnel are trained and documented on the use of these equipment.

2.4.10 In our port facility, it takes occupational safety measures and ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.

2.4.11 It carries out activities related to dangerous cargoes at jetty, piers and storage tanks established in accordance with these works.

2.4.12 Equips the jetty and piers reserved for the ships that will load or unload dangerous liquid bulk cargoes with suitable installations and equipment for this work.

2.4.13 It keeps an up-to-date list of all dangerous cargoes in the closed and open areas of the ships berthed at our shore facility and gives this information to the relevant parties upon request.

2.4.14 It notifies the port authority of the instantaneous risk posed by dangerous cargoes handled or temporarily stored in our port facility and the measures taken for it.

2.4.15 It notifies the port authority of the accidents related to dangerous cargoes, including the accidents at the entrance to the closed areas.

2.4.16 It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

2.4.17 It ensures that the dangerous cargoes that are allowed to be stored temporarily are transported out of the port facility as soon as possible without waiting, and in cases where it is necessary to wait, it applies to the Administration for permission.

2.4.18 It takes fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the temporary warehouses and storage area in accordance with the cargo transport units, where the dangerous cargoes are transported, in accordance with the separation and stacking rules. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.

2.4.19 Before the hot working works and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored, permission is obtained from the port authority.

2.4.20 Prepares an emergency evacuation plan for the evacuation of ships from port facilities in case of emergency, submits it to the port authority and informs the relevant people about the plan approved by the port authority.

2.4.21 In our facility, it ensures the internal loading of cargo transport units in accordance with the loading safety rules.

2.5 Responsibilities of ship interest

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

2.5.2 To request all mandatory documents, information and documents related to dangerous cargoes from the cargo person and to ensure that they are present with the cargo during the transportation activity.

2.5.3 To ensure that the required documents, information and documents related to dangerous cargoes on board are appropriate and up-to-date within the scope of legislation and

international conventions.

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

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

2.5.6 Keeping an up-to-date list of all dangerous cargoes on board and declaring them to the relevant parties upon request.

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

2.5.8 To inform the port authority and the port facility of the instant risk posed by dangerous cargoes on the ship approaching the port facility and the measures taken for it.

2.5.9 In case of leakage or such a possibility in the dangerous cargo, it is not to accept to carry the dangerous cargo.

2.5.10 Notifying the port authority of the dangerous cargo accidents that occur on the ship while navigating or at the port facility.

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

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

2.5.13 In the handling of dangerous cargoes, to ensure that the crew members use personal protective equipment suitable for the physical and chemical properties of the cargo.

2.5.14 To meet the requirements for loading safety of the loads loaded on their ships.

2.6 Training

2.6.1 The procedures and principles regarding the training that the personnel working in the handling activities of the cargo within the scope of the Regulation on the Transport of Dangerous Cargoes by Sea and Loading Safety are determined by the Administration.

2.6.2 Necessary studies for the implementation of IMO trainings, which are mandatory by IMO or if deemed appropriate by the Administration, are carried out by the Administration.

2.6.3 If, during the inspections, it is determined that the knowledge and skills of the personnel are insufficient, the Administration may request the repetition of the trainings.

2.6.4 For the practical applications of the trainings, first of all, the opportunities of the Ministry are used.

3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY SHORE FACILITY

3.1 General Rules

The following rules are applied in our port facility, which has a Dangerous Cargo Conformity Certificate.

3.1.1 If it is not possible to store the dangerous cargoes in the area where they are unloaded at the jetty or pier, it ensures that these cargoes are transported out of the port facility as soon as possible without waiting in the port area.

3.1.2 Dangerous cargoes are packaged in a suitable way and there is information on the package describing the dangerous cargo and information on risk and safety measures.

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

3.1.4 In the hazardous cargo handling area, firefighters are equipped with firefighter equipment and fire extinguishers, first aid units and equipment are kept ready for use at any time.

3.1.5 Prepares emergency evacuation plans for the evacuation of ships and marine vehicles from the port facilities in case of emergency and submits them to the approval of the port authority.

3.1.6 Takes fire, safety and security measures.

3.1.7 When any nonconformity is detected during the inspections carried out by the port authority, the handling operation is stopped, and the nonconformity is eliminated.

3.1.8 According to the Directive on IMDG Code Training Seminars, published with the minister's approval dated 26.07.2019 and numbered 56617, personnel who have not received the necessary training are not allowed to work in dangerous cargo handling operations and enter the areas where these operations are carried out.

3.2 Loading Safety Rules

3.2.1 Our port facility does not start the operation before the risk disappears, by making the necessary notification to the relevant institutions/organizations, especially the Authority, about the operation processes related to dangerous cargoes and/or likely to pose a risk.

3.2.2 The port authority stops the handling operation at the port facility when it sees any risk and does not start it until the risk is eliminated.

3.2.3 In order to ensure that the cargoes are loaded safely on the ship, the application code and provisions suitable for the type of cargo are followed.

3.2.4 The stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.

3.2.5 The ship cannot be loaded more than the loading limit, taking into account the loading limit brand. If such a situation is detected, the ship will not be allowed to sail and administrative action will be taken against the person concerned, within the scope of the relevant regulation.

3.2.6 Before the handling operation, the loading-unloading plan, and before the ship's departure, the draft survey or scale survey for the determination of the loaded load, the results are submitted to the port authority by the ship's relevant person. Administration or port authority may request that the draft survey or scale survey report be obtained from an authorized inspection firm.

3.2.7 Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).

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

3.2.9 Care is taken to ensure that the ship is free of heel, but if a heel is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.

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

3.2.11 If necessary, loading is carried out in accordance with the separation rules of the loads.

3.3 Rules for Cargoes Covered by the IMDG Code

3.3.1 Substances and objects prohibited in the IMDG Code cannot be transported by sea.

3.3.2 The parties involved in the transportation of dangerous cargoes transported in packages take the necessary measures in accordance with the provisions of the Regulation on the Transportation of Dangerous Cargoes by Sea and Loading Safety and the IMDG Code, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injury and to minimize their effects.

3.3.3 In accordance with SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the authorized administration is kept on the ships in order to prove that the ships are in a suitable structure and equipment to carry dangerous cargoes.

3.4 Rules for Cargoes Covered by the IBC Code

3.4.1 All stakeholders involved in the transportation of cargo within the scope of the IBC Code use the product name and features of the cargo specified in IBC Code Sections 17 and 18 and comply with all obligations regarding the cargo. The updates regarding the loads covered by the IBC Code and named in Chapters 17 and 18 are followed by the MEPC.2 circulars published by IMO in December each year.

3.4.2 Ships carrying cargo within the scope of the IBC Code shall carry the documents specified in the IBC Code Section 16.2.

3.4.3 In accordance with the provision of IBC Code Section 14.1.1, protective equipment that meets the EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards in sufficient numbers and suitable features is available for the people of the ship involved in the loading or unloading operation. This equipment includes a large gown, long-sleeved gloves, appropriate footwear, chemical-proof full-body clothing, and a full eye goggle or face mask.

3.4.4 On ships carrying the cargo covered by the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. Equipment used during operations cannot be kept in living quarters. However, protective clothing may also be stored in living quarters, provided that they are in special lockers adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.

3.4.5 With the exception of asphalt products, harmful, dangerous liquid bulk cargoes with the phrase “safety-S” in the “d” column titled “hazards” of the table in Chapter 17 of the IBC Code cannot be handled as waterplain in port facilities. These loads can only be handled by discharging them from the ships to the tanks in the facility via pipelines and filling them to the land tankers from these tanks. The same rule applies for loading from land tankers to ships.

3.5 Rules for Transporting Dangerous Cargoes in the Port Area and Between Adjacent Ports.

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

3.5.2 The provisions of IMDG Code Rule 7.1.3.1 and Section 7.5 are taken into account when determining the number of passengers to be on board. The procedures and principles in this regard are determined by the Administration.

3.6 Ship Specific, Other Provisions

3.6.1 Ships comply with the provisions of MARPOL73/78 Annex II Chapter 5 Regulation 13, which contains mandatory provisions governing the discharge of cargo waste or ballast water, tank washing water or other mixtures containing category X, Y or Z substances.

3.6.2 Ships carrying Category X cargoes within the scope of MARPOL Annex II or Category Y cargoes with high viscosity or which can solidify are obliged to pre-wash the cargo tanks they discharged from the discharge port in order to purify them from cargo wastes and deliver their wastes to the waste reception facility.

3.6.3 If the ships carrying Category Y or Z cargoes do not discharge their cargo in accordance with the evacuation guide (Procedures and Arrangement Manual), the model of which is

explained in MARPOL Annex II Appendix 4, or if the alternative measures to be taken are not approved by the port authority, the cargo tanks they have evacuated before departing from the discharge port. In order to purify them from cargo wastes, they have to pre-wash and deliver their wastes to the waste reception facility.

3.6.4 Pre-washing is carried out under a procedure prepared in accordance with MARPOL Annex II Attachment 6, approved by the authorized classification societies for classed ships, and under a procedure approved by the competent authority of the flag state for non-classified ships. Administration may grant exemption for pre-washing.

3.7 BYPORT PETROL ÜRÜNLERİ TERMİNAL HİZMETLERİ A.Ş. Measures Taken by.

The measures taken in our Port Facility regarding the rules specified in Article 11 of the "Regulation on the Transport of Dangerous Cargoes by Sea and Loading Safety", specified by the Administration, are given following.

3.7.1 Jetty, piers, storage tank and warehouses reserved for explosive, flammable, combustible and other Dangerous Cargoes:

- Piers and jetty reserved for loading and unloading of ships carrying Dangerous Cagoes:

In our port facility, there are 4 buoys at a distance of 2850 m (average) from the coast, and the discharge of the load is done by pipeline. The distance of the pipeline from our shore facility is 3550 meters.

- Storage Tanks and Warehouses Separated for Dangerous Cargoes:

In our coastal facility, there are 6 fully buried above-ground horizontal cylindrical warehouse storage tanks of 3500 m³ each and 66 pieces of 250 m³ horizontal cylindrical above-ground National LPG Tanks (DUTY-FREE) as well as 3 Diesel Vertical Cylindrical Warehouse storage tanks and 1 Vertical Cylindrical Diesel storage. There is a national tank (DUTY FREE) and the capacity of the said tanks is as follows.

TANK NO	CAPACITY
S-301	3500 m³
S-302	3500 m³
S-303	3500 m³
S-304	3500 m³
S-305	3500 m³
S-306	3500 m³
TANK NO S201, S202 …….S26 LPG NATIONAL TANKS (DUTY-FREE)	16.500 m³
T-101	5.100,000 m³
T-102	3.315,000 m³
T-103	2.078,000 m³
T-104 DIESEL NATIONAL TANK (DUTY-FREE)	2.078,000 m³

Table 4 Storage Tanks and Warehouses Separated for Dangerous Cargoes

3.7.2 Dangerous Cargoes Handling Equipment and Installations

Dangerous Cargoes coming to our shore facility by sea, by Oil/Product Tankers
(UN 1965), are taken to product storage tanks with a pipeline. Pipeline is 3535 meters long. 12 Inches LPG MIX Product Line is available.
(UN 1202), The product is taken to storage tanks with a pipeline. Pipeline is 3535 meters long, 14-inch Fuel Oil Product Line is Available.

3.7.3 Actions to be taken if it is not possible to store Dangerous Cargoes in the area where they are unloaded at the pier or jetty. All of the Dangerous Cargoes coming to our shore facility are stored in the existing tank warehouses in our facility.

3.7.4 Information on packages and packages of Dangerous Cargoes and risk and safety measures:

Kıyı tesisimizde paketleme ambalajlama yapılmamaktadır.

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

Persons dealing with dangerous cargoes wear the following protective equipment during loading, unloading and storage.

REGIONS	Minimum Personnel Protective Equipment				Additional Personnel Protective Equipment			
	**Working Clothes	Safety Shoe	Safety Hat	**Working Clothes	Safety Shoe	Headset	Welding Helmet	Powder/ Coat Mask
KOMPRESSOR & GENERATOR ROOM	☐	☐	☐	☐	☐	☐	☐	☐
TANKER FILLING PERONA OF	✓ FR	☐	☐	☐	☐	☐	☐	☐
TANK AREA	✓ FR	☐	☐	☐	☐	☐	☐	☐
WORKSHOP AND LABORATORY	☐	☐	☐	☐	☐	☐	☐	☐
PUMP/ COMPRESSOR STATIONS	✓ FR	☐	☐	☐	☐	☐	☐	☐
FIRE PUMP ROOM	✓ FR	☐	☐	☐	☐	☐	☐	☐
OTHER REGIONS	☐	☐	☐	☐	☐	☐	☐	☐

Table 5 Personnel Protective Equipment

NOTES;

PPE should be used and should be alerting to signs the region

☐ Signs are not required to be used in case of non-routine tasks requiring work permits

Glasses should always be kept with the staff is not mandatory wearing non-hazardous areas

PPE should be used and should be alerting to signs the region

***** Signs are not required to be used in case of non-routine tasks requiring work permits

****** Work Clothes in areas at risk of exposure to fire Fire Resistant (FR) must be

FR Fire-Resistant

3.7.6 In the dangerous cargo handling area, the teams to respond to the fire, the equipment of these teams, fire extinguishing systems and first aid units:

- In our port facility, the list and duties of people to fight fire, fire extinguishing systems and first aid teams and the duties of these teams are as in the "Emergency Action Plan".
- The fire fighting team in our facility is equipped with firefighting equipment and fire extinguishers, first aid units and equipment are always ready for use.
- The information on the fire protection systems in our port facility is as in the Dangerous Cargoes Handling Guide Article 8.10, 8.11, 8.12.

3.7.7 Preparing an emergency evacuation plan for the evacuation of port facility operators, ships and marine vehicles from port facilities in case of emergency:

Since there are no ships and sea vehicles in the port facility, an emergency evacuation plan has not been prepared.

3.7.8 Matters Regarding Fire, Security and Safety Measures to be Taken by Port Facility Operators:

- The measures taken in our facility regarding fire are the same as in the "Emergency Action Plan" and "Protection and Security Plan".
- Measures taken regarding security in our facility. It is included in the "Port Facility Security Plan" prepared within the scope of the ISPS Code.
- In our facility, matters regarding safety precautions are as in the "Occupational Health and Safety Handbook" and "Dangerous Cargo Handling Guide" Article-9.

3.7.9 Required training and certificates within the scope of the directive regarding the IMDG Code Training Seminar, published with the Ministry's approval dated 26.07.2019 and numbered 56617:

According to the regulation in question, the personnel involved in the dangerous cargo handling operation have been planned to undergo "General Awareness Training, Mission Oriented Training, Renewal Training".

Persons who do not receive training and do not have a certificate will not be allowed to take part in dangerous cargoes handling operations and to enter the areas where these operations are carried out.

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS CARGOES

4.1 Classes of Dangerous Cargoes

Substances (including mixtures and solutions) and articles subject to the provisions of the IMDG CODE fall into one of the classes 1 to 9, according to the danger they present or the most predominant danger. Some of these classes are subdivided. These classes or divisions are as listed following:

4.1.1 Class 1: Explosives

	**Class 1.1**: **Substances with a mass explosion hazard and objects** Contains explosives that can cause a mass explosion. At the moment of an explosion affects all cargoes.
	**Class 1.2**: **Substances and articles with a thorowing hazard but not an explosion hazard by mass.** Contains explosives that have the risk of ejecting fragments, but will not cause a mass explosion.
	**Class 1.3**: **Fire Hazard or a Light Explosion/Substances and Objects with a Throwing Hazard but Not a Mass Explosion Hazard** It contains explosives that have the risk of starting fire, the explosion intensity is light, there is a small risk of throwing parts, but will not cause a mass explosion.
	**Class 1.4**: **Substances and Objects Not Containing a Significant Hazard.** It contains explosives which have a slight explosion risk, whose effects will not exceed the container in which they are located, and which will not cause an explosion or fire outside.
	**Class 1.5: Mass Explosion Hazard, But Very Low Sensitivity Matter and Objects** It includes very low sensitivity explosives that can explode in mass but explode very hard.
	**Class 1.6: Extremely low sensitivity objects without mass explosion hazard.** It includes explosives that can explode very hard, have very low sensitivity and at the same time do not have the danger of mass explosion.

Figure 1 Class 1: Explosives

4.1.2 Class 2: Gases

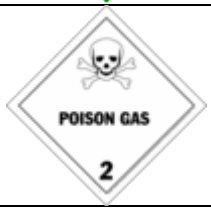
	**Class 2.1**: **Flammable Gases** Substances that weigh 454 kg (1001 lbs) and are gaseous below at 20°C (68°F). These substances have a pressure of 101.3 kPa (14.7psi) and a boiling point of 20°C (68°F) or less at this pressure. At 101.3 kPa (14.7 psi) and air mixtures They are flammable below 13%.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

Figure 2 Class 2: Gases

4.1.3 Class 3: Flammable Liquids

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

Figure 3 Class 3: Flammable Liquids

4.1.4 Class 4: Flammable Solids

	**Sınıf 4.1**: **Flammable Solids** Solids that are flammable as they are. These substances can ignite by friction. and burn rates greater than 2.2 mm (0.087 inches) per second. Metal that is flammable and completely reacts in 10 minutes or less powders are also included in this class. Thermally unstable, without air involvement Substances that react strongly exothermically and are self-igniting are also they are in the category. Explosives included in Class 1 but deactivated or substances specifically included in this class by the manufacturer.
	**Class 4.2**: **Spontaneously Combustible Solids** Self-igniting substances are pyrophoric substances. These are airborne In the fifth minute, when they catch fire or come into contact with air, they gain additional energy. They are substances that heat up without the need for a source.

	**Class 4.3**: **Hazardous Persons in Contact with Water** These are substances that, in contact with water, emit flammable or toxic substances. The danger measure is to release more than 1 Liter of gas per hour for 1 kg of substance.

Figure 4 Class 4: Flammable Solids

4.1.5 Class 5: Oxidizing Substances and Organic Peroxides

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

Figure 5 Class 5: Oxidizing Substances and Organic Peroxides

4.1.6 Class 6: Toxic and Micro-infectious Substances

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

Figure 6 Class 6: Toxic and Micro-infectious Substances

4.1.7 Class 7: Radioactive Material

	Substances bearing the yellow RADIOACTIVE III (LSA-III) label. Some radioactive radioactivity in substances, even if this label is not used. They must have display posters.

Figure 7 Class 7: Radioactive Material

4.1.8 Class 8: Corrosive (Corrosive) Substances

	**Corrosive** Abrasive, thickness reducing agent on human skin in contact for a certain period of time. substances that have an effect. On steel and aluminum, with abrasive effect substances also fall into this category.

Figure 8 Class 8: Corrosive (Corrosive) Substances

4.1.9 Class 9: Other Dangerous Cargoes

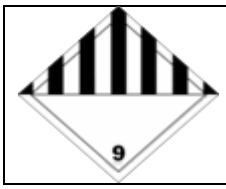
	**Miscellaneous Other Dangerous Cargoes** Substances that pose a danger during transport but do not comply with any of the defined classes are included in this class. The following substances are included in this class: Anesthetic or other harmful substances. These are substances that may cause discomfort to the flight crew or ship personnel, preventing them from performing their duties. Substances with increased temperature, harmful substances, harmful to human health residues or substances at risk of polluting the sea.

Figure 9 Class 9: Other Dangerous Cargoes

4.1.10 Classes of Dangerous Cargoes Handled in our Port Facility:

Dangerous Cargoes in Class 3 are handled at our Port facility.

4.2 Packs and Packaging of Dangerous Cargoes

4.2.1 Packaging types of dangerous cargoes

Packaging:	
Standard Packaging	*450 I / kg up*
Medium bulk container {IBC)	*3000 I / kg /rom*
Great Packaging	*4000 kg. until 450L.-3000L. between*
Tank, and Tank Containers	*450 L more than Potratif*
MEGC (mu/ti-element gas container)	*450-3000 between La*
Bulk Containers:	*more than 450 L*

4.2.2 General provisions for packing dangerous cargoes into packaging including IBC and large packaging

The same as in Part 4 of IMDG Code

4.3 Treated port our facility placard related to hazardous materials, plates, brands and labels

are as follows. (Port Handled our facility plaque on non-hazardous materials, placards, detailed information in this regard with brands and labels are as in the IMDG Code Chapter 5.)

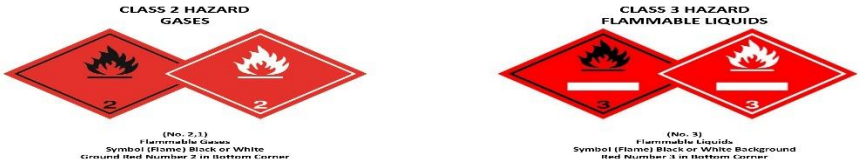


Figure 10 Plate, Brand, Labels for Dangerous Cargoes Handled at the Port Facility

4.4 Marks and Packaging Groups of Dangerous Cargoes

4.4.1 Signs of Dangerous Cargoes:

Packing signs, including IBCs, are as in Article 4.3.2.1 of the Dangerous Cargoes Handling Guide.

The signs of the cargo transport units are as in Article 4.3.2.2 of the Dangerous Cargoes Handling Guide.

4.4.2 Packing Groups of Dangerous Cargoes:

For packaging purposes, class 1, 2, 5.2, 6.2 and 7 should automatically responds with a class of substances other than the 4.1 remaining ingredients except those that are divided into three groups according to the degree of danger they present packaging

Packing group I: Substances presenting high danger;

Packing group Il: Substances presenting medium danger

Packing Group III: Substances presenting low danger.

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

4.4.3 Signs and Packaging Groups of Dangerous Cargoes Handled in Our Port Facility

Dangerous Cargoes Handled in Our Port Facility,

UN1965 (LPG MIX) (Hazard group 2 and Hazard Code 23 substances).

UN1202 (DIESEL FUEL) Packing group III (Hazard group 3 and Hazard Code 30 substances).

4.5 Segregation tables of dangeraous goods aboart ship & port according to classes

4.5.1 Separation Description

Sorting, packing them together or stacking them, leaks, spills, or is in any other case of accidents which could lead to unnecessary danger mutually incompatible that evaluated two or more substances

to be separated from each other or pen operation.

However, this may vary in the scope of the resulting danger must parse embodiment may vary in the same way. Parsing incompatible with maintaining a certain distance between the subject of hazardous substances or to one or more intermediate steel curta in or requiring deck or is provided by a combination of these. Such distance is kept between the hazardous material, which is compatible with said hazardous substance or object can be filled with another load.

4.5.2 Parsing terms

Parsing the following expressions used in this Code, the packaging of the cargo transport unit and is applied when parsing the question in different ship types are described in other sections of this part

1. "Far be kept";
2. "Must leave";
3. "Should be kept separate compartment or chamber through a whole";
4. "Should be kept separated longitudinally through the whole intervening compartment or compartments";

List of Hazardous Substances class... 'should also be kept away" parsing expressions like "class... " label will be deemed to include the following

1. “Class …” in all materials and is located
2. “Class …” all material should bear subsidiary risk label.

4.5.3 Parsing provisions

Two or more tables to the distinction between the requirement to make a decision on the separation of hazardous materials and hazardous substances list should be consulted to parse provisions should also be viewed in the attachment to this section. if there are conflicting provisions, always carry dangerous cargoes list of priorities.

İn the administration of substances wherever an expression parsing

1. Packed in the same outer packaging is not permitted and

2. Not allowed to be transported in the same cargo transport unit except exceptions.

When this Code shall specify a single secondary hazard (one subsidiary risk label), this distinction applicable provisions of danger is more severe than the primary danger of separation provision takes precedence.
Class 1 corresponds to the provisions of parsing the secondary risk are those for class 1 section 1,3

Substances with more than two dangers for materials or objects (two or more secondary risk label) separation provisions are listed in the Dangerous Cargoes List.

Parsing table for ships

The following general provisions separation between the various classes of dangerous cargoes "parsing table" is shown in the.

The substances included in each class will be quite different from the properties of materials or

objects; For certain provisions on separation, these provisions will be applied in case of absence of any contrary provision of the hazardous substances list will always take precedence over the general provisions.

Decomposition, also take into account the risk of a single secondary label.

SEGREGATION TABLE FOR SHIP

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
Flammable 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
Flammable solids (including 4.1 Self-reactive substances and solid desensitizied explosives)	4	3	2	1	x	x	x	x	1	x	1	2	x	3	2	1	x
Substances liable to spontaneous combustion 4.2	4	3	2	2	1	2	2	1	x	1	2	2	1	3	2	1	x
Substances which in contact with water, emit flammable gases	4	4	2	x	x	x	1	x	1	x	2	2	x	2	2	1	x
Oxidizing substances (agents) 5.1	4	4	2	2	x	x	2	1	2	2	x	2	1	3	1	2	x
Organic peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	x	1	3	2	2	x
Toxic substances 6.1	2	2	x	x	x	x	x	x	1	x	1	1	x	1	x	x	x
Infectious substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	x	3	3	x
Radioactive material 7	2	2	2	2	1	1	2	2	2	2	1	2	x	3	x	2	x
Corrosive substances 8	4	2	2	1	x	x	x	1	1	1	2	2	x	3	2	x	x
Miscellaneous dangerous substances and articles 9	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Table 6 Segregation Table for Ship

The numbers and symbols in the table have the following meanings

1 – "away from";
2 – "separated from";
3 – "separated by a complete compartment or hold from";
4 – "separated longitudinally by an intervening complete compartment or hold from";
X – Dangerous Cargoes List has to be consulted to verify whether there are specific segregation provisions. *

Segregation Table for Ports

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

In remote area, less stringent requirements may be acceptable, but in areas sited near housing, chemical plants or tank farms, more stringent stowage and segregation requirements may be necessary.

SEGREGATION TABLE FOR DANGEROUS CARGOES IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Falmmable gases 2.1	0	0	0	s	a	s	0	S	s	0	a	0
Non-toxic, non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s			0	0	s	a	S	s	0	0	0
Flammable solids, self-reactive substances and desensitized explosives 4.1	a	0	0	0	0	s	0	A	s	0	a	0
Substances liable to spontaneous combustion 4.2	s	a	s	s	a	0	a	S	s	0	0	0
Substances which in contact with water, emit flammable gases 4.3	0	0	0	s	0	a	0	S	s	0	a	0
Oxidizing substances 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	S	0	a	s	0
Toxic substances (liquid and solid) 6.1	0	0	0	0	0	a	0	A	a	0	0	0
Corrosives (liquid and solids) 8		0	0	0	a	a	a	S	s	0	0	0
Miscellaneous dangerous substances 9	0	0	0	0	0	0	0	0	0	0	0	0

Table 7 Segregation Table for Dangerous Cargoes in Port Areas

NOTES REGARDING TO TABLE

- Cargoes of Class 1 (other than division 1.4S), Class 6,2 and Class 7 are allowed to be in port area for only direct transport or delivery. These classes are not in the table. lf these cargoes have to be kept temporarily due to unforeseen conditions, they should be in designated areas. When individual class segregation requirements cause specific requirements stated in IMDG Law, it should be considered by Port Authority.

- The reception and keeping of dangerous cargoes of Class 1 (other than division 1.4S), Class 6,2 and Class 7 should be subject to special rules for each port as the handling facilities at each terminal or berth vary considerably.

- AII dangerous cargoes delivered to the port area should be documented, packaged, labelled, marked or placarded in accordance with IMDG Code. (lnternational Code for Maritime Dangerous Cargos).

- The segregation of dangerous cargoes should be in accordance with Chapter 7,2 of the IMDG Code as follows

    - **Packages/lBC/trailers/flat racks or platform containers**

0 = No segregation necessary unless required by the individual schedules.
a = Away from -minimum 3 m separation required.
s = separated from - in open areas, minimum 6 m separation required; in sheds or warehouses, minimum 12 m separation required unless separated by an approved fire wall.

    - **Closed containers/portable tanks/closed road vehicles**

0 = No segregation necessary.
a = Away from - no segregation necessary.
s = separated from - in open area, longitudinally and laterally minimum 3 m separation required; in sheds or warehouses, longitudinally and laterally, minimum 6 m separation required unless separated by an approved fire wall.

- **Open road vehlcles / rallway freight wagons /open-top containers**

0 = No segregation necessary.
a = Away from -minimum 3 m separation required.
s = Separated from - in open area, longitudinally and laterally minimum 6 m separation required; in sheds or warehouses, longitudinally and laterally, minimum 12 m separation required unless separated by an approved fire wall.

- For freight containers, portable tanks, lorries, flat racks or platform containers or rail wagons, a distance of 3 m is equal to the width of a standard 20-foot container, or one rail track, one trailer iane or, in the case of successive rail wagons, the longitudinal buffer space.

- The segregation table shown uses "O" to indicate that no general segregation is required but those individual requirements of the Dangerous Cargoes List if the IMDG Code shall be consulted. The IMDG Code's general segregation table (7.2.1.16), however, uses "X" instead of "O" used in these Recommendations. The difference is intentional, to emphasize the difference in the use of the segregation tables.

4.6 Segregation Distance of Dangerous Cargoes in Shed storages and segregation terms.

4.6.1 Segregatlon table taking into account for shed storage of dangerous cargoes handled in shore facility is as follows.

4.6.2 Terms used in Dangerous Cargoes Segregation in Shed Storages are as in Article 4.5.3.6

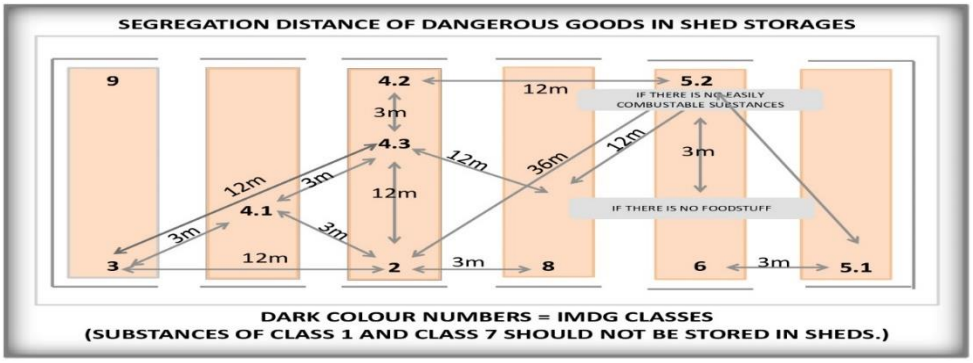


Figure 11 Segregation Distance of Dangerous Cargoes in Shed Storages

4.7 Dangerous Cargoes Documents

This part is examined in Article 7 of Documentation Chapter.

5. MANUAL FOR DANGEROUS CARGOES HANDLED ON SHORE FACILITY

Port facility which carries aut loading/discharge, handling and temporarily storing of Dangerous Cargoes, contributes to make the activities in a safe condition;

- Dangerous Cargoes classes,
- Dangerous Cargoes packages,
- Packaging
- Labels
- Marking and packaging groups,
- Segregation tables far Dangerous Cargoes on board and port according to classes,
- Segregation distance of Dangerous Cargoes in sheds storages,
- Segregation terms,
- Dangerous Cargoes documents,
- Dangerous Cargoes emergency response action flowchart,

  Are the same as in Dangerous Cargoes Manual Annex-10.

6. OPERATIONAL ISSUES

6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting Dangerous Cargoes at night and day in a safe condition

- Ships transporting Dangerous Cargoes will be gone alongside to port berths by pilotage and tugboats preferably during day, during night if allowed by Port authority, in accordance with Port Regulations.
- Harbor Pilot will be informed about the Dangerous Cargoes aboard ship before maneuver.
- Positions of ship transporting Dangerous Cargoes must be considered, berthing must be planned after removal of ship in case of risk.
- In case of unfavorable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage.
- Anchorage sites are different for the ships transporting Dangerous Cargoes; ship can wait in the anchorage sites designated for them.

6.2 Procedures for additional measures taken for loading, discharging and transshipment of Dangerous Cargoes according to seasonal conditions.

- Seasonal conditions must be considered for loading and discharging of the Dangerous Cargoes. Handling flammable, combustible, explosive goods should be postponed or stopped at extreme heat, extreme cold, extreme rainy and weather with unfavorable sight conditions, lighting and weather with electric power load.
- lf loading/discharging in unfavorable conditions have to be continued or in mandatory conditions; fire, fire department, emergency response teams must be kept in order to response to unwanted conditions as soon as possible.
- In case of continuity of similar conditions, measures, such as the workers must be elected from the experienced ones, resting periods must be planned frequently in extremely hard working situation, increase the lighting, ete. must be provided.

6.3 Procedures for keeping away flammable, combustible and explosive materials from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in area of Dangerous Cargoes handling, stowing and storing are made.

- In dangerous cargo fields, while handling Dangerous Cargoes, working with especially flammable, combustible and explosive;
    - Not performing hot works (welding, cutting, etc.), working in a controlled manner by taking technical safety measures when necessary
    - Ex proof. using (non-sparking) hand tools,
    - Working with experienced personnel,

- Relevant units must be informed before work,
- Briefing will be given to the personnel working in the field,
- Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use.
- Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use.
- Ensuring that the personnel who will do this type of hot work (HOT WORK) work with protective clothing and equipment and, if necessary, closed circuit breathing apparatus.

- Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working.

7. DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures related to all required documents, information and papers, their provision and control by the authorities.

7.1.1 The following documents related to Dangerous Cargoes are kept by Shore facility livingly.

- SOLAS 1974
- IMDG Code Volume 1,2 and ANNEX Book
- lnternational Agreement for Safety eontainer dated 1972 amended by ese
- SSC Cargo Safety Connecting
- MARPOL Ek I ve II
- ISGOTT

7.1.2 In order to handle the Dangerous Cargoes transported to facility in a safe condition and to take the required measures, Shore facility needs documents sent prior. The documents are as follows

i. Dangerous Cargoes Transport Document
ii. Container/Vehicle Packing Certificate
iii. Documents Required aboard ship
iv. Other required documents and information
v. Multimodel Dangerous Cargoes Form

Dangerous Cargoes Transport Document

Transport documents prepared by shipper, shall include "Signed eertificate or Dangerous Cargoes Transport Document" indicating that the consignment to be transported is properly packaged, marked and labelled and in proper condition for carriage in accordance with the applicable regulations.

Ships and sea vehicles transporting Dangerous Cargoes should present transport document involving the detailed information about the goods at least twenty four hours before entering the port

administrative field; if the ship's and sea vehicle's journey time till port field is less than 24 hours, they will present them after departing from shore facility, to the Port authority in written for by responsible.

Those responsible for goods is obliged to report to the shore facility at least 3 hours before Dangerous Cargoes transported by road and railway are entered to the facility.

In case of failure to comply with reporting obligation or reporting does not involve correct information, administrative procedures can be made against the person who reports and they could lose their berthing, departing, passing order, if any.

When the Dangerous Cargoes transport document is given to a carrier by EDP (electronic data processing) or EDI (electronic data interchange), the shipper shall be able to produce the information without delay as a paper document, with the information in the sequence required by this chapter.

Dangerous Cargoes Transport Document can be in any form providing involving all information stated in Division 5.4 of IMDG Code.

Container/Vehicle packing certificate

When Dangerous Cargoes are packed or loaded into any container or vehicle, responsible for packing the container or vehicle must provide a "container/vehicle packing certificate" specifying the container/vehicle identification number(s) and certifying that the operation has benn carried out in accordance with the following conditions

- The container is clean, dry and apparently fit to rece ive the goods,
- Packages which need to be segregated in accordance with segregation requirements are not packed together and/or put into container/vehicles,
- AII packages are externally inspected for damage, and only sound packages have been loaded,
- Drums are stowed in an upright position, unless otherwise indicated, and all goods are properly loaded and where necessary adequately braced with securing materials to comply with mode(modes) of transport of the intended journey,
- Goods loaded in bulk is evenly distributed within container/vehicle,
- The container/vehicle and packages are properly marked, labelled and placarded as appropriate,
- When solid carbon dioxide (C02-dry ice) is used for cooling purposes, the container/ vehicle is externally marked regularly,
- Dangerous Cargoes transport document, is received for each Dangerous Cargoes consignment loaded in the container/vehicle,

"Note: The container/vehic/e packing certificate is not required for portable tanks."

The information required in the Dangerous Cargoes transport document and the container/vehicle

packing certificate may be incorporated into a single document; if not, these documents shall be attached one to the other. lf the information is incorporated into a single document, the document shall include a signed declaration such as "it is declared that the packing of the goods into the container/vehicle has been carried out in accordance with the applicable provisions". This declaration shall be dated and the person signing this declaration shall be identified on the document.

lf the Dangerous Cargoes documentation is presented to the carrier by means of EDP or EDI transmission techniques, the signature(s) may be electronic. signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.

When the Dangerous Cargoes transport information is given to a carrier by EDP or EDI techniques and subsequently the Dangerous Cargoes are transferred to a carrier that requires a paper Dangerous Cargoes transport document, the carrier shall ensure that the paper document indicates "Original received electronically" and the name of the signatory shall be shown in capital letters.

Documentation required aboard the ship

Each ship transporting Dangerous Cargoes and marine pollutants on board shall have a special list, manifest or stowage plan regarding names and locations of Dangerous Cargoes and marine pollutants. This special list and manifest are based on documents and certificates requested in IMDG Code.

A detailed stowage plan, which identifies by class and sets out the location of all Dangerous Cargoes and marine pollutants, may be used in place of such special list or manifest.

For consignments of Dangerous Cargoes, appropriate information shall be immediately available at ali times for use in emergency response to accidents and incidents involving Dangerous Cargoes in transport. The information shall be available away from packages containing the Dangerous Cargoes and immediately accessible in the occurrence of an incident. lnformation used in emergency response will be in the following documents

- In a special list, manifest or Dangerous Cargoes declaration;
- In a separate document such as a safety data sheet;
- In separate documents such as Medical First Aid Guide for Use in Accidents lnvolving Dangerous Cargoes (MFAG) and Emergency Response Procedures for Ships Carrying Dangerous Cargoes (ES Guide) for use in conjunction with the transport documents.

Other required information and documents

In certain circumstances, special certificates or other documents are required as follows

- A weathering certificate; as required in some entries of the Dangerous Cargoes List;
- A certificate exempting a substance, material or article from provisions of the IMDG Code (such as, see individual entries such as charcoal, fishmeal, seedcake);
- For new self-reactive substances and organic peroxides or new formulation of currently assigned self-reactive substances and organic peroxides, a statement by the competent authority of the country of origin of the approved classification and conditions of transport.

Multimodal Dangerous Cargoes Form

Multimodal Dangerous Cargoes Form is a form which is used as acombined Dangerous Cargoes declaration regarding transportation of Dangerous Cargoes in multiple modes and container packing certificate.

Example of Multimodal Dangerous Cargoes is in Annex-18.

7.2 Procedures for proper and full keeping updated list of Dangerous Cargoes in shore facillty area and other information

Port facility is obliged to submit the information about class, quantity, emergency response methods and locations of all Dangerous Cargoes in port facility, to the authorities upon request at any time.

Operation Department will keep the records involving the following information of the Dangerous Cargoes handled in our port.

- UN Number,
- PSN name (Proper Shipping Name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine Pollutant feature,
- Consignee,
- Shipper,
- Container / Packing number,
- Seal number,
- Additional lnformation (lgnition temperature, viscosity, etc.)
- Storage Location in Port Field
- Duration of stay in Port

This information is kept under computer ar file as only reached by authorized personnel, shown upon request.

Port facility keeps the updated records of Dangerous Cargoes about class, quantity, which have been handled throughout the year by the port and notifies them to Port authority in 3 months period.

7.3 Procedures for control of properly defining of Dangerous Cargoes in the facility, using proper shipping names, certificating, packaging/packed, labeling and declaring of Dangerous Cargoes, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control.

Planning department checks the accuracy of the following information on Dangerous Cargoes documents issued by the shipper in coordination with operation about the Dangerous Cargoes to be received to port;

- UN Number,
- PSN name (Proper Shipping name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)

- Packing Group (I; II; III)
- Marine Pollutant feature,
- Container / packing number,
- Seal number,
- Additional information (lgnition temperature, viscosity, etc.)
- Storage Location in Port Field,

This information is delivered to the tally derk, Field Supervisors, Storage officers, HSE and to the staff who requires knowing the information, by sending upon terminals/documents, so the control of Dangerous Cargoes is provided.

In the event that information from operation conflicts with information of goods, operation shall be informed immediately, shipper is directed to confirm the information Dangerous Cargoes cargo/vehicle/container, correct the deficient and wrong label marks if any.

7.4 Procedures for obtaining and maintaining a Safety Data Sheet (SDS).

Dangerous Cargoes Safety lnformation Form (SDS) involving the following information is required for Dangerous Cargoes transported by ali modes of transportation (Road, rail, air and marine) according to our national law since 1 January 2014.

- UN number,
- PSN (Proper shipping name,) (required for marine transport.)
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine pollutant feature,
- Tunnel Restriction Code (required for road transport.)

In port, there is a check to control this document together with the Dangerous Cargoes to be received.

7.5 Procedures for keeping records and statistics of Dangerous Cargoes.

Admınıstratıon requests to give a report involving the information of Dangerous Cargoes, handled in our Port facility, to Port Authority in 3 month-periods. The example of the report issued by Operation Department is below.

Statistical evaluation from records of Dangerous Cargoes handled in our port annually is prepared by trade, operation departments.

Monthly inventory and control reports of Dangerous Cargoes stored in the port are issued by operation department and submitted to the Management.

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

7.6 Quality Management System

At our port facility

ISO 9001:2015
ISO 14001:2015

ISO 45001:2018

Quality Management System is implemented.

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCİES AND RESPONSE

8.1 Response procedure for Dangerous Cargoes that endangers/able to endanger life, property and/or environment and dangerous incidents involving Dangerous Cargoes

Dangerous Cargoes received, handled, stored, loaded and discharged to shore facility, can create unique hazards such as explosion, fire, corrosion, poisoning, infectious diseases, radiation. Therefore there are emergency varieties of shore facility could face. In order to cope with these dangers, it's extremely important develop, announce and apply the Emergency Plan that's formed in cooperation with local emergency teams.

8.1.1 The following issues required to be considered to form emergency strategy in shore facility.

- Preventing accidents,
- Preparing Emergency Plan,
- lmplementation and Exercise of Emergency Procedures,
- Checking emergency equipment regularly,
- lmplementation of plan in occurrence of emergency,
- Analyzing and reporting the incident to prevent the repetition,

8.1.2 Response procedure for Dangerous Cargoes that endangers/able to endanger life, property and/or environment and dangerous incidents involving Dangerous Cargoes in our facility

lntervene in dangerous situations prepared by the facility will be conducted by the Emergency Action Plan.

8.2 lnformation for possiblllty, capacity and capablllty of shore facility to response emergencies.

8.2.1 Possibility, capability and capacity of fire response

- 1 Piece Storage Tank (2073 m3)
- 2 Pieces Diesel Pumps (454 m^3/s)
- 2 Pieces Electric Pumps (340 m^3/s)
- 1 Piece Jockey Pump (9 m^3/s)
- Fire Circuit Pressure 11 Bar
- 8" Main Fire pipeline
- 4-8" Fire pipeline in the Field
- 1 Piece Portable Foam Making Machine
- 10 Pieces Hydrants and 10 Pieces Fire Cabinets connected to them
- 20 Pieces fire hose (each 24 meters)
- 1 Pieces 50 Kg. Dry Chemical Powder
- 147 Pieces 12 Kg. Dry Chemical Powder
- 10 Pieces 6 Kg. Dry Chemical Powder
- 4 Pieces 5Kg. CO2 Tube
- 7 Pieces Fire Water Polo (175 PSI Max. Opr. Press)

8.2.2 Possibility, capability and capacity against leakage and spillage

Same as in Annex 14.

8.3 Regulations of first response for accidents involving Dangerous Cargoes.

Accidents, which are occured by Dangerous Cargoes in our shore facility are, in form of Fire and Flow/Leakage/Spillage.

8.3.1 The measures against fire which is occured by Dangerous Cargoes are as follows

- In case of fire which is occured as a result of accident involving Dangerous Cargoes that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.
- Measures in emergency plan, which are taken for fire, are generally as follows.
  - F-A (General Fire Plan)
  - F-B (Explosive Substances and Articles)

- F-C (Non-Flammable Gases)
- F-D (Flammable Gases)
- F-E (Non-Water-Reactive Flammable Liquids)
- F-F (Temperature-Controlled Self-Reactives and Organic Peroxides)
- F-G (Water-Reactive Substances)
- F-H (Oxidizing Substances with Explosive Potential)
- F-l (Radioactive Material)
- F-J(Non-Temperature-Controlled Self-Reactives and Organic Peroxides)

- In case of accident involving goods handled in our port facility and causing fire, the following should be considered from Annex Tables of IMDG Code.

UN	NAME AND DESCRIPTION	EMS (FIRE)
UN1965	HYROCARBON GAS MIXTURE, LIQUEFIED	F-D
UN1202	DIESEL FUEL	F-E

Table 8 SDS Information Codes of Cargo Handled at the Port Facility

8.3.2 The measures taken against flow/leakage/spillage which are occured by Dangerous Cargoes are as follows

- In case of flow/leakage/spillage which are occured as a result of accident involving Dangerous Cargoes that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.

- Measures in emergency plan, which are taken for flow/leakage/spillage, are generally as follows

  - S-A(Toxic Substances)
  - S-B(Corrosive Substances)
  - S-C(Flammable, Corrosive Liquids)
  - S-D(Flammable Liquids)
  - S-E(Flammable Liquids, Floating On Water)
  - S-F(Water-Soluble Marine Pollutants)
  - S-G(Flammable Solids and Self-Reactive Substances)
  - S-H(Flammable Solids "Molten Material")
  - S-l((Flammable Solids "Repacking Possible")
  - S-J(Wetted Explosives and Certain Self-Heating Substances)
  - S-K(Temperature-Controlled Self-Reactive Substances)
  - S-L(Spontaneously Combustible, Water-Reactive Substances)
  - S-M(Hazard of Spontaneous lgnition)
  - S-N(Substances Reacting Vigorously with Water)
  - S-O(Substances Dangerous When Wet "Non-Collectable Articles)
  - S-P(Substances Dangerous When Wet "Collectable Articles")
  - S-Q(Oxidizing substances)
  - S-R(Organic Peroxides)
  - S-S(Radioactive Material)
  - S-T(Dangerous Cargoes with Biohazard)
  - S-U(Flammable, Toxic or Corrosive Gases)

- S-V(Non-Flammable, Non-Toxic Gases)
- S-W(Oxidizing Gases)
- S-Y(Explosive Chemicals)
- S-Z(Toxic Explosives)

- In case of accident involving goods handled in our shore facility causing flow/leakage/spillage, the following should be considered from Annex Tables of IMDG Code.

UN	NAME AND DESCRIPTION	EMS (YIELD/LEAK/SPILL)
UN1965	HYROCARBON GAS MIXTURE, LIQUEFIED (LPG MIX)	S-U
UN1202	DIESEL FUEL	S-E

Table 9 SDS Information Codes of Cargo Handled at the Port Facility

8.3.3 Medical first aid guide (MFAG) will be used for the accidents involving Dangerous Cargoes. lssues taken into consideration for use of this guide are stated below.

- In any case of exposure to Dangerous Cargoes, firstly emergency response will be applied.
- Medical first aid guide will be applied in 3 steps.

1. Step: Emergency Action and diagnosis Start here!
2. Step: Consider tables. The tables give brief instructions for special circumstances.
3. Step: Consider appendices. The Appendices provide comprehensive information, medicines and chemicals that might be exposed.

8.3.4 Use the following table while emergency action.

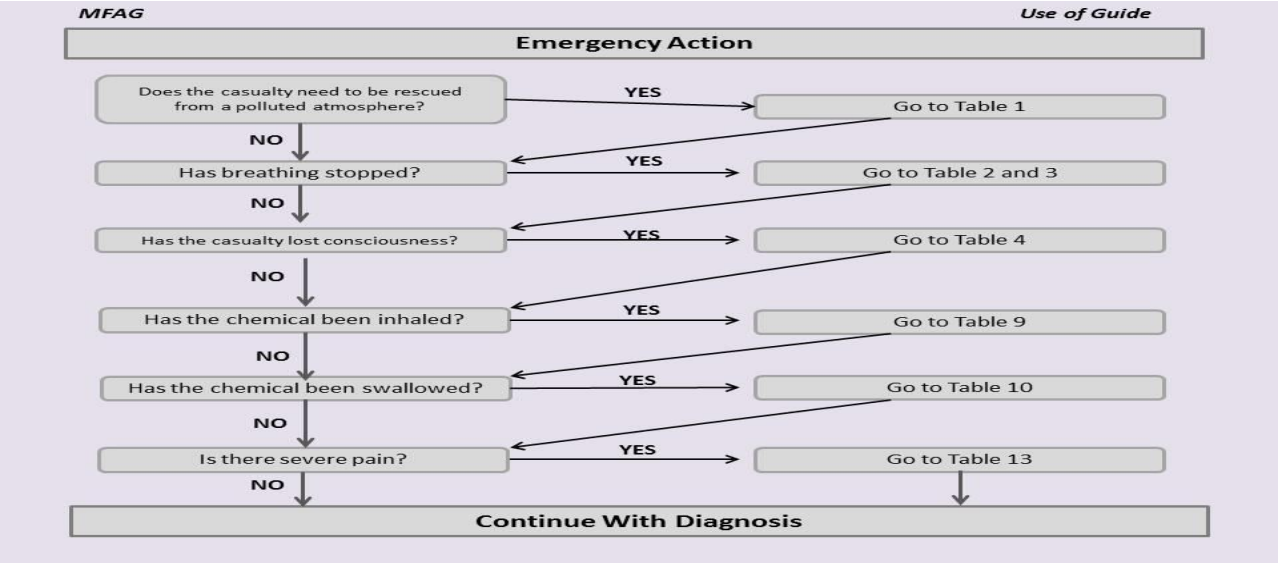


Figure 12 MFAG Guidelines for Emergency Action

8.3.5 Use the fallowing table fardiagnosis

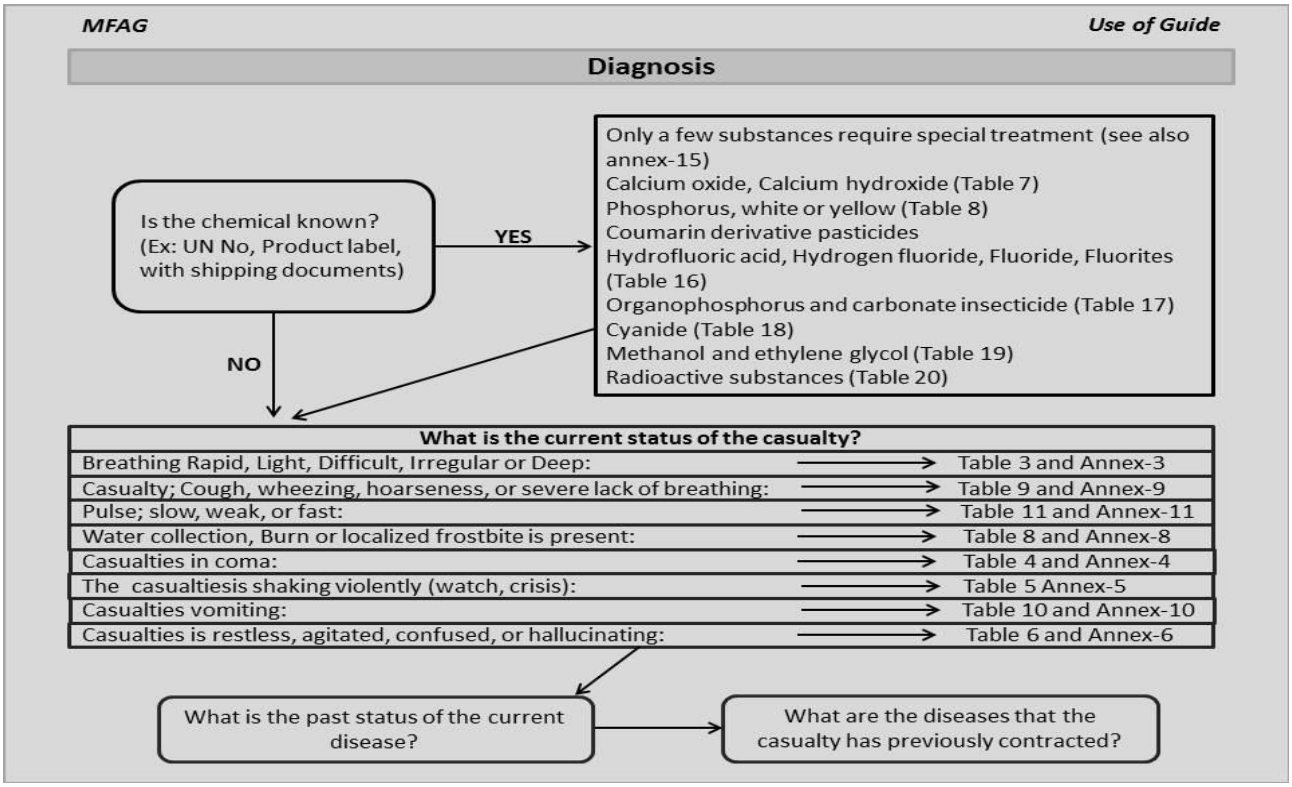


Figure 13 Under the Emergency Action Plan, MFAG - DIAGNOSTIC GUIDE

8.3.6 MFAG Tables contain additional information for special cases, and the information regarding the tables is as follows.

It is used from the "Medical First Aid Guide" in the IMDG Code annex and (MFAG) "Emergency Plans" in the IMDG Code annex for emergencies involving dangerous cargoes. (EMS) is also used in "Emergency Tables" in ANNEX-5 of "Dangerous Cargo Emergency Plan".

Annexes and tables are Available in the Emergency Plan under joint health and safety unit (occupational health safety).

8.3.7 The Appendices provide comprehensive information, medicines and chemicals that might be exposed. lnformation on appendices are as follows.

It is used from the "Medical First Aid Guide" in the IMDG Code annex and (MFAG) "Emergency Plans" in the IMDG Code annex for emergencies involving dangerous cargoes. (EMS) is also used in "Emergency Tables" in ANNEX-5 of "Dangerous Cargo Emergency Plan".

Annexes and tables are Available in the Emergency Plan under joint health and safety unit

(occupational health safety).

8.4 Notification to be made inside and outside of facility in emergencies.

8.4.1 Flowchart for notification to be made in emergencies are as follows.

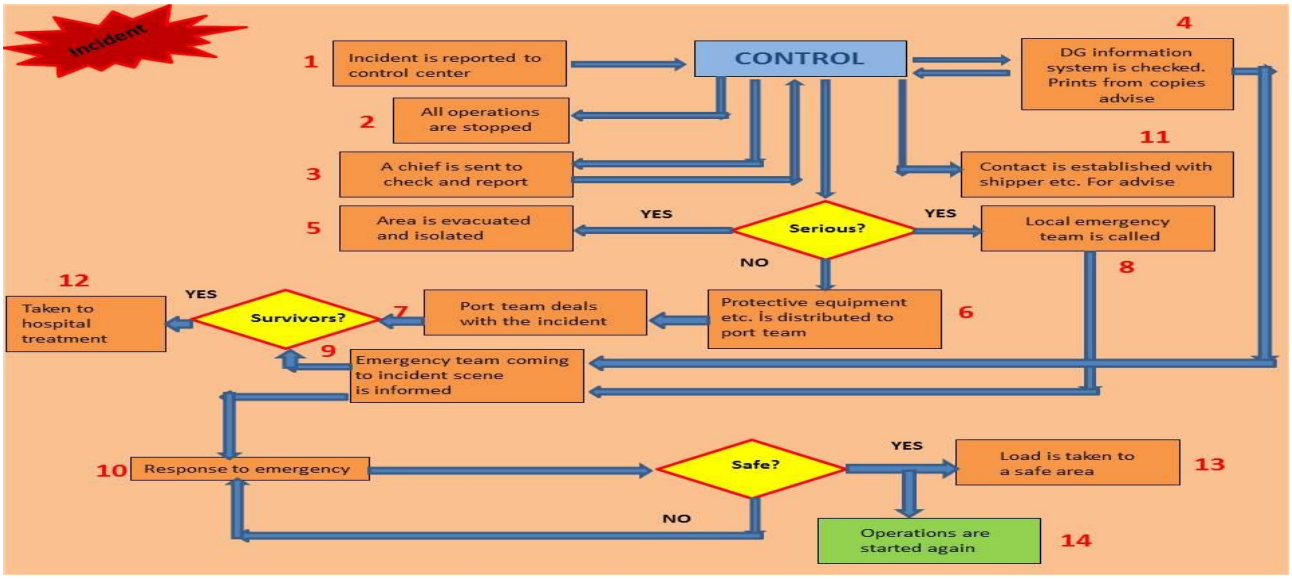


Figure 14 Emergency Flow Diagram

8.4.2 Notification required to be made in our shore facility is the same as in Emergency Action Plan.

8.5 Procedures for reporting accidents.

Accidents/incident involving Dangerous Cargoes, which occurred in our facil_ity, shall be reported to Port authority no later than 3 hours after incident by VHF radio or other communication tools primarily. After this notification, a written report involving statements about accident/incident shall be sent to port authority within 24 hours.

8.6 Coordination, support and cooperation method with public authorities.

Coordination, support and cooperation method with public authorities is the same as in Emergency Action Plan.

8.7 Emergency evacuation plan for ship and sea vehicles from shore facility in emergencies.

8.7.1 Emergency Evacuation Procedure for Removing Ships and Marine Vehicles from the Buoy in Emergency Situations

SCOPE

The purpose of this procedure, which is prepared for the evacuation of ships from the buoy, is to

explain the determination of the sequence of operations and the determination of responsibilities, which are necessary for the appropriate separation of the ships in the following emergency situations in a way that will cause the least damage.

Emergency Conditions

The conditions that require the emergency departure of the ships tied to the buoy at the Port Facility are given following.

Weather opposition

- Conditions requiring an emergency due to fire or dangerous substances on board
- Other reasons

  - Fire on the ship or facility located in other facilities
  - Terrorist acts
  - War Situation
  - Natural Disasters
  - Situations deemed necessary by Official Institutions
  - Pollution
  - Disturbance of ship position
  - Failure of the ship
  - Medical problems

Weather opposition

WEATHER CONDITIONS	OPERATION	ACTION TO BE TAKEN	DESCRIPTIONS
Wind Speed >15 Knts.	BERTHING	The ship is not allowed to berth	Under the consultance of the pilot; The vessel is not suitable for mooring and anchoring to the buoy system.
Wind Speed >20 Knts.	DISCHARGE	Discharging is Stopped.	The Port Facility continues the evacuation until the wind speed drops below < 15 knts. reserves the right not to restart.
Wind Speed >25 Knts.	DISCHARGE	Flexible hose connections are disconnected.	Considering the rate of increase in wind speed and the availability of enough port facility personnel, necessary measures will be taken for the safe separation of flexible hoses.
Wind Speed >30 Knts.	DISCHARGE	The ship has unberth the buoy system.	The decision will be made by the Ship's Master and the Terminal Representative, in consultation with the Pilot.
Any Wind Speed	BERTHING DISCHARGE		The Port Facility, for its own safety, During berthing, departure and discharging, it may decide on any action and request the execution of this decision from the ship.

LIGHTNING STRIKE	DISCHARGE	Discharging is stopped, all valves of the ship and the vents are closed. Cargo tank pressures by watching closely uncontrolled vent operation is avoided.	If the lightning port facility area if it's in the immediate vicinity.
Careen > 2° Fore-aft slope > 2.0m	DISCHARGE	Discharging stopped. all relief valves closed.	The ship is requested to take corrective action.

The values given in the table above are the values calculated to maintain a safe operation in the Port Facility Marine Systems of the ships.
When the wind speed rises to 30 knts and above, the ship is removed from the Marine Systems for ship and facility safety.

Conditions Requiring Fire or Emergency on Board:

The onset of fire, which may occur in ships connected to naval systems and may grow out of control even if struggle is made, is a situation that requires the emergency stop of the operation and the separation of the ship.
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 system should be immediately removed from the marine systems in order not to damage the port facility and its environment.

Conditions Requiring Fire or Emergency in the Terminal Area:

In cases such as fire, uncontrollable leaks, and emergency conditions that may similarly occur within the Port Facility, the ship is urgently removed from the Marine Systems for the purpose of ship and environmental safety. Fires and leaks within the Port Facility that will not affect the Operation and can be easily extinguished will be evaluated by the Emergency Management Center and the decision to leave the Ship in the Marine Systems will be made.

Other Reasons:

Such situations are not directly caused by the ship and the Port Facility, but in cases where there is a possibility of damage to the ship indirectly,

- Fire or explosion in the ship or facility in other facilities,
- Terrorist acts
- War situation
- Natural disasters
- Situations deemed necessary by the state.
- Pollution
- Deterioration of the ship's position
- Emergence of mechanical failures on the ship side
- Medical problems that will affect the ship and the Port Facility

In the event of an emergency, the Ships are immediately removed from the Marine Systems to which they are connected.

Communication:

When the above-mentioned emergencies occur on the Port Facility and the Ship, a fast, secure and uninterrupted communication will be provided between the Port Facility, the Ship and the relevant Authorities, by means of the communication tools specified below.

- UHF Radio
- GSM Radio
- VHF Radio
- Mobile phone
- Land phone
- Messenger / Liaison personnel

CAUSE OF ALARM	ALARM TOOL	AUDIBLE WARNING
Fire in the facility	Radio / Phone	Fire in the facility
Fire on the jetty	Radio / Phone	Fire on the jetty
Power Cut	Radio / Phone	Warning Power Cut
Emergency	Radio / Phone	Wrning Shutdown System activated

Emergency Disconnect System Preparation:

All emergencies will be reported to the Port Authority authorities.
If it is decided to leave the ship urgently, the safe places where the ship can be transported under controlled conditions must be specified by the Port Authority.

In cases where urgent separation is required, the ship's master and the port facility will initiate the emergency departure process by mutual agreement and will notify the Port Authority as soon as possible.
In cases where the severity of the emergency and time permits, a representative from the Port Authority or the Harbor Master, Port Manager/Operation Officer, Ship Captain, Guide Captain will agree on the time and method of the separation before the emergency separation is made.

The ship's machinery, steering gear and separation equipment from the Marine System will be made ready for immediate use.

All cargo unloading, ballast operations should be stopped and ready for separation.

The ship's fire circuit will be flooded and water mist will be used for strategic sections.

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

In all emergencies, if the required response exceeds the terminal capabilities, the local security forces and/or fire department will be notified immediately.

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

1. Qualification of tugs
2. The ability of the ship to take off under its own power
3. Availability of safe places to proceed or tow a Ship in an emergency
4. Firefighting competence
5. Proximity of other ships
6. Fire Lines

Realization of Emergency Separation:

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

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

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

SHIP EMERGENCY UNBERTHING PROCESS SEQUENCE

1.	Alarming
2.	Providing information about the emergency via VHF or telephone
3.	Making the first situation assessment between the ship's captain and the port facility authority.
4.	Stopping the operation
5.	Implementation of port facility and ship emergency plan measures
6.	Worsening of the current situation and the existence of the above-mentioned emergency separation conditions.
7.	Evaluation of the situation between the ship's captain, the port facility officer, the terminal officer or the Harbor Master, and the pilot
8.	Emergency unberthing decision
9.	Informing surrounding facilities and other ships
10.	Tugboats deployed around the ship for emergency separation, complete preparations and indicate readiness
11.	The captain of the ship completes the preparations for the ship and states that it is ready.
12.	Approval to open the release hooks by the authorized person

Table 10 Ship Emergency Unmooring Operation Sequence

WARNING!

THE SHIP EMERGENCY DISCONNECTION OPERATION SHOULD BE CONSIDERED AS A LAST REMEDY AND THE SEPARATION HOOKS MUST NOT BE RELEASED UNTIL THE ABOVE CONDITIONS ARE FOLLOWED.

After Emergency Unberthing:

After the separation of the ship, the decision about the place to be towed and taken to the ship is made and declared,
Transfer / mooring of the ship to the allocated area, accompanied by tugboats or with its own machinery,
Detection of a possible damage or deficiency by examining the Port Facility,
Evaluation of the time when the Ship and Port Facility will be ready for cargo handling again,
Sharing the negativities, if any, that occurred during the Emergency Departure,
Agreement between the pilotage and tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/evacuation,
Towing the ship quickly away from the facility and to a safe point, by tugboats with sufficient towing power and number equipped to fight fires according to weather and sea conditions,

8.8 Procedures for handling of damaged Dangerous Cargoes and wastes contaminated by Dangerous Cargoes and disposal of them.

For each dangerous good which is handled in out facility, instructions in the forms shall be followed for handling and disposal of damaged Dangerous Cargoes and wastes contaminated with Dangerous Cargoes according to "Safety Data Sheet (MSDS)".

8.9 Emergency drills and their records

8.9.1 Training required to be taken by people in charge of Dangerous Cargoes operations wHI be implemented as indicated below.

- Each person engaged in transport or handling of Dangerous Cargoes should take training for transport or handllng of dangerous cargo in a safe condition commensurate with their responsiblities.

- Shore-based personnel, should take training general awareness/famllarization trainlng, function-speclfic tralnlng and sa/ety training. These people could be stated as fol/ows:

  - Classfying the Dangerous Cargoes and identifying the Proper Shipping Names of Dangerous Cargoes;
  - Packing the Dangerous Cargoes;
  - Marking or labelling the Dangerous Cargoes;
  - Opening/closing the packages of cargo transport unlts;
  - Preparing transport documents for the Dangerous Cargoes;
  - Offering the Dangerous Cargoes for transport;
  - Receiving or taking the Dangerous Cargoes for transport;
  - Handling the Dangerous Cargoes on transport;
  - Preparing the plans for loading/stowage the Dangerous Cargoes;
  - Loading/discharging the Dangerous Cargoes into/from ships;
  - Carrying the Dangerous Cargoes in transport;
  - lnactivating the cargo storages;
  - Measuring the cargo storage and taking samples;
  - Washing the cargo storages in accordance with approved procedures and regulations;
  - Enforcing, surveying or inspecting legal requirements, rules and the compliance with regulations
  - lnvolving in any other way into the transport of Dangerous Cargoes as determined by Competent Authority.

8.9.2 The content of training required for people engaged in Dangerous Cargoes is as follows.

- **General awareness / famliarization training**

Each person should take training for safe shipment or handling of dangerous cargo commensurate with responsibilities. Training must be designed to ensure the familiarization of general dangers and legal requirements of dangerous cargoes. This training must involve identiflcation of types and classes of dangerous cargoes, labelling, marking, packaging, segregation and compliance with requirements; a description of purpose and content of Dangerous Cargoes transport documents and a description of available emergency response documents.

- **Task oriented training**

Each person shall be trained in specific Dangerous Cargoes transport provisions about the safe shipment or handling of dangerous cargo which is applicable to the function that person performs.

- **Safety training**

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

- Packaging – Handling prevention methods and procedures regarding the proper stacking and separation methods of handling equipment and dangerous cargoes;
- Required emergency response information and how they are used;
- General dangers presented by the various types and classes of Dangerous Cargoes and how to prevent exposure to those hazards, including, if appropriate, the use of personal protective clothing and equipment; and
- Emergency procedures to be followed in the event of an unintentional release of Dangerous Cargoes, including any emergency response procedures for which the person is responsible and personal protection procedures to be followed.

8.9.3 Records regardlng the training of people in charge of Dangerous Cargoes

Record of safety training to all uploaded, Port Facility should be kept by the business and, if requested, must be given to workers. However, our facility still does not have staff trained for hazardous cargo.

8.9.4 Drills and record regarding to Dangerous Cargoes.

- **Drill implementation;** In order to be ready for emergencies in facility, personnel in emergency organization are prepared for their duties by various training. Trainings must be done by support of specialized organization when necessary. In this context, relevant personnel get IMDG code training regarding to Dangerous Cargoes and certificated in the port. it should be planned to

carry out and implement the drills according to the worst-case scenario in order to test the adequacy of emergency plans and be ready for real incidents.

- **Drill Scenarios;** The worst scenario must be foreseen as one incident or a combination of incidents faced by port in exercise plannlng. Exerclses are provided to implement in line with prepared scenarios in fastest and most efficient way.

- **Emergency Drills to be held wlthin port facility;**

  - It should be stated in Port annual training plans.
  - It can be planned as local or general response,
  - It can be combined with Safety, Spilling, ete exercise scenarios,
  - Drills can be made by/without informing.
  - Drills are based on various emergency scenarios.
  - Drills can be made actually, or desk bound, seminar type,
  - Scenarios with different time, day, season and incident are prepared for each drill.

8.10 lnformation on fire protection system.

There are water storage tanks, hydrants, fire foam machine, portable fire extinguishers under fire protection systems in our facility. lnformation on fire protection systems is the same as in Article 8.2.1

8.11 Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready to use it.

Approval from Hatay Metropolitan Municipality Fire Department Directorate is taken from approval and inspection of fire protection system in our facility.

Test, maintenance of fire protection system and keeping it ready to use are carried out in weekly and monthly and wright the check list in our facility.

8.12 Measures to be taken when fire protection system not working.

In case the fire protection system does not work in our facility, firstly it will be tried to utilize from neighbourhood and adjacent facilities, then local fire department will be informed. Response to incident will be carried out by using all capacity of region.

8.13 Other risk controlling equipment.

There is no other risk controlling equipment.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

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

- **To protect employees**

It is the main purpose of the occupational health and safety. It aims to protect the employees against working accidents and occupational diseases, provide the mental and physical integrity.

- **To provide production safety**

It is important for economy as providing production safety in workplace will lead an increase in efficiency.

- **To provide facllity safety**

As the measures taken in workplace remove the dangers in facility due to machinery malfunctions and disabled operations, explosions, fire which may arise from working accidents or unsafe and unhealthy working conditions, the facility safety can be ensured.

Measures stated in "Occupational Health and Safety Manual" and "Subcontractor Safety and Security İnstructions" issued under Occupational Health and Safety are considered in our facility.

9.2 lnformation for personal protective clothing and procedures for using them

Personal protective clothing is specified as standard tables in stating that these clothes are worn by whom and which, as in Annex 15.

EN STANDARTS IN PERSONNAL PROTECTIVE EQUIPMENTS

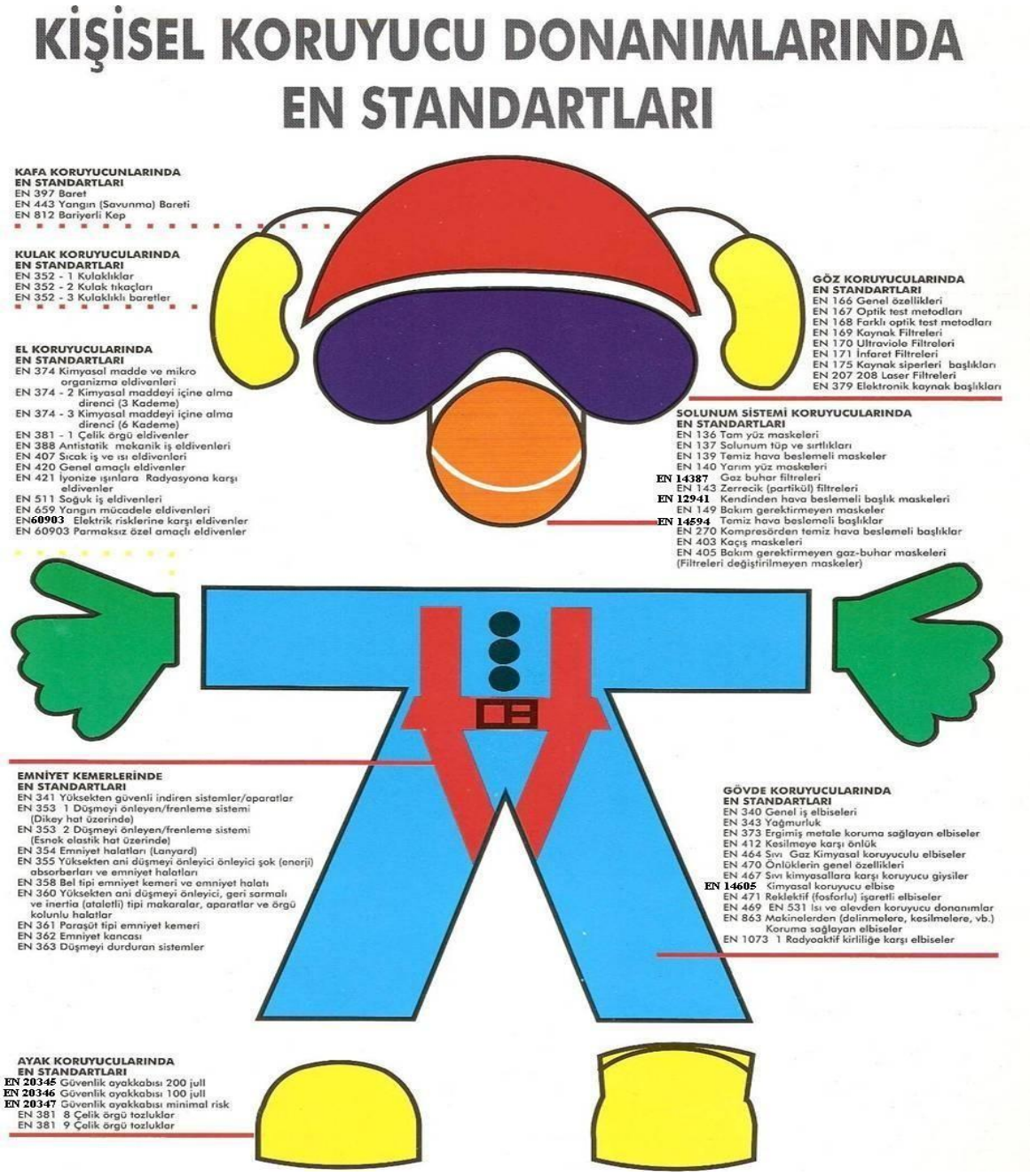


Figure 15 En Standards In Personnal Protective Equipments

9.3 Closed space entry permit, measures and procedures.

The control and approval of the Byport Petrol Terminal process regarding entrances to closed areas is of great importance in terms of worker health and terminal safety performance. Therefore, entry permits to closed areas should be given after necessary controls and tests.

There are two issues that the officials should determine before giving permission for any work in closed and narrow spaces;

- The first of these is carried out with gas test devices and visual inspection.
- The second aspect requires the necessary separation of equipment from gas and liquid sources to ensure that there is no change in the conditions specified in gas tests and visual inspection.

There are several methods for disconnecting equipment after pressure relief:

- Placing plugs on pipe flanges connected to tanks,
- Cutting the connections of the pipes with the tank,
- Where the flanges are not bolted, a separation should be made in such a way as to prevent the two ends from coming together and the passage of flammable gases and liquids,
- Installing a double block valve and relief valve,
- In straight sections of pipelines, lowering the valved ends or changing the direction of the elbows connected to the nozzles at the top of the tanks is not considered good practice, unless the open ends are plugged and the possibility of passing liquids or gases is not completely eliminated.

The limiting conditions under which various types of work may be permissible are set out in the table below:

Condition of the container	**Status of work that can be allowed**	**Protective measures**
a) Free from free or flammable liquids, solids and toxic gases	All kinds of work (with or without fire)	Adequate ventilation
b) Free from toxic gases, flammable gas concentrations between 0% and lower than the lower explosion limit, or free from flammable liquids	Situations where the work does not require heat (does not produce fire)	Adequate ventilation
c) Conditions where flammable gas concentrations exceed the lower explosion limit by 10% to 15%	Situations where the work does not require heat (does not produce fire)	Gas-proof electric flashlights, mask, rubber and boots
d) Conditions where the flammable gas concentration exceeds the lower explosion limit by more than 15%	By not allowing the work, only visual control,	Gas-tight electric flashlights, mask and rubber boots

ALTHOUGH THE LİMİT VALUES ARE SPECİFİED İN THİS TABLE, NO WORK İS ALLOWED WİTHİN THE COMPANY WHEN THE PRESENCE OF GAS İS DETECTED İN PRACTİCE.

Tanks – Entry into confined spaces;

- All oil, gas and chemical pipes will be separated from their connection points, the blank plate will be thrown away or the product flow directions will be changed.
- It will be ensured that the tanks are deactivated in accordance with the "TL.BPT.312 Disabling LPG Tanks" Instruction.
- The equipment to be entered must be free of flammable/poisonous gases and ventilated.
- If there is oily, solid sludge in the equipment that needs to be cleaned, special precautions should be determined for cleaning (the safety plan should include this issue) and an entry permit should be granted after gas tests as a result of cleaning.
- Tanks, manhole entrances, the lower parts of the drain lines and the inside of the tank will be subjected to gas test, and there will be no gas indication at these points.
- Oxygen measurement will be made in the tank and the “FR-SEÇ-004” Closed Area Entry Permit Form will be filled.
- Oxygen measurement will be made in the tank and it will be filled in accordance with the “TL-SEÇ-104 Work Permits” instruction.
- Personal Protective Equipment will be worn when entering the tank.
- The tank will be entered with at least two people.
- During the works to be carried out in the tank, a communication personnel will always be present on the outside of the manhole cover.

10.OTHER ISSUES

10.1 Validlty of Dangerous Cargoes Compllance Certificate

Validity Date: 09.12.2022 (It is the date of the Port Facility Temporary Operation Permit)

10.2 Duties defined for Dangerous Cargoes Safety Advisor.

- Dangerous Goods Safety Advisors, who are authorized within the scope of the IMDG Code, prepare quarterly reports regarding the responsibilities determined in the regulation

on the transportation of Dangerous Goods by Sea and loading safety of the port facilities they serve or serve, and report this report to the administration.

- Monltoring compliance with requirements about carrlage of Dangerous Cargoes.
- Offering suggestions to shore facility about carriage of Dangerous Cargoes.
- Preparlng an annual report to shore facility about the activities of shore facility operator for carriage of Dangerous Cargoes. (Annual reports are kept for 5 years, submitted to the authorities on request.)
- Controlling the following appllcation and methods;

    - Loading/discharging procedure for handled and temporarily stored dangerous cargoes,
    - Whether the port facility takes into account the special requirements regarding the Dangerous Cargoes carried while purchasing the transportation vehicles regarding the handled dangerous cargoes,
    - Control methods of equipment used in the transport, loading and unloading of Dangerous Cargoes,
    - Whether the shore facility employees, including the changes made in the legislation, have received appropriate training and whether these training records are kept,
    - The suitability of the emergency methods to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of Dangerous Cargoes,
    - Compliance of reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of Dangerous Cargoes,
    - Determination of the necessary measures against the reoccurrence of accidents, incidents or serious violations and evaluation of the implementation,
    - To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of Dangerous Cargoes are taken into account,
    - Determining whether the employees in the transportation, handling, storage and loading/unloading of Dangerous Cargoes have detailed information about the operational procedures and instructions.
    - The suitability of the measures taken to be prepared for the risks during the transportation, handling, storage and loading/unloading of Dangerous Cargoes.
    - Procedures for all mandatory documents, information and documents related to Dangerous Cargoes.

- Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous cargoes to the port facility day and night.
- Procedures regarding additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of Dangerous Cargoes.
- Procedures for fumigation, gas measurement and degassing operations. Procedures for keeping records and statistics of Dangerous Cargoes,
- The accuracy of the issues regarding the possibility, capability and capacity of the port facility to respond to emergencies,
- The suitability of the regulations for the first interventions for the accidents involving Dangerous Cargoes,
- Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes,
- Information on personal protective clothing and procedures for using them.

10.3 lssues for carrier of Dangerous Cargoes to the shore facllity from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facllity field, equipment and tools kept by these vehicles; port field speed limits, etc.)

10.3.1 Documents required to be carrled

- Transport documents,
- Dangerous Cargoes Transportation Driver Training Certificate (SRC.5),
- ldentification card with photo in charge in vehicle (identity card, driving license or passport),
- Written instruction prepared by carrier to give to driver
- Multimodal Dangerous Cargoes Transportation Form for Dangerous Cargoes transported in multimodals,
- ADR conformity certificate for vehicles,
- Copy of transport permission document taken from related competent authority for Class l, class 6 and class 7 Dangerous Cargoes transportation,
- Dangerous Cargoes and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous cargoes

10.3.2 Equipment and apparatus required to have in vehicles

- Portable fire extinguishers,

- At least one chock of appropriate size to the wheel diameter and maximum mass for each vehicle,
- Two self-standing warning signs,
- Eye rinse liquid
- Warning vest,
- Portable lightening apparatus,
- A pair of protective gloves,
- Eye protection goggles,
- Emergency escape mask,
- Shovel,
- Drain seal,
- Collecting container

10.3.3 Speed limlts in Port Area

Speed limits determined by Port facility will be applied.

10.4 lssues regarding to the carriers of Dangerous Cargoes to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship)

10.4.1 Day/night signs to be displayed by ships and marine vehicles carrying dangerous cargoes at the port or port facility:

The ship arriving at the port facility and carrying dangerous cargoes shall have the international sign code "B" (Bravo) during the day and 2 Fixed Red Lights at night.

10.4.2 Cold and Hot Work procedures aboard ships in the shore facility and carrying Dangerous Cargoes

The ships carrying Dangerous Cargoes and staying in shore faclity shall take the required permission for hot and cold work from Port authority and inform the shorefacility responsible.

The procedures for hot work to be carried out in ships carrying Dangerous Cargoes in tha shore port are as follows.

- Before starting any hotwork in shore facility, the responsible person of the company to carry out the hotwork must be in possession of written authorization to carry out such hot work issued by the Port Authority. Such authorization shall include details of specific location of the hot work as well as safety precautions.

- In addition to the safety precautions required by the Port Authority, before starting any hotwork, the responsible person of the company to carry out the hot work together with responsible person(s) of the ship and/or berth, shall add any additional safety precautions required by the ship and/or berth. These additional safety precautions shall include

  - Examination of local areas and adjacent areas, including tests to ensure the areas are free, continue to be free, of flammable and/or explosive atmosphere and where appropriate not deficient in oxygen,

  - The removal of dangerous cargoes and other flammable substances and articles away from the working and adjacent area.
  - Efficient protection of flammable structural members such as beams, hatches, walls and ceiling coverings against accidental ignition and

  - The sealing of open pipes, pipe lead through, valves, joints, gaps and epen parts ta prevent the transfer of flames, sparks and hat particles from working areas ta adjacent ar other areas.

  - A duplicate of the hot work authorization and safety precautions shall be posted adjacent to the work area as well as at each entrance ta the work area. The authorization and safety precautions shall be readily visible ta, and clearly understood by all persons in charge of hot work.

  - While carrying aut hot work, it is essential that checks are carried out ta ensure that conditions have not changed; and at least ene suitable fire extinguisher ar other suitable fire extinguishing equipment is readily available far immediate use at the location of the hot work.

  - During hot work and after completion of such work, an effective monitoring shall be maintained far a sufficient time in the area of hot work as well as adjacent area where a danger causing from the transfer of heat may be created.

10.5 Additional issues added by shore facility.

None

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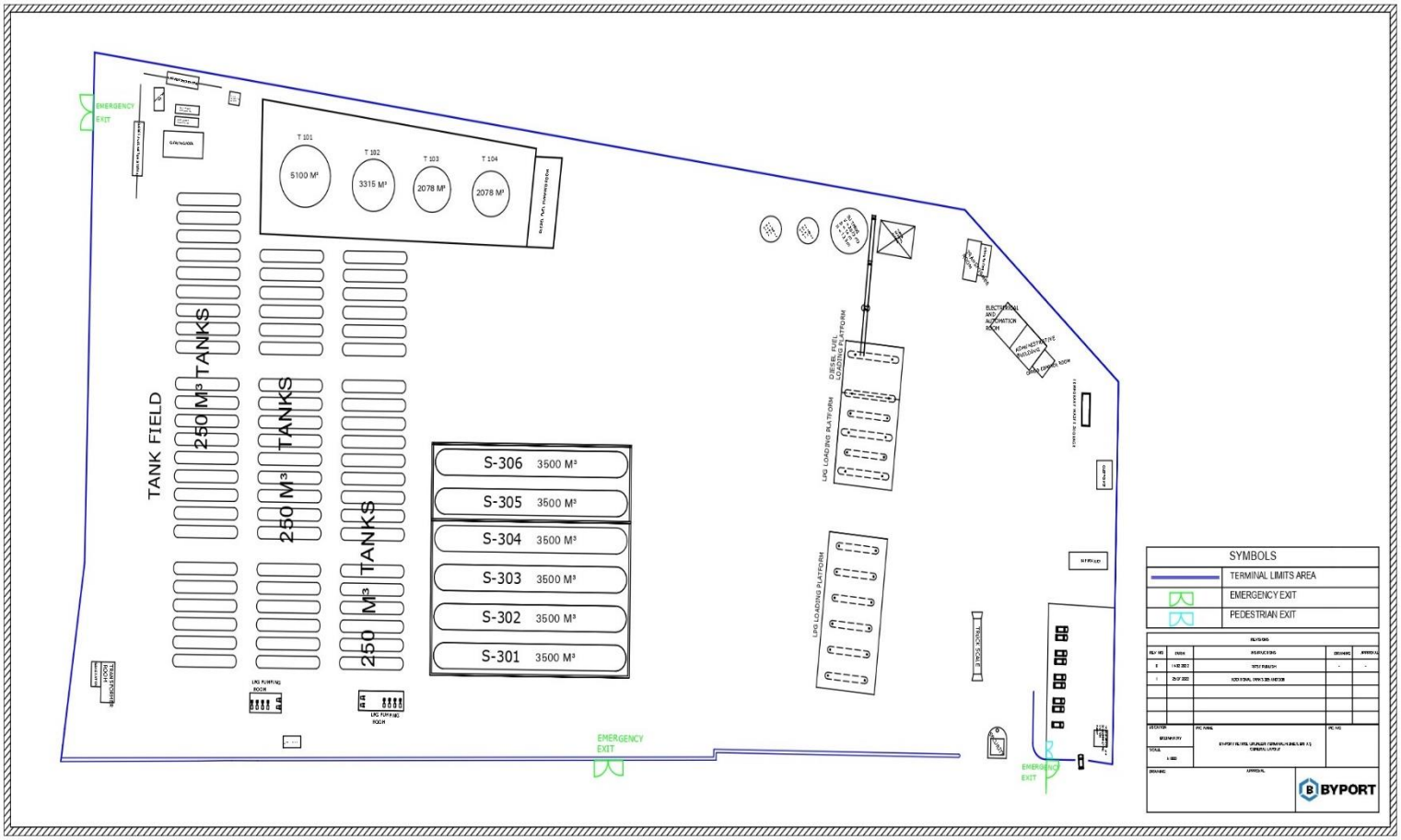
ANNEXES

ANNEX-1

GENERAL LAYLOUT OF PORT FACILITY



ANNEX-2

PHOTOS OF GENERAL APPEARANCE OF PORT FACILITY

ANNEX-3

EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

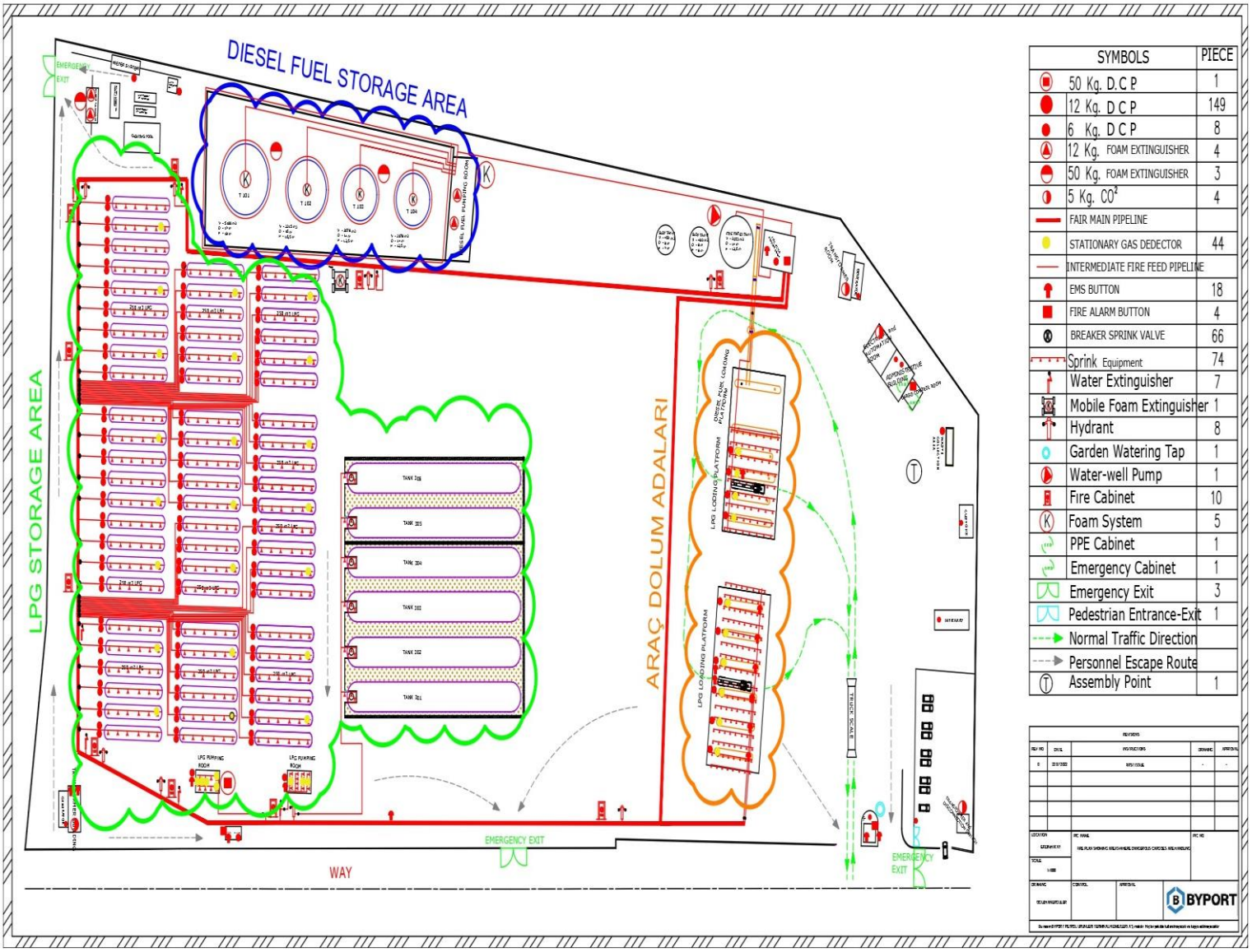
INSTITUTION	TELEPHONE
FIRE DEPARTMENT	112
EMERGENCY SERVİCE	112
GENDARME	112
COAST GUARD	112
COSTAL SAFETY/HELLO COSTAL SAFETY	0324 233 03 10 - 151
MARITIME POLICE	0 326 614 21 31
ISKENDERUN HEALTH - SERVICE HOSPITAL	0 326 712 22 87
DORTYOL BOTAS TERMINAL	0 326 744 55 77 – 55 82
ERZIN MUNICIPALITY	0326 681 50 07
DORTYOL MUNICIPALITY	444 7 712
ERZIN HEALTH - SERVICE HOSPITAL	0 326 681 71 74
DORTYOL HEALTH - SERVICE HOSPITAL	0 326 712 22 87
BALCALI HEALTH - SERVICE HOSPITAL	0 322 338 6295
ERZIN POLICE DIRECTORATE	0 326 681 72 25
DORTYOL POLICE DIRECTORATE	0 326 712 18 88
ERZIN DISTRICT GOVERNORATE	681 5167
HATAY GOVERNORATE	0 326 214 62 13
HATAY PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE	0 326 233 54 15-16-17
MAIN SEARCH AND RESCUE COORDINATION CENTRE	0 312 231 91 05 - 0 312 232 47 83 0 312 231 33 74 - 0 324 233 03 10
DISASTER COORDINATION CENTER	227 17 45 – 444 1206
GTS TERMINAL	0 326 734 16 20
TOROS TERMINAL	0 322 634 22 22
MOST MARITIME (DORTYOL)	0532 138 3599

ANNEX-4

GENERAL LAYOUT OF FIELDS THAT DANGEROUS CARGOES HANDLED

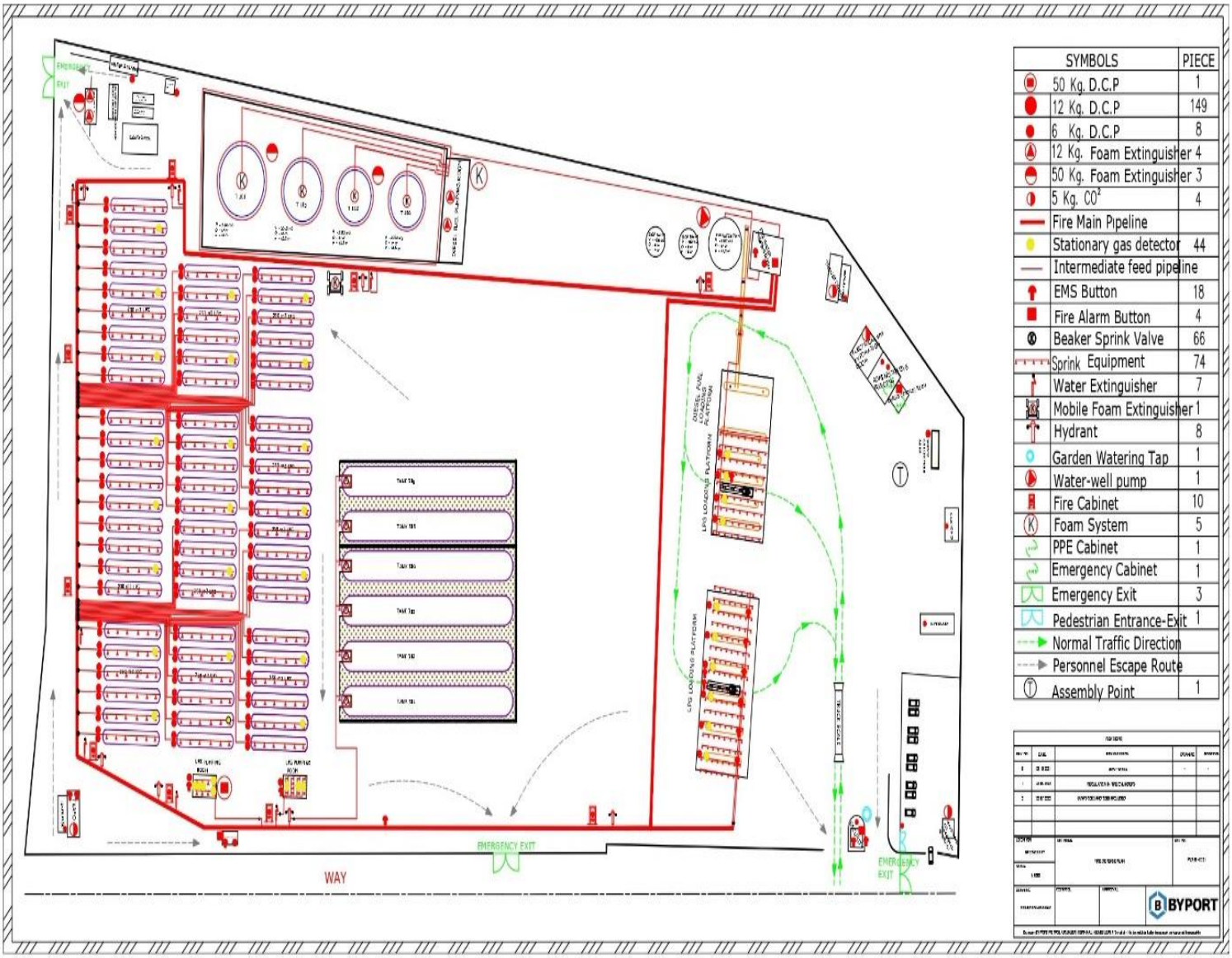
ANNEX-5

FIRE OF FIELD THAT DANGEROUS CARGOES HANDLED



ANNEX-6

GENERAL FIRE PLAN OF FALICITY



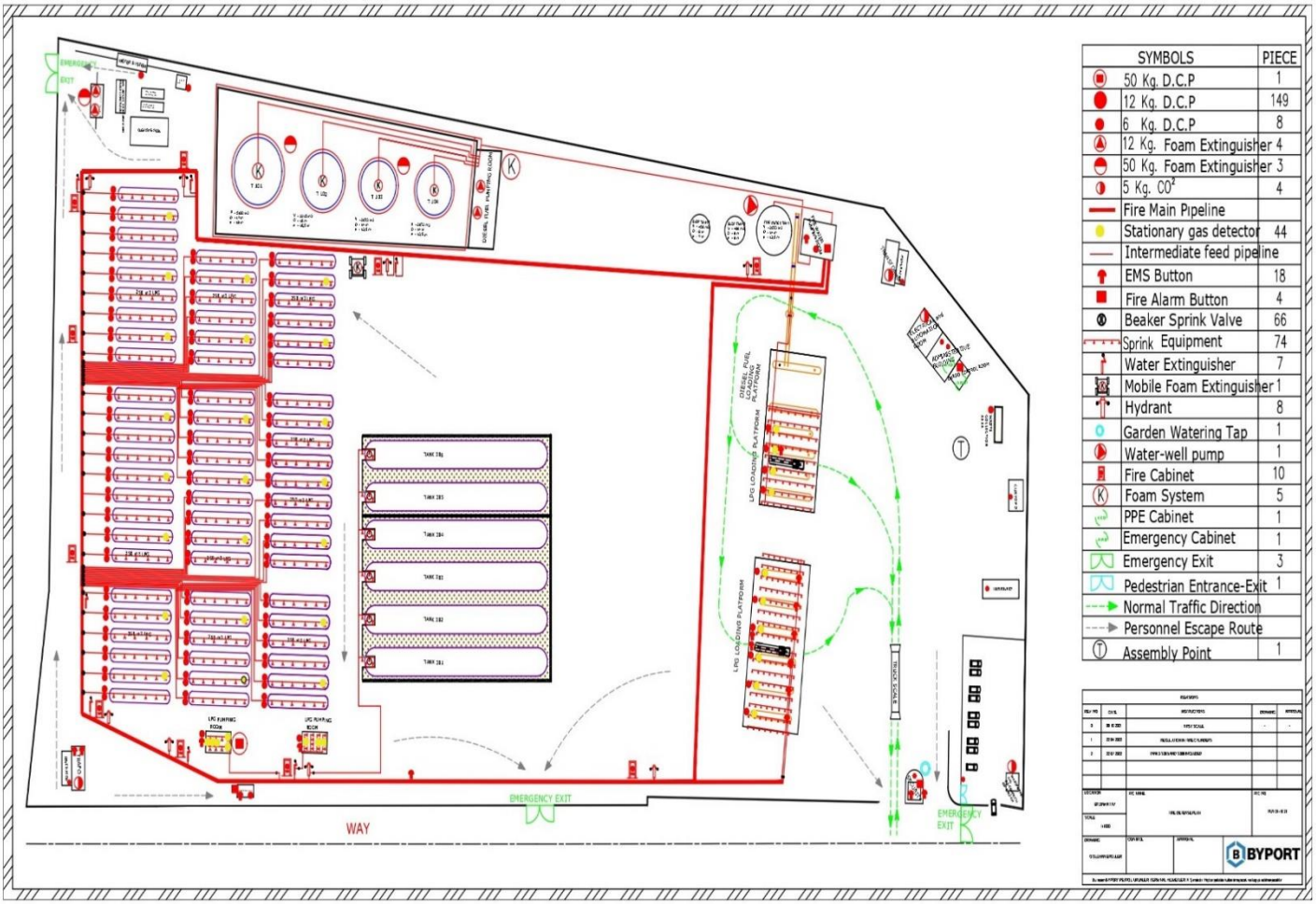
ANNEX-7

EMERGENCY RESPONS PLAN

AS IN BYPORT PETROL TERMINAL EMERGENCY ACTION PLAN.

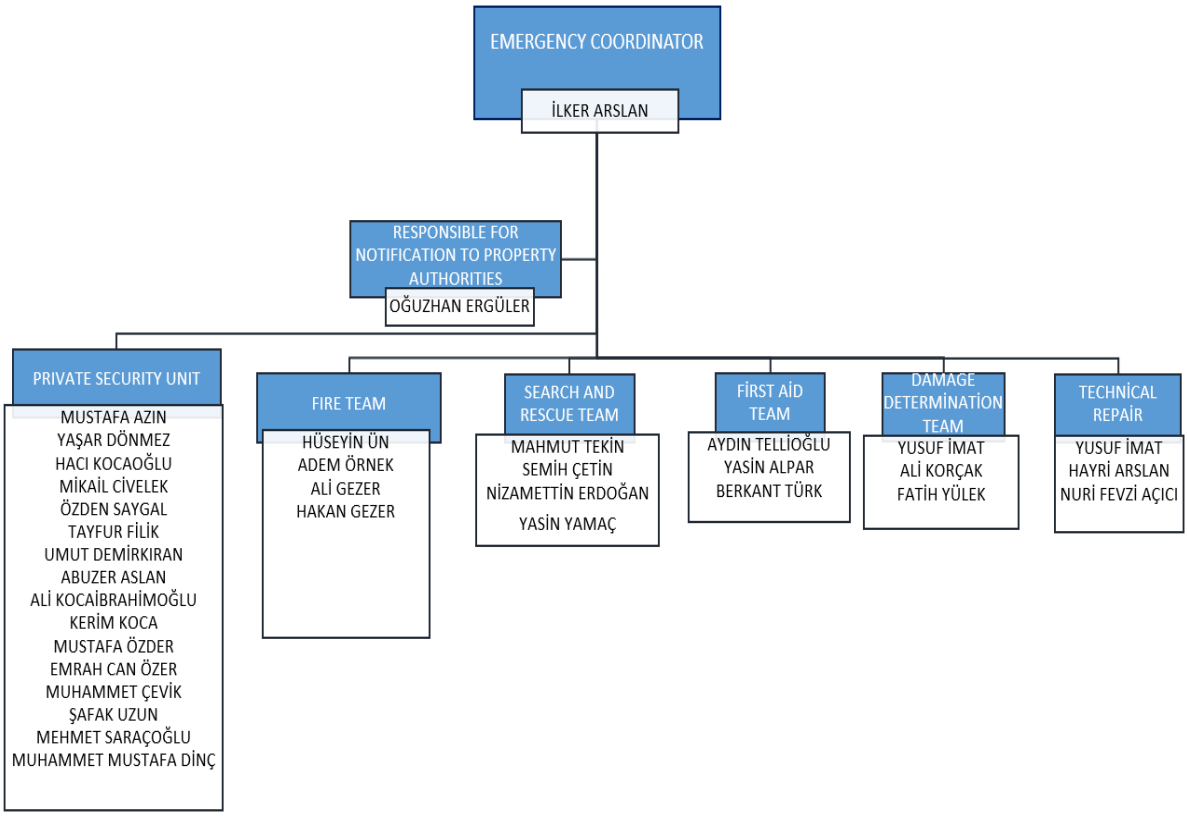
ANNEX-8

MUSTER POINTS ARE INDICATED IN ER PLAN



ANNEX-9

EMERGENCY MANAGEMENT

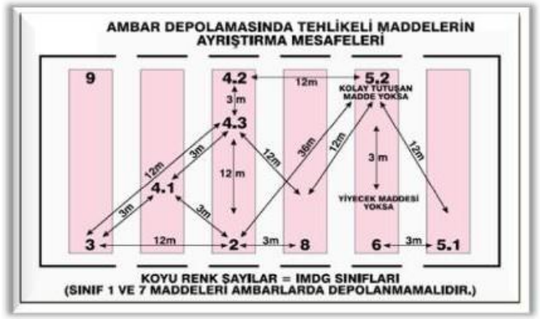


ANNEX-10
DANGEROUS CARGOES GUIDE MANUEL

DANGEROUS CARGO SIGNS

DANGEROUS CARGO PACKING AND PACKAGING GROUPS

PORT AREA SEPARATION DISTANCES OF DANGEROUS CARGOES



THE LOCATIONS OF EMERGENCY EQUIPMENT ARE AVAILABLE IN THE FIRE DEFENSE PLAN.

DECOMPOSITION TABLES DANGEROUS CARGOES ON SHIP AND ON SHORE FACILITY.
(for port facility)

LİMAN SAHALARI İÇİN AYRIŞTIRMA TABLOSU

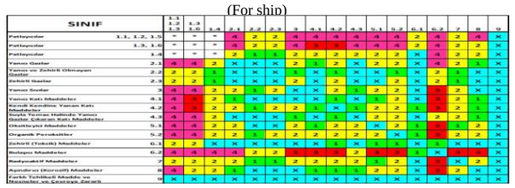
		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alev alabilen gazlar	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Yanıcı ve zehirli olmayan gazlar	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Zehirli gazlar	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Alev alabilen sıvılar	3	S	A	S	0	0	S	A	S	S	0	0	0
Alev alabilen katılar	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Kendiliğinden yanıcı maddeler	4.2	S	A	S	S	A	0	A	S	S	A	A	0
Suyla temas ettiğinde tehlike arz edenler	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oksitleyici maddeler	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organik peroksitler	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toksik (zehirli) maddeler	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Aşındırıcı (korozif) maddeler	8	A	0	0	0	A	A	A	S	S	0	0	0
Diğer tehlikeli maddeler ve eşyalar	9	0	0	0	0	0	0	0	0	0	0	0	0

O = Ayrıştırma gerekmez

A = ...dan uzak' (>3m veya ayrıştırma yok)

S = ...dan uzak' (açıkta >6m ambarda >12m veya açıkta >3m ambarda >6m)

(For ship)



PACKING GROUPS

PACKING GROUPS
Packing Group I: Highly Hazardous Substances
Packing Group II: Moderately Hazardous Substances
Packing Group III: Low Hazardous Substances

EMERGENCY CONTACT INFORMATION

INSTITUTION	PHONE
FIRE-FIGHTING	112
EMERGENCY SERVICE	112
GENDARME	112
COAST GUARD	112
COASTAL SAFETY / HELLO! COSTAL SAFETY	0324 233 03 10 / 151
MARITIME POLICE	0326 614 21 31
İSKENDERUN STATE HOSPITAL	0326 712 22 87
DORTYOL BOTAS TERMINAL	0326 744 55 77 – 55 82
MUNICIPALITY OF ERZİN	0326 681 50 07
MUNICIPALITY OF DORTYOL	444 7 712
ERZİN STATE HOSPITAL	0326 681 71 74
DÖRTYOL STATE HOSPITAL	0326 712 22 87
BALCALI STATE HOSPITAL ADANA	0322 338 62 95
ERZİN DISTRICT POLICE DEPARTMENT	0326 681 72 25
DÖRTYOL DISTRICT POLICE DEPARTMENT	0326 712 18 88
ERZİN DISTRICT GOVERNORATE	0326 681 51 67
HATAY DISTRICT GOVERNOSHIP	0326 214 62 13
HATAY PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE / HELLO! CENTER	0326 233 54 15 – 16 – 17 / 112
MAIN SEARCH AND RESCUE CONTACTS CENTRE TRMISSION CONTROL CENTRE / CALL CENTRE HELLO!	+90 312 231 91 05 – +90 312 232 47 83 +90 552 727 0 727 (SAR 0 SAR) +90 312 231 33 74 / 123
DISASTER COORDINATION CENTER (DCC) / HELLOICENTER	0326 233 54 15 – 16 – 17 / 112
TOROS TERMINAL	0322 634 22 22
MOST DENİZCİLİK (DÖRTYOL)	0532 138 35 99 – 0537 658 43 20

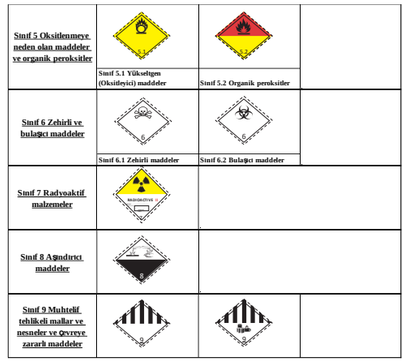
PORT FACILITY RULES

PORT FACILITY RULES
Smoking is prohibited within the Port Facility area
It is forbidden to use mobile phones in the terminal area.
The maximum vehicle speed limit at the terminal is 10 km/h.
It is forbidden to take photos and videos without the permission of the terminal management.
It is forbidden to walk around the terminal without permission
Access to unauthorized areas is prohibited
Personal protective equipment must be used inside the terminal

WITHIN THE SCOPE OF THE QUALITY MANAGEMENT SYSTEM, THE OPERATING INSTRUCTIONS OF THE EMERGENCY EQUIPMENT

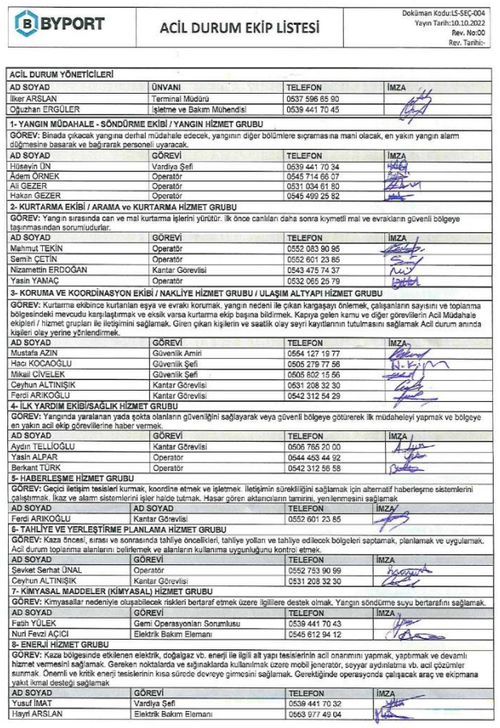
EMERGENCY EQUIPMENT OPERATING INSTRUCTIONS
TL.BPT.717Emergency equipment operating instructions
TL.BPT.743 Critical equipment management instruction

DANGEROUS CARGOES CLASS AND SIGNS



EXAMPLE OF DANGEROUS CARGOES CERTIFICATE

EMERGENCY RESPONSE DIAGRAM



BYPORT | ACİL DURUM EKİP LİSTESİ | Doküman Kodu:LS-SEÇ-004 Yayın Tarih:10.10.2022 Rev. No:00 Rev. Tarihi:-

ACİL DURUM YÖNETİCİLERİ

AD SOYAD	ÜNVANI	TELEFON	İMZA
İlker ARSLAN	Terminal Müdürü	0537 596 65 90	
Oğuzhan ENGÜLER	İşletme ve Bakım Mühendisi	0539 441 70 45	

1- YANGIN MÜDAHALE - SÖNDÜRME EKİBİ / YANGIN HİZMET GRUBU

GÖREV: Binada çıkacak yangına derhal müdahale edecek, yangının diğer bölümlere sıçramasına mani olacak, en yakın yangın alarm düğmesine basarak ve bağırarak personeli uyaracak.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Hüseyin ÜN	Vardiya Şefi	0539 441 70 34	
Ademi ÖRNEK	Operatör	0545 714 66 27	
Ali GEZER	Operatör	0531 034 61 80	
Hakan GEZER	Operatör	0545 499 25 82	

2- KURTARMA EKİBİ / ARAMA ve KURTARMA HİZMET GRUBU

GÖREV: Yangın sırasında can ve mal kurtarma işlerini yürütür. İlk önce canlıları daha sonra kıymetli mal ve evrakların güvenli bölgeye taşınmasından sorumludurlar.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Mahmut TEKİN	Operatör	0552 083 90 95	
Semih ÇETİN	Operatör	0552 601 23 85	
Nizamettin ERDOĞAN	Kantar Görevlisi	0543 475 74 37	
Yasin YAMAÇ	Operatör	0532 065 25 79	

3- KORUMA VE KOORDİNASYON EKİBİ / NAKLİYE HİZMET GRUBU / ULAŞIM ALTYAPI HİZMET GRUBU

GÖREV: Kurtarma ekibince kurtarılan eşya ve evrakı korumak, yangın nedeni ile çıkan karışaşayı önlemek, çalışanların sayısını ve toplanma bölgesindeki mevcudu karşılaştırmak ve eksik varsa kurtarma ekip başına bildirmek. Kapıya gelen kamu ve diğer görevlilerin Acil Müdahale ekipleri / hizmet grupları ile iletişimini sağlamak. Giren çıkan kişilerin ve saatlik olay seyri kayıtlarının tutulmasını sağlamak Acil durum anında kişileri olay yerine yönlendirmek.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Mustafa AZIN	Güvenlik Amiri	0554 127 19 77	
Hacı KOCAOĞLU	Güvenlik Şefi	0505 279 77 56	
Mikail CİVELEK	Güvenlik Şefi	0505 602 15 56	
Ceyhun ALTINIŞIK	Kantar Görevlisi	0531 208 32 30	
Ferdi ARIKOĞLU	Kantar Görevlisi	0542 312 54 29	

4- İLK YARDIM EKİBİ/SAĞLIK HİZMET GRUBU

GÖREV: Yangında yaralanan yada şokta olanların güvenliğini sağlayarak veya güvenli bölgeye götürerek ilk müdahaleyi yapmak ve bölgeye en yakın acil ekip görevlilerine haber vermek.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Aydın TELLİOĞLU	Kantar Görevlisi	0506 766 20 00	
Yasin ALPAR	Operatör	0544 468 44 92	
Berkant TÜRK	Operatör	0542 312 56 58	

5- HABERLEŞME HİZMET GRUBU

GÖREV: Geçici iletişim tesisleri kurmak, koordine etmek ve işletmek. İletişimin sürekliliğini sağlamak için alternatif haberleşme sistemlerini çalıştırmak, ikaz ve alarm sistemlerini işler halde tutmak. Hasar gören aktarmaların tamirini, yenilenmesini sağlamak.

AD SOYAD	AD SOYAD	TELEFON	İMZA
Ferdi ARIKOĞLU	Kantar Görevlisi	0552 601 23 85	

6- TAHLİYE VE YERLEŞTİRME PLANLAMA HİZMET GRUBU

GÖREV: Kaza öncesi, sırası ve sonrasında tahliye önceliklerî, tahliye yolları ve tahliye edilecek bölgeleri saptamak, planlamak ve uygulamak. Acil durum toplanma alanlarını belirlemek ve alanların kullanıma uygunluğunu kontrol etmek.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Sevket Serhat ÜNAL	Operatör	0552 753 90 99	
Ceyhun ALTINIŞIK	Kantar Görevlisi	0531 208 32 30	

7- KİMYASAL MADDELER (KİMYASAL) HİZMET GRUBU

GÖREV: Kimyasallar nedeniyle oluşabilecek riskleri bertaraf etmek üzere ilgililere destek olmak, Yangın söndürme suyu bertarafını sağlamak.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Fatih YÜLEK	Gemi Operasyonları Sorumlusu	0539 441 70 43	
Nuri Fevzi AÇICI	Elektrik Bakım Elemanı	0545 612 94 12	

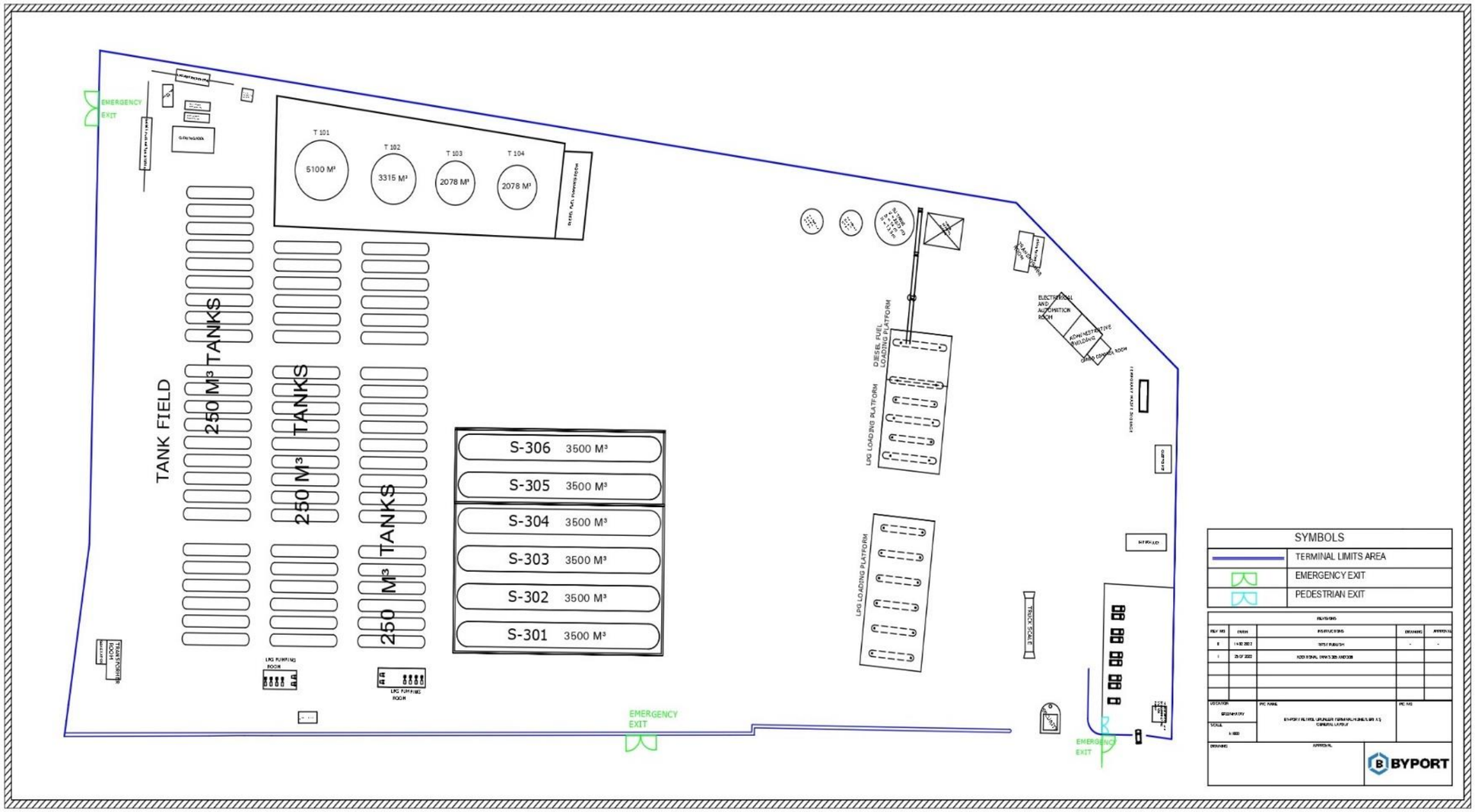
8- ENERJİ HİZMET GRUBU

GÖREV: Kaza bölgesinde etkilenen elektrik, doğalgaz vb. enerji ile ilgili alt yapı tesislerinin acil onarımını yapmak, yaptırmak ve devamlı hizmet vermesini sağlamak. Gereken noktalarda ve sığınaklarda kullanılmak üzere mobil jeneratör, seyyar aydınlatma vb. acil çözümler sunmak. Önemli ve kritik enerji tesislerinin kısa sürede devreye girmesini sağlamak. Gerektiğinde operasyonda çalışacak araç ve ekipmana yakıt ikmal desteği sağlamak.

AD SOYAD	GÖREVİ	TELEFON	İMZA
Yusuf İMAT	Vardiya Şefi	0539 441 70 32	
Hayri ARSLAN	Elektrik Bakım Elemanı	0563 977 49 04	

BYPORT PETROL TERMINAL DANGEROUS CARGO HANDLING GUIDE

GENERAL LAYOUT



ANNEX-11

LEAKAGE AREAS, EQUIPMENT, ENTRANCE/EXIT DRAWING FOR CTU AND PACKAGES

THERE IS NO HANDLING OF CTU &PACKAGESIN THE FACILITY.

ANNEX-12

INVENTORY OF PORT SERVICE SHIPS

THERE IS NO SERVICE SHIP IN FACILITY

ANNEX-13

ISKENDERUN HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS

İSKENDERUN REGUONAL PORT AUTHORITY

A) Port administrative area boundaries (Different: RG-24/9/2019-30898):

The port administrative area of Authority, on the line formed by the following coordinates and in its continuation, from the (c) coordinate to the true south (180º) to the east of the line drawn in the direction of the Turkish territorial waters adjacent to this area sea and shore area.

a) 36º 55' 18" K – 036º 02' 14" D **b)** 36º 44' 54" K – 036º 03' 12" D **c)** 36º 25' 15" K – 035º 35' 57" D

B) Anchoring Areas (Different: RG-8/4/2017-30032)

a) Number 1 anchoring area:

Ships not carrying Dangerous Cargoes and military ships the anchorage area is the sea area formed by the following coordinates

1) 36° 36' 51" K – 036° 08' 00" D **2)** 36° 36' 00" K – 036° 08' 00" D **3)** 36° 36' 00" K – 036° 10' 30" D

4) 36° 36' 30" K – 036° 10' 30" D **5)** 36° 36' 51" K – 036° 10' 00" D

b) Number 2 anchoring area:

The anchorage area of ships carrying Dangerous Cargoes, military ships operating with nuclear power, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 36° 38' 30" K - 036° 09' 30" D **2)** 36° 37' 42" K - 036° 09' 30" D

3) 36° 37' 42" K - 036° 10' 30" D **4)** 36° 38' 30" K - 036° 10' 30" D

c) Number 3 anchoring area:

The anchorage area of ships not carrying Dangerous Cargoes and military ships is the sea area formed by the following coordinates.

1) 36° 43' 00" K - 36° 08' 00" D **2)** 36° 39' 00" K - 36° 09' 30" D

3) 36° 39' 00" K - 36° 11' 00" D **4)** 36° 43' 00" K - 36° 09' 30" D

d) Number 4 anchoring area: (Different: RG-13/6/2018-30450):

The anchorage area of ships not carrying Dangerous Cargoes and military ships is the sea area formed by the following coordinates

1) 36° 46' 30" K - 36° 09' 00" D **2)** 36° 46' 30" K - 36° 07' 00" D

3) 36° 45' 00" K - 36° 07' 00" D **4)** 36° 45' 00" K - 36° 09' 00" D

d) (5A) Anchoring Area (Different: RG-13/6/2018-30450):

The anchorage area of ships carrying Dangerous Cargoes, military ships operating with nuclear power, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 36° 50' 05" K - 36° 07' 30" D **2)** 36° 49' 27" K - 36° 06' 36" D

3) 36° 49' 14" K - 36° 08' 24" D **4)** 36° 48' 35" K - 36° 06' 54" D

(5B) Anchoring Area FSRU, the anchorage area of LNG ships, at the following coordinates is the sea area.

1) 36° 52' 00" K - 36° 05' 08" D **2)** 36° 51' 20" K - 36° 06' 04" D

3) 36° 51' 20" K - 36° 04' 17" D **4)** 36° 50' 37" K - 36° 05' 08" D

e) (Mülga: RG-24/9/2019-30898)

f) Eddditional: RG-13/6/2018-30450) (Mülga: RG-24/9/2019-30898)

C) Pilot pick-up and drop-off (Different: RG-8/4/2017-30032)

1) 36º 37' 12" K – 036º 10' 00" D
2) 36º 40' 42" K – 036º 10' 30" D
3) 36° 46' 30" K - 036° 09' 36" D **(Different: RG-24/9/2019-30898)**
4) 36º 48' 00" K – 036º 05' 00" D
5) (Mülga: RG-24/9/2019-30898)

ANNEX-14

EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY

There is no any ER equipment against marine pollution in the Terminal. Terminal receiving service from the contractor "MOST Maritime" for Emergency Response.

The Contractor has a depot to store ER equipments in the region and agreement with the Terminal to respond for all levels of pollution.

MARINE POLLUTION RESPONSE MATERIAL INVENTORY

BÖLGE: Global /Dörtyol

BOT NO : "MOST 12" Acil Müdahale Palamar Botu

SIRA NO	EKİPMAN	ADET
1	VOLVO PENTA 237 BHP DİZEL	1 Adet
2	DİZEL YAKIT TANKI 500 LT	2 Adet
3	GÖNDER	1 Adet
4	USTURMAÇA G2 12X41 CM	2 Adet
5	ÇAPA 20 KG.	1 Adet
6	ECZA ÇANTASI	1 Adet
7	GAZ MASKESİ	1 Adet
8	GAZ MASKE FİLTRESİ	2 Adet
9	GAZ ÖLÇÜM CİHAZI	1 Adet
10	CAN YELEĞİ	4 Adet
11	BARET	3 Adet
12	TAMİR KİTİ	1 Adet
13	PUSULA	1 Adet
14	TELSİZİ	1 Adet
17	YANGIN TÜPÜ 6 KG	2 Adet
18	LALİZAS ELDİVEN	1 Adet
20	EL İNCESİ	10 Mt
21	CAN SİMİDİ	4 Adet
22	FLAMA	1 Adet
25	SORBENT BOOM	12 Mt
26	SORBENT PAD	100 Adet
27	ACİL MÜDAHALE KEPÇESİ	1 Adet

BÖLGE: Global / Dörtyol

KONTEYNER NO : 37

SIRA NO	EKİPMAN	ADET
1	YÜZER DEPOLAMA TANKI 15 M3	1 Adet
2	SORBENT BOOM	600 Metre
3	SORBENT PAD	4500 Adet
4	SORBENT RULO PAD	-
5	YARIM YÜZ MASKESİ	-
6	KİMYASAL ÇİZME	-
7	BARET BEYAZ İTHAL (CE)'Lİ	-
8	GAZ ÖLÇÜM CİHAZI	-
9	ECZA DOLABI	-
10	YAĞMURLUK	-
11	SORBENT RULO PET	-
12	NUMUNE KABI	-
13	KORUYUCU GÖZLÜK	-
14	KİMYASAL ELDİVEN KISA CE'Lİ	-
15	KİMYASAL ELDİVEN UZUN CE'Lİ	-
16	TYVEK	-
17	GÜVENLİK ŞERİDİ	-
18	EL ARABASI	-
19	KÜREK	-
20	TIRMIK	-
21	ATIK TOPLAMA KOVASI 10 LT.	-
22	ATIK TOPLAMA VARİLİ 120 LT.	-
23	FIRÇA	-
24	BRANDA	-
25	FENER EX-PROFF	-
26	CAN YELEĞİ (SPOR TİP CE'Lİ)	-
27	CAN YELEĞİ (ŞİŞME)	-
28	YANGIN TÜPÜ (9 KG.)	-
29	ATIK TOPLAMA POŞETİ	-
30	KİMYASAL GÖZLÜK(CE'Lİ)	-

BÖLGE : Global / Dörtyol
KONTEYNER NO : 38

SIRA NO	EKİPMAN	ADET
1	MOST SKIMMER DELTA	1 Adet
2	MOST GÜÇ ÜNİTESİ	1 Adet
3	YARIM YÜZ MASKESİ	1 Adet
4	KİMYASAL ÇİZME	1 Çift
5	BARET BEYAZ İTHAL (CE)'Lİ	3 Adet
6	D-SOLVIT	1 Litre
7	ECZA DOLABI	1 Adet
8	YAĞMURLUK	1 Adet
9	İLK YARDIM SETİ	1 Adet
10	NUMUNE KABI	1 Adet
11	ELDİVEN KISA CE'Lİ	11 Çift
12	KİMYASAL ELDİVEN UZUN CE'Lİ	2 Çift
13	TYVEK	1 Adet
14	GÜVENLİK ŞERİDİ	1 Adet
15	EL ARABASI	6 Adet
16	KAZMA	1 Adet
17	KÜREK	1 Adet
18	TIRMIK	1 Adet
19	ATIK TOPLAMA KOVASI 10 LT.	1 Adet
20	ATIK TOPLAMA VARİLİ 120 LT.	1 Adet
21	FIRÇA	2 Adet
22	NAYLON MUŞAMBA	1 Adet
23	FENER EX-PROFF	1 Adet
24	CAN YELEĞİ (SPOR TİP CE'Lİ)	1 Adet
25	YANGIN TÜPÜ (9 KG.)	13 Adet
26	ATIK TOPLAMA POŞETİ	27 Adet
27	KİMYASAL GÖZLÜK(CE'Lİ)	1 Adet
28	KAPAKLI ATIK TOPLAMA KOVASI	1 Adet
29	GÜVENLİK DUBASI	8 Adet
30	KARA BARİYER SABİTLEYİCİ	10 Adet
31	NUMUNE ŞİŞESİ	1 Adet
32	BARET TEPE LAMBASI	1 Adet
33	TONOZ ÇAPA	4 Adet
34	SEDYE	1 Adet
35	MANKEN	1 Adet

BÖLGE : Global / Dörtyol

KONTEYNER NO : 39

SIRA NO	EKİPMAN	ADET
1	SABİT BARİYER	650 Metre
2	DOLGU BARİYER MOST	100 Metre
3	ŞİŞME BARİYER	625 Metre
4	SAHİL KORUMA SU BALANSLI	50 Metre
4	MOST GÜÇ ÜNİTESİ ve Ekipmanı	2 Adet
5	ÇEKİ BAŞLIĞI	6 Adet
6	ATIK TOPLAMA IBS TANKI 1000 LT	3 Adet
7	ATIK TOPLAMA VARİLİ 180 LT	7 Adet
8	ELASTEC Skimmer Unit TDS136GHyd 350g	1 Adet
9	ELASTEC Pomp Centrifugal E150(4Pumpce30)	1 Adet
10	MOST ŞİŞME TİP BARİYER TAMBURU	2 Adet
11	ELASTEC GÜÇ ÜNİTESİ	1 Adet
12	YAĞMURLUK	-
13	SORBENT RULO PET	-
14	NUMUNE KABI	-
15	KORUYUCU GÖZLÜK	-
16	KİMYASAL ELDİVEN KISA CE'Lİ	-
17	KİMYASAL ELDİVEN UZUN CE'Lİ	-
18	TYVEK	-
19	GÜVENLİK ŞERİDİ	-
20	EL ARABASI	-
21	KÜREK	-
22	TIRMIK	-
23	ATIK TOPLAMA KOVASI 10 LT.	-
24	ATIK TOPLAMA VARİLİ 120 LT.	-
25	FIRÇA	-
26	BRANDA	-
27	FENER EX-PROFF	-
28	CAN YELEĞİ (SPOR TİP CE'Lİ)	-
29	CAN YELEĞİ (ŞİŞME)	-
30	YANGIN TÜPÜ (9 KG.)	-
31	ATIK TOPLAMA POŞETİ	-
32	KİMYASAL GÖZLÜK(CE'Lİ)	-

BÖLGE : Global / Dörtyol

KONTEYNER NO : 40

SIRA NO	EKİPMAN	ADET
1	DELL DİZ ÜSTÜ BİLGİSAYAR DELL	1 Adet
2	WİRELESS TURKCELL	1 Adet
3	EPSON YAZICI	1 Adet
4	SAMSUNG S20 TELEFON	1 Adet
5	TELSİZ (MOTOROLA)	2 Adet
6	TELSİZ (COBRA VHF)	1 Adet
7	ÇALIŞMA MASASI	1 Adet
8	TOPLANTI MASASI	1 Adet
9	DOSYA DOLABI	1 Adet
10	İLK YARDIM SETİ	1 Adet
11	YANGIN SÖNDÜRÜCÜ	1 Adet
12	KOLTUK	2 Adet
13	SİGMA PVC MAKİNASI	1 Adet
14	İKLİMSA SİGMA 12 BTU KLİMA	1 Adet
15	KORKMAZ ÇAYCI	1 Adet
16	ALTUS MİNİ BUZDOLABI	1 Adet

BÖLGE: TOROS TARIM / CEYHAN

BOT NO : MOST 6 ''Acil Müdahale Teknesi''

SIRA NO	EKİPMAN	ADET
1	ŞİŞME BARİYER MOST	125 Mt
2	DOLGU BARİYER MOST	100 Mt
3	SKIMMER HUAHAII (20 DISK TİP)	1 Adet
4	GÜÇ ÜNİTESİ MOST	1 Adet
5	BLOWIR HYUNDAI Üfleme Ünitesi	1 Adet
6	SORBENT BOOM	240 Mt
7	SORBENT PAD + RULO PAD	2000 + 5 Adet
8	SAHİL KORUMA BARİYERİ (50+150)	200 Metre
9	YARIM YÜZ MASKESİve FİLTRESİ	4 – 6 Adet
10	KİMYASAL ÇİZME	14 Çift
11	BARET BEYAZ İTHAL (CE)'Lİ	5 Adet
12	NUMUNE ALMA KABI	5 Adet
13	GAZ ÖLÇÜM CİHAZI	2 Adet
14	YAĞMURLUK + TULUM-gri	8 + 7 Adet
15	JENARATÖR + YIKAMA MAK.	1 + 1 Adet
16	KORUYUCU GÖZLÜK	12 Adet
17	KİMYASAL ELDİVEN UZUN CE'Lİ	14 Çift
18	TYVEK	20 Adet
19	GÜVENLİK ŞERİDİ	2 Top
20	HALAT	200 Mt
21	ÇEKİ BAŞLIĞI	4 Adet
22	ATIK TOPLAMA KOVASI 10 LT.	5 Adet
23	ATIK TOPLAMA VARİLİ 180 LT.	5 Adet
24	BRANDA GEÇİRİMSİZ MALZEME 20 M^2	1 Adet
25	FENER EX-PROFF	5 Adet
26	CAN YELEĞİ (ŞİŞME:4) + (KÖPÜK:12)	16 Adet
27	İLK YARDIM SETİ	1 Adet
28	ATIK TOPLAMA POŞETİ	50 Adet
29	TONOZ ÇAPA 20 KG+ZİNCİR	4 Ad+200Mt
30	MOST TOPLAMA KEPÇESİ	3 Adet
31	MOST ATIK TOPLAMA KANCASI	1 Adet
32	KARA DEPOLAMA TANKI 10m3 personel	1 Adet
33	YÜZER DEPOLAMA TANKI 15 m3 most	2 Adet
34	KÜREK, KAZMA, TIRMIK, FIRÇA	5-12-5-10 Ad
35	YANGIN ELBİSESİ –DETERJAN (bidon)	1 Adet
36	ETİKET—KARTON KUTU	50 -- 20 Adet

ANNEX-15

BYPORT PETROL TERMİNAL

PERSONAL PROTECTIVE EQUIPMENT (PPE) USE MAP

REGIONS	Minimum Personnel Protective Equipment				Additional Personnel Protective Equipment			
ZONES	Working Clothes	Safety Shoe	Helmet	Glasses **	Glove	Head Phone	Source Mask	Powder/ Paint Mask
GENERATOR ROOM	✓	✓	✓	✓	✓	✓	✗	✗
TANKER FILLING PERONA OF	✓ FR	✓	✓	✓	✓	✗	✗	✗
TANK AREA	✓ FR	✓	✓	✓	✓	✗	✗	✗
WORKSHOP AND LABORATORY	✓	✓	✗	✗	✓	✗	✗	✗
PUMP/COMPRESSOR STATIONS	✓ FR	✓	✓	✓	✓	✗	✗	✗
FIRE PUMP ROOM	✓ FR	✓	✓	✗	✓	✓	✗	✗
OTHER REGIONS	✗	✓	✓	✗	✗	✗	✗	✗

PPE should be used and should be alerting to signs the region

Signs are not required to be used in case of non-routine tasks requiring work permits

* *Work Clothes in areas at risk of exposure to Fire Resistant (SD) must be*

** *Glasses should always be kept with the staff is not mandatory wearing non-hazardous area*

FR: Fire-Resistant

ANNEX-16

NOTIFICATION FORM FOR DANGEROUS CARGO INCIDENT

Port Facility Name	BYPORT PETROL TERMINAL
Facility Officer	TERMINAL MANAGER İLKER ARSLAN
1. The nature of the event and the time of its occurrence	
2. Event Location/Exact Location	
3. Information on the type, quantity and condition of the cargoes affected by the incident	
3a. If any ship (name, flag, IMO number, owner, operator and master's name)	
4. Meteorological conditions of the region where the incident took place	
5. Specific present hazards/marine pollutants	
6. Details of the signs and labels of the dangerous cargo	
7. If it is a cargo classified with the IMDG Code, the appropriate shipping name, class (part and compatibility group of products for class 1 when allocated), UN number and packing group	
8. Dangerous cargo information (packaging, cargo transport unit and container)	
9. Dangerous Cargoes Manufacturer's Name	
10. Ratio of Damage/Pollution	
11. Sequence of events leading up to the event	
12. Number and types of injuries/deaths	
13. Emergency Response	
14. Other conditions to be mentioned	
15.Wants and Needs	
16. Informant (contact person) Position/Name and surname/Signature contact numbers	

ANNEX-17

NOTIFICATION FORM FOR CONTROL RESULTS OF DANGEROUS CARGOES CARGO TRANSPORT UNITS (CTUS)

Year/Term	…… /……	Number	Percentage
Packages controlled:			
Defective packages -total -filled in domestic -filled in abroad			
Defects:			
Documentation: -Dangerous Cargoes Declaration -Container/Vehicle Packaging Certificate			
Planning and marking			
Approval plate for Container Safety Agreement			
Serious structural defect			
Road tanker connecting plugins			
Portable tank or road tankers (inappropriate or defective)			
Labelling (for packages)			
Packaging (inappropriate or defective)			
Segregationof Load			
Stowing/connecting of package’s inside			

ANNEX-18

MULTIMODAL DANGEROUS CARGOES FORM

<table>
<tr><td colspan="3" rowspan="3">1.Shipper/Consignor/Sender</td><td colspan="3">2.Transport document number</td></tr>
<tr><td colspan="2">3.1 page of…..page</td><td>4.Shipper’s reference</td></tr>
<tr><td colspan="2"></td><td>5.Freight forwarder’s reference</td></tr>
<tr><td colspan="3">6.Consignee</td><td colspan="3">7.Carrier (to be completed by the carrier)</td></tr>
<tr><td colspan="3"></td><td colspan="3">SHIPPER’S DECLARATION
I hereby declare that content of this consigment are fully and accurately described below by the Proper Shipping Name anda re classified, packaged, marked and labelled/placarded anda re in all respect in proper condition for transport according to the applicable international and national governmental ragulations.</td></tr>
<tr><td colspan="3">This shipment is within the limitation prescribed for:</td><td colspan="3" rowspan="3">9.Additional handling information</td></tr>
<tr><td>PASSENGER AND CARGO AIR PLANE</td><td colspan="2">ONLY CARGO AIR PLANE</td></tr>
<tr><td>10.Vessel /flight no.and date</td><td colspan="2">11.Port/place of loading</td></tr>
<tr><td colspan="3">12.Port/place of discharge</td><td colspan="3">13.Destination</td></tr>
<tr><td colspan="6">14.Marks of shipment Number and kind of packages, description, gross mass (kg) net mass (kg) Cube (m³)</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>15.Container identification no/vhicle registration no</td><td>16.Seal Number (numbers)</td><td>17.Container/vehicle Size & type</td><td>18.Total cargo mass</td><td colspan="2">19.Total gross Mass (including Take) (kg)</td></tr>
<tr><td colspan="2">CONTAINER/VEHICLE PACKING CERTIFICATE
I hereby declare that goods described above Have been packed /loaded into the Container/vehicle identified above in Accordance with the applicable provisions.
MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING</td><td colspan="4">21.RECEIVING ORGANIZATION RECEIPT
Received the above number of packages/containers/trailers in Apparent good order and condition, unless stated hereon.
ORGANIZATION REMARK:</td></tr>
<tr><td colspan="2">20.Name of Company</td><td>Haulier’s name</td><td colspan="3">22.Name of company</td></tr>
<tr><td colspan="2">Name/Status of declarant</td><td>Vehicle reg.no</td><td colspan="3">Name/status of declarant</td></tr>
<tr><td colspan="2">Place and date</td><td>Signature and date</td><td colspan="3">Place and date</td></tr>
<tr><td colspan="2">Signature of declarant</td><td>Driver’s signature</td><td colspan="3">Signature of declarant</td></tr>
</table>

ABBREVIATIONS

CODE	DEFINITION
PPE	Personal Protective Equipment
SOLAS	International Convention for the Safety of Life at Sea
SDS	Safety Data Sheet
DCHG	Dangerous Cargo Handling Guide
DGSA	Dangerous Cargoes Safety Advisor
IMDG Code	International Maritime Dangerous Cargoes (IMDG) Code
ISPS Code	International Ship and Port Facility (ISPS) Code
IMO	International Maritime Organization
DCCC	Dangerous Cargo Certificate of Conformance
IBC KOD	International Building Code
IGC KOD	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
MARPOL	International Convention for the Prevention of Pollution from Ships (MARPOL)
UN NUMBER	United Nation Number

DEFINITIONS

Packing: It refers to the transport container in which the dangerous cargo is placed, defined in IMDG Code Chapter 6.

Break Bulk Cargo: It refers to solid, liquid and gaseous substances that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, intended to be transported directly without containment.

Cargo Handling: It refers to the similar processes of relocating the dangerous cargo, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing the cargo transport units and packages, and transporting them without changing their essential qualities.

Fumigation: It refers to the application of solid, liquid or gaseous chemical substances that act in gaseous form to a closed cargo transport unit or ship hold in order to destroy harmful organisms.

Gasometry: It means the determination of the gases and required quantities determined by the cargo transport units and/or the Administration in closed areas within the scope of the relevant regulation, by authorized institutions and persons, using special devices and apparatus.

Degassing: It refers to the work and operations performed with active or passive ventilation, if it is determined that there are gases that are within the scope of fumigation and that are not within the scope of fumigation, but that may be harmful to life, property and the environment, and if it is determined as a result of the risk assessment of the cargo transport units that they are above the values in the relevant directive.

Gas-forming Products: Although fumigant is not used, it refers to the products that cause gas formation, which are formed in the cargo transport units by the products that emit gas, due to the characteristics of the transported product or the cargo transport unit, and are found to the extent that they are harmful to human health.

IBC Code: International Building Code

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

IMDG Code: International Maritime Dangerous Cargoes (IMDG) Code

IMO: International Maritime Organization

ISPS Code: International Ship and Port Facility (ISPS) Code

Captain: It refers to the person who directs and manages the ship.

Chief Officer: Chief Officer is the department head for the Deck Department. They supervise the members of the deck department including Second and Third Mates, able-seafarers, and ordinary seaman or deckhands. On most vessels, the Chief Mate is second in command after the Captain.

Port Facility: It refers to the docks, piers, buoys, platforms and their anchor points, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, where the ships, the boundaries of which are determined by the administration, can safely take and transfer cargo or passengers.

Personal Protective Equipment (PPE): It refers to all tools, equipment and devices that are designed in accordance with this purpose, that are worn, worn or held by the employee, that protect the employee against one or more risks arising from the work carried out, affecting health and safety.

SOLAS: Refers to the 1974 International Convention for the Safety of Life at Sea.

Dangerous Cargo (Dangerous Cargoes): Petroleum and petroleum products, Packaged substances listed in the International Code for Dangerous Cargoes Transported by Sea (IMDG Code), which are within the scope of Annex-I of the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL 73/78), International Maritime, Solid Bulk Cargo Code (IMSBC Code), bulk materials with UN Number given in Annex-1, International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), substances given in Chapter 17 and Ships Carrying Liquefied Gas in Bulk, Substances given in the International Code for Construction and Equipment (IGC Code), Section 19, and substances that have not yet been included in these lists, but that have the potential to harm life, property, the environment or other materials during transportation due to their physical, chemical properties or mode of transport, It refers to the packages and cargo transport units in which it is transported and not cleaned properly.

UN Number: It refers to the four-digit identification number of the dangerous substance or part, taken from the United Nations, exemplary regulations.

Shipper: Shipper is the person or company who is usually the supplier or owner of commodities shipped. Also called Consignor.

Carrier: Carrier is a person or company that transports goods or people for any person or company and that is responsible for any possible loss of the goods during transport.

Uploader: In accordance with the instructions of the sender, loading dangerous cargoes and cargoes that pose a danger in terms of loading safety to the ship or sea vehicle, vehicle or cargo transport unit, labeling and plating the cargo transport unit, handling, stacking, unloading the cargo including the dangerous cargoes in the ship or cargo transport unit, means natural or legal persons.

Cargo Person: It refers to the sender, receiver, representative and freight forwarder of the Dangerous Cargoes.

Cargo Carrying Unit: Designed and manufactured for the transport of packaged or bulk Dangerous Cargoes; refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container.

PRESENTATION