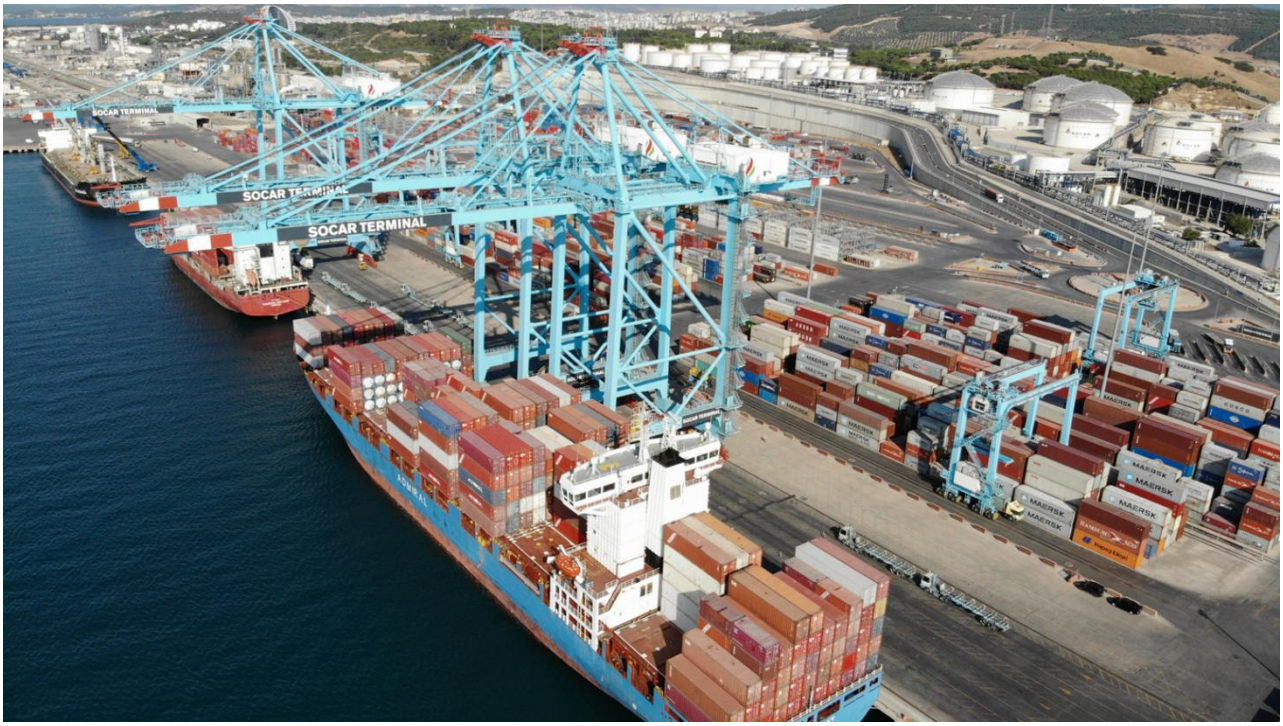
SOCAR Aliağa Liman İşletmeciliği A.Ş.

DANGEROUS GOODS HANDLING GUIDE



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REVISION SHEET

No	Revision No	Contents of Revision	Date of Revision	Revised by	
				Name	Signature
1	01	Facility Information Form revised	10.10.2017	Esra Gündüz	
2	02	Dangerous Goods Safety Advisor was added	01.01.2018	Esra Gündüz	
3	03	Facility name has changed	04.03.2019	Esra Gündüz	
4	04	revised according to Ministry instruction dated 20.04.2022	30.05.2022	Esra Gündüz	
5	05	revised according to directive on the issuance of the coastal facility dangerous cargo conformity certifate dated 20.04.2022	20.06.2022	Esra Gündüz	
6	06	Facility Information Form revised	16.05.2023	Esra Gündüz	
7	07	Facility Information Form revised	16.05.2024	Esra Gündüz	
8	08	Facility Information Form revised	21.04.2026	Esra Gündüz	
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DEFINITIONS/ABBREVIATIONS

Recipient: real persons and legal entities that will receive the dangerous cargo in accordance with the carriage contract,

Package: the carriage receptacle in which the dangerous cargo is put, as defined in Section 6 of the IMDG Code,

Packer: those who place the dangerous cargo inside various types of receptacles including big packages and interim bulk cargo containers, and when necessary, who make the packages ready for transportation, who package the dangerous cargo or change the packages, labels of these goods, who label the same for carriage, the shipper or the real persons or legal entities who perform such procedures based on its instructions and the land and port facility personnel who actually perform such procedures,

Ministry: Ministry of Transport, Maritime Affairs and Communication,

Bulk cargo: The substances in solid, liquid and gas form, that are inside a tank or hold that is a structural part of the ship or that has been permanently fixated inside or on the ship, that are planned to be carried without directly being contained,

Handling: for dangerous cargo, procedures of relocating, transferring from large receptacles into small receptacles, ventilating, segregating, screening, mixing, without changing their primary characteristics, renewal, replacement or repair of cargo transport units and packages, and similar procedures related with carriage,

Fumigation: with an aim to eliminate harmful organisms, the process of administering chemical substances, in solid, liquid or gas form, having influence in gas form, to a closed cargo transport unit or a ship hold,

Gas measurement: the process of identification of the gases present in cargo transport units and/or closed areas, and their required quantities, as designated by the Administration within the scope of the relevant regulation, by authorised persons and institutions, through use of special devices and apparatuses,

Degassing: works and procedures performed via active or passive ventilation in case it is found out, as a result of risk assessment for the cargo transport units which contain gases that fall within the scope of fumigation and that do not fall within the scope of fumigation but that can be harmful for life, property and the environment, that the gas values are above the values stated in the relevant directive,

Gas forming products: products causing formation of gas, at values found to be harmful for human health, formed in cargo transport units, caused by products which release gas as part of the properties of the product or the cargo transport unit carried, although no fumigant was used,

IBC Code: The International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,

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

IMDG Code: International Maritime Dangerous Goods Code,

IMO: International Maritime Organization,

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IMSBC Code: International Maritime Solid Bulk Cargoes Code,

ISPS Code: The International Ship and Port Facility Security Code,

Administration: General Directorate for Organisation of Carriage of Dangerous Goods and Combined Transportation,

Master: the person who navigates and manages the ships,

Timber Code: Code of Safe Practice for Ships Carrying Timber Deck Cargoes,

Port Facility: wharves, quays, buoys, platforms whose boundaries are designated by the administration, where the ships can safely load and unload cargoes or embark or disembark passengers, or where the ships can safely berth, as well as the anchoring sites, approaching areas, closed and open storage areas in relation thereto, as well as buildings and structures used for administration and services,

Personal Protective Equipment (PPE): all tools, materials, devices and apparatuses that protect the employee against one or more than one risk which results from the work performed, which influences health and safety, worn, affixed or grasped by the employee, which has been appropriately designed for that purpose,

Container: certificated cargo transport unit in possession of a certificate conforming to applicable standards within the scope of Container Safety Convention (CSC),

SOLAS: International Convention on Safety of Life at Sea dated 1974,

Carrier: actual carrier who receives offer, gives offer, accepts offer for carrying all kinds of dangerous goods in its own name or in the name of third persons, broker, shipowner, transportation organiser, transportation commissioner, ship agent; and real persons and legal entities who perform carriage of dangerous goods, with or without a contract, by land or by railway, within the scope of combined transportation,

Dangerous waste: of the cargo or dangerous cargo or of packages and cargo transport units carrying dangerous cargo, which are not envisaged to be directly used, their parts, solutions, mixtures and used packaging and cargo transport units which are carried in order to be re-processed, in order to be thrown away into garbage, in order to be disposed by way of incineration or in any other way, as classified as per under Basel Convention, and with the carriage class and terms for which designated under SOLAS,

Dangerous Cargo (dangerous substance): means the oil and oil products that fall within the scope of “International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) - Annex-1”, packaged materials listed in the International Maritime Dangerous Goods Code (IMDG Code), the bulk materials with UN Numbers assigned in the “International Maritime Solid Bulk Cargoes Code (IMSBC Code) – Annex-1”, the materials given in “International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Section 17”, the materials given in “The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) - Section 19” and goods that have not yet been included into such lists, but that have the potential to cause damage to life, property and the environment or other goods at the time of transportation due to physical, chemical properties or the manner of carriage, and the packages and cargo transport units by which such materials are carried and which have not been properly cleaned,

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Toolbox talks: means the talks on subjects like general information regarding the condition of the port, special conditions, broken down equipment, accidents that have been encountered, and any extra circumstances, that are carried out 15 minutes before start of the shift, for the purpose of providing information on the experiences, providing motivation, creating awareness and for informative purposes,

UN number: means the four-digit number for the dangerous goods, obtained from UN regulations,

Shipper: the real persons or legal entities which, based on the instructions of the consignor, load the dangerous goods and goods which pose hazard in terms of loading safety, to the ship or the sea vehicle or into the cargo transport unit and which label, placard the cargo transport unit, which handle, stack, unload the cargoes, including, dangerous cargo, inside the ship or the cargo transport unit,

Cargo related party: means the shipper, receiver, representative and transportation works commissioner of the dangerous cargo,

Cargo transport unit: means the land trailer, semi-trailer and tanker, portable tank and multiple element gas container, railway wagon and tank wagon, container and tank container, designed and manufactured for carriage of packaged or bulk dangerous cargo.

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1 INTRODUCTION

1.1 FACILITY INFORMATION SHEET

1	Name / title of the facility operator	SOCAR Aliağa Liman İşletmeciliği A.Ş.		
2	Contact details of the facility operator (address, phone, fax, e-mail and website)	Siteler Mah. Kardeşlik Cad. No:16 Aliağa, İZMİR Tel: 0-232-4556555 Fax: 0-232-4556500 izmir@socarterminal.com www.socarterminal.com		
3	Name of the facility	SOCAR Container Terminal		
4	Province in which the facility is located	İzmir		
5	Facility contact details (address, phone, fax, e-mail and website)	Siteler Mah. Kardeşlik Cad. No:16 Aliağa, İZMİR Tel: 0-232-4556555 Fax: 0-232-4556500 e-mail: izmir@socarterminal.com Web: www.socarterminal.com.tr		
6	Geographical region in which the facility is located	Aegean Region Nemrut Bay		
7	Port Authority to which the facility is attached, and its contact details	Aliağa Regional Port Authority – 0232 6161993		
8	Municipality to which the facility is attached, and its contact details	Aliağa Municipality – 0232 6161980		
9	Name of the Free Zone or Organised Industrial Zone where the facility is located	-		
10	Date of validity of the Port facility Operating Permit / Temporary Operating Permit	12.05.2026		
11	Operational status of the facility (X)	Own Cargo and additional 3d party (…)	Own Cargo (…)	3rd party (X)
12	Name, surname, contact details of Facility Manager (phone, fax, e-mail)	Ali Ekber Şimşek Tel: 0 232 4556566 Fax: 0 232 4556500 arcan.fayatorbay@socarterminal.com		
13	Name, surname, contact details (phone, fax, e-mail) of the Facility's Dangerous Goods Operations Supervisor	Mehmet Oğuz Top Tel: 0-232-4556568 Fax: 0-232-4556500 mehmet.oguz.top@socarterminal.com		
14	Name, surname, contact details (phone, fax, e-mail) of the	Esra Gündüz Tel: 0 232 4556563 Fax: 0 232 4556500		

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	Facility's Dangerous Goods Security Advisor	esra.gunduz@socarterminal.com	
15	Sea coordinates of the facility	38°46'51.7"N 26°55'48.4"E 38°46'54.7"N 26°55'52.4"E 38°46'50.5"N 26°55'58.2"E 38°46'31.7"N 26°55'42.2"E	
16	Types of dangerous goods handled at the facility (cargoes under MARPOL, Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap cargo)	Container Ships, General Cargo Ships, Project Cargo Ships, Tugboat / Service Ships	
17	Types of ships that may berth at the facility	İzmir-Çanakkale highway- 1 km.	
18	Distance of the facility to main road (in kilometres)	No railway connection. Distance to Biçerova Triaj Station: 5 km.	
19	Distance of the facility to railway (in kilometres) or railway connection (Present / Not present)	İzmir Adnan Menderes Airport / 90 km.	
20	Name of the closest airport and its distance to the facility (in kilometres)	Container Ships, General Cargo Ships, Project Cargo Ships, Tugboat / Service Ships	
21	Cargo handling capacity of the facility (Tons/Year; TEU/Year; Vehicle/Year)	Container (TEU)	General Cargo + Bulk Solid (Ton)
		1.500.000	350.000
22	Whether scrap handling is performed at the facility	-	
23	Is there a border gate? (Yes/No)	No	
24	Is there a customs zone? (Yes/No)	Yes	
25	Cargo handling equipment and their capacity	3 STS, 10 RTG, 3 Empty Handler, 3 Reach Stacker, 15 Forklift, 26 Terminal Tractor	
26	Storage tank capacity	20 m^3	
27	Outdoor storage area (m^2)	420.000 m^2	
28	Semi-closed storage area (m^2)	690 m2 (ware house)	
29	Closed storage area (m^2)	1765 m2 (ware house)	
30	Designated fumigation and/or purification area (m^2)	2500 m^2	
31	Name/title and contact details of towage and pilotage services provider	UZMAR Kılavuzluk nemrut.pilot@uzmar.net Kılavuzluk İstasyon cep no: 0532 613 59 71 Baş Kılavuz Kaptan no: 0533 275 96 13	

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		İstasyon sabit no: 0232 625 51 51 Petkim Pilot Petkim Pilot E-mail : kilavuz@petkim.com.tr Telefon : (0)232 616 1240 -3124	
32	Is there a safety plan available? (Yes/No)	Evet	
33	Capacity of the Waste Receipt Facility (this section will be separately arranged depending on the wastes received by the facility)	Type of Waste	Capacity
		Sludge	55 m^3
		Bilge Water	45 m^3
		Waste Water	7 m^3
		Residues and sludge from exhaust gas cleaning	1 m^3
		Scrubber systems washing water	1 m^3
		Waste Oil	25 m^3

34	Characteristics of wharf / quay and similar areas

Wharf / Quay No	Length (metres)	Width (metres)	Maximum water depth (metres)	Minimum water depth (metres)	Largest tonnage and length to be berthed (DWT or GRT – metres)
No: 1	350 m +27 m =377 mm	35,49	16	16	165.000 DWT
No: 2	350 m	35,49	16	16	165.000 DWT
No: 3	15 m	64-85	10	10	15.000 DWT

Pipeline name (if available in the facility)	Number (pieces)	Length (metres)	Diameter (inches)
The drawings showing the route through which the pipeline passes and designating the coordinates are attached. In total, 6 pipelines are available in the gate area, 5 of which are fuel pipelines, and 1 of which is an LPG pipeline.	---	---	---

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1.2 Loading/ unloading, handling and storage procedures for the dangerous cargo handled and temporarily stored at the port facility

The types of cargo to be handled at the port facility are cargo in containers, packaged, packed cargo, cargo in bales/ bundles/ bunches as well as general cargo loads and project cargoes within the scope of MARPOL Annex-1, IMDG Code, and solid bulk cargoes within the scope of IMSBC Code, and Grains Code.

Except for the dangerous substances classified under Class 1 and other sub-classes thereunder, Class 6.2 and Class 7 (all categories) under the IMDG Code, all other dangerous substances shall be handled.

There will be no handling of cargoes falling within the scope of IBC Code, IGC Code, TDC Code and asphalt/bitumen and scrap cargo.

Procedures for safe entry– exit between the vessel and the port facility

The following rules shall be applicable for the procedures of change of personnel that have called at the port facility, the seamen's going out of, and coming back to, the port for fulfilling their personal requirements and for travelling purposes, organising the persons or vehicles that will bring materials, food, etc. to the vessel, ensuring safe transfer of persons, visitors, employees of governmental entities who will enter into the terminal site for any purposes.

One of the major causes of accidents involving fatality or injury that may occur in the port facility and damages given to equipment or immovable owned by the port is the uncontrolled interaction among directly mobile port equipment, vehicles and pedestrians. In order to avoid occurrence of undesirable events, these rules have been defined in detail, and put into practice. Despite continuous surveillance and inspection, there is such an intensive interaction among equipment, vehicles and pedestrians that it is not possible to guarantee non-recurrence of undesirable events. For this reason, in order that all safe entry-exit arrangements can be made and in order to ensure that such arrangements are observed, the persons who will perform the activities or movements set out above shall act in accordance with the following rules:

- Only authorised persons or vehicles are allowed to enter into the container handling and stacking areas. These persons are expected to act in strict compliance with the procedures and rules of the port.
- Individuals must wear reflective vests or carry any clothing on them which will ensure high visibility for the entire time they are inside the port facility, regardless of whether they are pedestrians or inside any vehicles.
- The persons walking as pedestrians inside the port facility will be as low in number as possible. The persons who are allowed to enter on foot (as pedestrians) must use the sidewalks or the special walkways that have been specially allocated for them.
- Shuttle buses are provided inside the port facility for transportation of people from one specific place to another. Using of these shuttle buses must be preferred.
- Even if they are walking on the sidewalks, the pedestrians inside the port facility must always watch out for mobile port machinery, and suspended cargo. Similarly, the operators who are using such machinery and drivers of the vehicles must also take care of such pedestrians who may be present around them.

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- Pedestrians are never allowed to pass, walk, sit or lie under the suspended cargo. Similarly, vehicle drivers may not pass, stop or park under these types of cargoes.

- Cargo lifting equipment are never allowed to go towards pedestrians or vehicles, regardless of whether such lifting equipment are with or without cargo.

- Persons who are inside the port facility are never allowed to sit, crouch down, lie, or sleep in any place where there are ongoing operations, including the wharf and on board the vessel. This rule will not be applied only if such position is necessary for performance of the work being done; in such case, the facility operator will provide the required equipment, and take the necessary measures.

- There must be a yellow warning lamp, clearly visible by everyone, in all mobile vehicles or work equipment that will enter into the terminal site, and that will be present in the areas where there are ongoing operations. Vehicles or machinery without such warning lamps must flash their four-way flashing signals or alarm their warning signals which be easily heard by everyone who are near.

- While driving inside the port facility, operators or vehicle drivers may never drive through paths which have been allocated for pedestrians.

- It is strictly prohibited to enter into the rear operating area of dock cranes that are in operation, as a pedestrian, or to pass through those areas by a vehicle in order to go from one place to another.

- It is strictly prohibited to enter into the container stacking areas on foot (as pedestrians) or to pass through such areas by a vehicle in order to go from one place to another.

- There are buses or midi-buses available in every part of the port facility. The purpose of use of these vehicles is to ensure that persons do not enter into stacking areas as pedestrians, and ensure safety of these persons.

- If there is a pedestrian present around or near, or in the impact area of, the work equipment, which are in operation in areas where container loading, unloading, handling, transportation or CFS operations are being carried out, and if the operator sees such person, the equipment operator or vehicle driver will stop the operation and will not resume operation until the pedestrian goes to a safe area.

- No machine operation will be performed until the following works are completed in container stacking areas or CFS areas:

    - throughout the procedures of container examination, full inspection or sealing and until the persons who perform such procedures go to a safe area,
    - throughout the procedures of maintenance and repair performed in these areas, including the periodical checks for the facility, equipment or the infrastructure.

- Non-functioning equipment or containers in unusable state may not be repaired in the container stacking areas, however, if it is dangerous or impracticable to move, change the location of these equipment or containers, repair work will be allowed to be carried out after freezing the immediate area from other operations and after taking the necessary safety measures.

Speed Limit at the Terminal Site:

The maximum speed limits allowed for all kinds of vehicles in the terminal site are indicated below:

On the wharf: 20 km/hour At Terminal Yard: 30 km/hour

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For dangerous substances, which may not be caused or which are not allowed to temporarily stay at the port facility site, procedures for transporting the same out of the port facility site, within the soonest possible time

At the port facility, besides normal unloading and loading operations, free alongside ship (direct delivery) unloading or loading operations are also performed. Therefore, containers containing dangerous substances or open cargo may be on temporary stay at the port facility.

In relation to the cargo within the scope of free alongside ship (direct delivery) operation, after these cargos are discharged from the vessel, they are taken to terminal trucks, and are transferred to the customer's vehicle directly, without being unloaded on the ground in the appropriate part of the terminal site that has been allocated for the transfer procedure. After the procedure, the vehicle whose customs procedures have been completed shall be allowed to go outside the port facility. In free alongside ship loading, the vehicle that has entered into the port facility shall be caused to wait in the area allocated for it, and when it is its turn for loading, the cargo/container on it shall be loaded into the terminal truck, and sent to the ship operation area and loaded on to the ship. The cargoes under hazardous substance classes specified in Article 1.2 shall not be allowed to enter the port facility either by sea or by land.

Since the port facility is a customs bonded area, entry-exit of all cargo is subject to the permission of the customs authority. No cargo may enter or abandon the terminal site without the knowledge and approval of the customs authority.

Procedures for not allowing ships and sea vehicles carrying dangerous goods to berth at coastal facilities without the permission of the port authority

Ships and sea vehicles which carry dangerous goods, and which have not received berthing order (yanaşma ordinosu) from the Port Authority shall not be allowed to berth at any wharf at the terminal.

If there is a berthing request due to emergency circumstances and force majeure events, firstly, information will be given to the Port Authority, and if the port operation gives approval based on the Port Authority's written consent, the berthing operation will be allowed. In any event, the authorized pilotage and towage service organizations shall be simultaneously advised.

Ships and sea vehicles which pose hazard:

ARTICLE 46 –

1) In connection with the ships at the port's administrative area, which are subject to legal proceedings such as the decisions for attachment, cautionary attachment, interim injunction or ban on sailing, rendered by judicial authorities, regardless of the type, tonnage and flag, or which have been suspended from sailing based on an administrative decision due to a technical deficiency or which are waiting at coastal facilities or at the anchorage site due to any reason whatsoever, which pose hazard, which may not be commanded, and which are not seaworthy for similar reasons, the responsibility for taking any measures in order to make them seaworthy, for taking any measures which will not endanger the safety and security of navigation, life, property, and the environment and causing such measures to be taken shall be borne by the ship related parties, within the permission of the port authority.

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2) The responsibility for removing or pulling sunken, half-sunken or abandoned ships and sea vehicles in the port's administrative area within the soonest possible time or making the same non-harmful shall be borne by the ship related parties, within the permission of the port authority.

3) If the related parties of ships and sea vehicles which are in a state of emergency like having been grounded and are drifting fail to file a rescue request within 72 hours, the port authority shall start rescue procedures by acting ex officio.

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2 RESPONSIBILITIES

The roles and responsibilities of the Cargo Interest, Port Facility Operator and Shipmaster under the Regulation on Transportation of Dangerous Goods by Sea are indicated below. In addition, the responsibilities of the employees of SOCAR Terminal - the Port Facility Operator - based on their positions, have been described in the same part. The employees shall fulfil their responsibilities in the facility involving dangerous goods, in the manner as described in Part 3.

Roles and responsibilities:

ARTICLE 11 –

(1) All parties who are involved in transport of dangerous cargo are obligated to take all the required measures to perform the transportation safely, securely and without causing damage to the environment, to prevent accidents, and to minimise damages in case of occurrence of an accident.

(2) The responsibilities of the cargo related party are listed below:

a) prepares, causes preparation of all compulsory documentation, information and documents related with dangerous cargo and ensures that this documentation accompany the cargo throughout the transportation.

b) ensures that the dangerous cargo care classified, described, packaged, marked, labelled and placarded in compliance with the legislation.

c) ensures that dangerous cargo is loaded into packages, receptacles and cargo carriage units that have been approved and that meet the rules, in a safe manner, and that they are stowed, lashed/fastened, carried and discharged safely.

d) causes all related personnel to be trained on the risks and safety measures, safe working principles, emergency circumstances, security and similar issues related with dangerous cargo carried by sea, and keeps training records.

e) causes safety measures to be taken for dangerous goods which do not conform to requirements, which are unsafe, and which pose risk for persons or the environment.

f) provides the necessary information and support to related parties in case of emergency or accident.

g) advises accidents involving dangerous goods, which may occur in its field of responsibility, to the administration.

h) provides the information and documents as may be requested and provides the necessary cooperation during any inspections carried out by authorities.

(3) The responsibilities of the port facility operator are listed below:

a) ensures safe, proper and secure berthing and mooring of the ships.

b) ensures that the entry-exit system between the ship and the shore is proper and safe.

c) ensures that the persons who are involved in loading, unloading, and handling of dangerous cargo have training.

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d) ensures that dangerous cargo is carried, handled, segregated, stacked, temporarily stored and inspected, at the terminal, by personnel having the necessary qualifications, who have been trained, and who have taken work safety measures, in a safe manner, and in compliance with the requirements.

e) requests the cargo related party to present all compulsory documentation, information and documents related with dangerous cargo, ensures that such documentation accompanies the relevant cargo.

f) keeps an up-to-date list of all dangerous cargo in the terminal.

g) causes all personnel of the terminal to be trained on the risks and safety measures, safe working principles, measures in case of emergency circumstances, security and similar issues related with dangerous cargo that are handled and keeps the training records.

h) checks the relevant documents to verify that the cargo that have entered into their facility have been duly described, classified, certificated, packaged, labelled, declared, and that they have been safely loaded into approved packages, receptacles and cargo transport units that conform to the requirements, and have been carried properly and in conformity with the requirements.

i) takes the necessary safety measures in connection with dangerous goods that do not conform to requirements, that are unsafe, or that pose hazard for persons or the environment, and notifies them to the port authority.

j) ensures that the appropriate emergency procedures are organized, and all related persons are given information on the subject.

k) notifies dangerous cargo accidents occurring in the field of responsibility of the terminal operator undertaking to the port authority.

l) provides the necessary support and cooperation in inspections performed by governmental authorities.

m) performs the activities related with dangerous goods in the wharf, quay, warehouse and bonded warehouse which have been properly set up for such activities.

n) equips the wharfs and quays allocated for ships and sea vehicles that will perform loading or unloading of bulk petroleum and petroleum products with machinery and equipment proper for such work.

o) ensures that the dangerous substances which may not be caused or which are not allowed to temporarily stay at the terminal site are taken out of the port facility within the shortest possible time, without being caused to wait at the site.

p) may not allow ships and sea vehicles carrying dangerous substances to berth at quay and wharf without the permission of the port authority.

q) sets up a storage/warehousing site that conforms to the rules of segregation and stacking for containers with dangerous goods and takes measures against fire, environmental and other measures in that site; at the time of loading of dangerous goods to ships and sea vehicles, their unloading or transhipment, the ship's related parties and those who are involved in the procedures of loading, unloading or transhipment take the necessary measures against heat, particularly in hot seasons, and other potential hazards. Combustible substances will be kept away from spark-generating operations, and spark-generating tools or equipment will not be used in the dangerous goods handling area.

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r) prepares an emergency evacuation plan for evacuating the ships and sea vehicles from the coastal facilities in emergency circumstances.

(4) The responsibilities of the ship master have been listed below:

a) ensures that the ship, the equipment and the devices are in suitable condition for dangerous cargo transport.

b) requests all the compulsory documentation, information and documents related with the dangerous cargo from the port facility and the cargo related party, and ensures that such documents accompany the dangerous cargo.

c) ensures that the relevant safety measures related with loading, stowage, segregation, handling, transport and unloading of the dangerous cargo on his ship are fully implemented and maintained, and performs the necessary inspections and controls.

d) checks that the dangerous cargo entering his ship are properly identified, classified, certificated, packaged, marked, labelled, declared, and safely loaded into the packages, receptacles and cargo transport units which have been approved and which fulfil the requirements, and safely transported therein.

e) ensures that all ship crew are informed and trained on the risks associated with the dangerous cargo transported, loaded, unloaded, the safety measures, safe working principles, emergency measures, and similar subjects.

f) ensures that loading, transport, unloading and handling of dangerous cargo are performed by individuals with appropriate qualifications, and the necessary training, after taking the work security measures.

g) may not go out of the site allocated for him, may not anchor, may not berth at wharf and quay, without the consent of the port authority.

h) implements all necessary rules and measures in order that the ship carries the dangerous cargo safely, at the time of navigation, manoeuvring, anchoring, berthing and sailing for the purpose of safe transport of the dangerous cargo.

i) ensures safe entry-exit between the ship and the wharf.

j) informs his personnel regarding the dangerous cargo practices on board, safety procedures, emergency measures, and methods of response in emergency circumstances.

k) keeps up-to-date lists of all dangerous cargo on board, and declares them to the related parties.

l) takes the required safety measures for dangerous substances which do not meet the requirements, which are unsafe, which pose risk for the ship, for persons or the environment, and duly informs the port authority.

m) notifies dangerous cargo accidents occurring on the ship to the port authority.

n) provides the necessary support and cooperation in inspections carried out by official authorities on board the ship.

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3 RULES AND MEASURES TO BE OBSERVED/ IMPLEMENTED BY THE PORT FACILITY

The issues that will be fulfilled by the port facility operator, namely, SOCAR Terminal, in relation with the measures listed in Article 12 of the Regulation on Transport of Dangerous Goods by Sea are indicated below.

Rules to be observed and measures to be taken by the port facility operators:

ARTICLE 12 –

(1) The port facility operators in possession of Dangerous Goods Certificate of Compliance shall take the following measures:

a) If the dangerous goods cannot be stored in the place where they have been unloaded in the quay or the wharf, the port facility operators shall ensure that such goods are transported outside the port facility as soon as possible, without waiting in the terminal site.

b) Dangerous goods shall be properly packaged, and identification details and information on risks and safety measures will be present on the package.

c) Port facility personnel and ship crew who are involved in handling of dangerous goods and other authorised persons related with the cargo shall wear protective garments suitable for the physical and chemical properties of the cargo, at the time of loading, unloading and storage.

d) The persons who will perform fire-fighting in the dangerous goods handling site shall be equipped with fire fireman equipment and fire extinguishers and first aid kits and equipment shall be kept ready for immediate use.

e) Port facility operators shall prepare an emergency evacuation plan for evacuation of ships and sea vehicles from coastal facilities in emergency circumstances and submit the same to the approval of the port authority.

f) Port facility operators are obligated to take fire, security and safety measures.

g) Port facility operators shall obtain the approval of the port authority in respect of the issues set out in this article, and announce the same to the related parties.

h) The inspection of the provisions under this article shall be performed by the port authority, and in case any non-compliance is determined, handling operation will be ceased, and it will be ensured that the non-compliance is eliminated.

i) The personnel who do not hold the necessary trainings and certificates required under the Regulation on Training and Authorisation within the scope of the International Code on Dangerous Cargo Carried by Sea published in the Official Gazette dated 11.02.2012 and numbered 28201 are not allowed to work in dangerous goods handling operations work to enter into the areas where such operations are conducted.

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4 CLASSES, TRANSPORT, LOADING / UNLOADING, HANDLING, SEGREGATION, STACKING AND STORAGE OF DANGEROUS GOODS

4.1 Classes Dangerous Goods

According to IMDG Code and ADR, Classes and Subdivisions of Dangerous Goods are as follows, as explained in IMDG Code Book Volume 1, Part 2, and ADR Book Volume 1 Part 2:

IMDG Code	Hazard Class	Name of Hazard Class	ADR
Chapter 2.0		**General**	Chapter 2.1
Chapter 2.1	**Class 1**	Explosives	Chapter 2.2.1
Chapter 2.2	**Class 2**	Gases	Chapter 2.2.2
Chapter 2.3	**Class 3**	Flammable Liquids	Chapter 2.2.3
Chapter 2.4	**Class 4.1**	Flammable Solids	Chapter 2.2.41
	Class 4.2	Substances Liable to Spontaneous Combustion	Chapter 2.2.42
	Class 4.3	Solid Substances Which, in Contact with Water, Emit Flammable Gases	Chapter 2.2.43
Chapter 2.5	**Class 5.1**	Oxidising Substances	Chapter 2.2.51
	Class 5.2	Organic Peroxides	Chapter 2.2.52
Chapter 2.6	**Class 6.1**	Toxic Substances	Chapter 2.2.61
	Class 6.2	Infectious Substances	Chapter 2.2.62
Chapter 2.7	**Class 7**	Radioactive Materials	Chapter 2.2.7
Chapter 2.8	**Class 8**	Corrosive Substances	Chapter 2.2.8
Chapter 2.9	**Class 9**	Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	Chapter 2.2.9
Chapter 2.10		**Marine Pollutants**	Chapter 2.2.9

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4.2 Packing and packaging of dangerous goods

Dangerous Cargo that will arrive at the terminal site shall be packed and packaged pursuant to IMDG Code Part 4.

All packages containing hazardous substances inside must be United Nations (UN) type-approved even if they are contained within any Cargo Transport Unit. If the packages inside containers carrying dangerous cargo, and which will be opened and checked for any reason whatsoever, do not have UN type approval, they will not be allowed to be loaded to the ship in export containers.

4.3 Use of placards, plates, markings and labels for dangerous goods

All Cargo Transport Units (CTU) including packages and containers that will enter into the terminal site shall be marked, labelled and placarded as shown below, in accordance with IMDG Code Chapter 5.2 and 5.3. Here below is information on such labels and signs:

Label Model No		
1		
1.4		
1.5		
1.6		
2.1		

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2.2		
2.3		
3		
4.1		
4.2		
4.3		
5.1		

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5.2		
6.1		
6.2		
7A		
7B		
7C		
7E		

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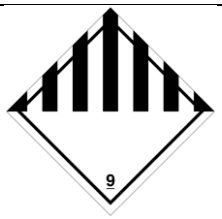
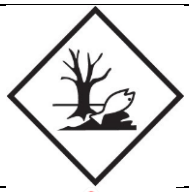
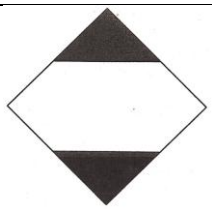
8		
9		
9A		

4.4 Signs and packing groups for dangerous goods

Other signs that will be used, when required, in addition to hazard classes, are as shown below:

Marine Pollutants	
Dangerous Substances Transported at Elevate Temperature	
Fumigation Warning Sign	
Limited Quantities	

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Excepted Quantities	
Lithium Battery Sign	
Direction arrows	

There are Packing Groups (PGs) for different dangerous goods classes. These groups and their meanings are shown below:
PG I - High danger
PG II - Medium danger
PG III - Low danger

Classes 1, 2, 5.2, 6.2 and 7, and self-reactive substances of class 4.1 are not assigned with packing group, and in addition, there is no PG I for Class 9.

The letters X, Y, and Z in UN type-approved packing codes refer to durability of the packaging. Letter X is the most durable packaging, and it can be used for all Packing Groups. Letter Y is of medium durability, and can be used for Packing Groups II and III, and letter Z is the least durable package, and must be used solely for Packing Group III.

4.5 Charts for segregation of dangerous goods on board the vessel and at the terminal

For determining the conditions for segregation of two or more dangerous goods, the provisions in the Table of Segregation given in 7.2.4 of IMDG Code, Volume I, and Column 16(b) of Dangerous Goods List (DGL) given in IMDG Code, Volume II shall be applicable.

In case of any conflicts, the provisions given in Column 16(b) of Dangerous Goods List (DGL) shall prevail.

General table of segregation of dangerous goods is given below:

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Segregation Table – IMDG Code 40-20

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
1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
2.1	4	4	2	X	X	X	2	1	2	2	2	2	X	4	2	1	X
2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
3	4	4	2	2	1	2	X	X	2	2	2	2	X	3	2	X	X
4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
4.3	4	4	2	2	X	X	2	X	1	X	2	2	X	2	2	1	X
5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Segregation terms used in this table provide information on the distances that must be present among dangerous goods of different hazard classes:

“1”: “away from …..”: may be transported in the same hold or on deck provided a minimum horizontal separation of 3 meters is provided.

“2”: “separated from…..”: may be transported in different holds under deck, or on hold, provided a minimum horizontal separation of 6 meters is provided.

“3”: “separated by a complete compartment or hold from….”: may be transported on deck provided a minimum horizontal separation of 12 meters is provided. May not be transported in the same hold or compartment under deck.

“4”: “separated longitudinally by an intervening complete compartment or hold from”: may be transported on deck provided a minimum 24 meters horizontal separation is provided. If transported under deck (in fore-aft direction), a further additional hold must enter between the dangerous goods.

For “X” and “*”, the stowage conditions within the framework of special provisions given in IMDG Code and in Dangerous Goods list shall be applicable.

Besides the general segregation table, for segregation of containers in container ships with closed holds, the Table provided in Part 7.4.3.2, for segregation of containers in container ships without hatch cover, the Table provided in Part 7.4.3.3 shall be applicable, and although no service will be provided for Ro-Ro vessels at SOCAR Terminal, if such vessels berth at SOCAR Terminal due to force majeure circumstances, the segregation rules given in the Table in Part 7.5.3.2 shall be applicable.

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The dangerous goods that are inside different cargo transport units or in packaged form, at the terminal site, shall be stacked based on the separation distances given in the following table:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Non-toxic, nonflammable 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	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously Combustible Substances	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Substances which, in contact with water, emit flammable gases	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidising 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	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosives	8	A	0	0	0	A	A	A	S	S	0	0	0
Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	9	0	0	0	0	0	0	0	0	0	0	0	0

1. Package / IBCs / trailers / flat or platform containers

0 = no segregation required (unless otherwise specified in special provisions)

A = “away from…” – minimum 3 m distance

S = “separated from…” – minimum 6 m distance in open areas;

A distance of 12 meters or separation by fire-proof walls in closed spaces and in depots

2. Closed containers / mobile tanks / closed land vehicles

0 = no segregation required (unless otherwise specified in special provisions)

A = “away from …” – no segregation required (unless otherwise specified in special provisions)

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S = “separated from…” – minimum 3 m distance vertically and horizontally in open spaces, minimum 6 m distance or separation by fire-proof walls in closed spaces and depots.

3. Open land vehicles / train wagons / open top containers

0 = no segregation required (unless otherwise specified in special provisions)

A = “away from…” – minimum 3 m distance

S = “separated from…” – minimum 6 m distance vertically and horizontally in open spaces; minimum 12 m distance or separation by fire-proof walls in closed spaces and depots

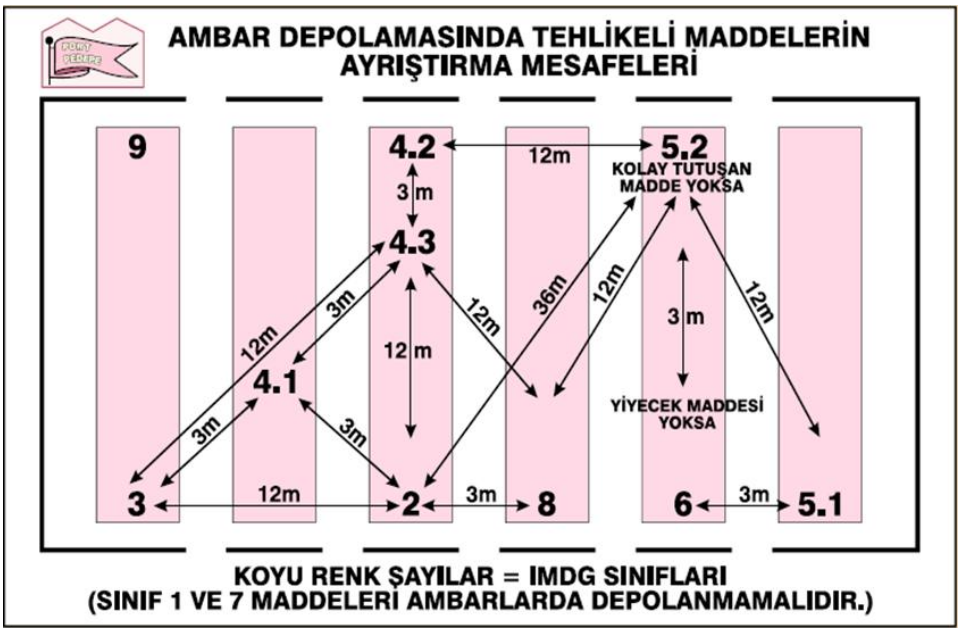
The packages, IBC tanks, flat rack, platform or open-top containers, other than containers containing cargo in the following hazard classes, shall not be stacked/stowed side by side.

- Class 2.2 and Class 3
- Class 4.3 and Class 3
- Class 8 and Class 4.1
- Class 8 and Class 4.3

Out of these classes, the port facility shall only accept the dangerous goods in Class 2.2, 3, 4.1 and 8 on a regular basis.

4.6 Segregation distances for dangerous cargo in warehouse storage in holds and segregation terminology

At İzmir Terminal, no dangerous cargo storage will be performed with packages that will come to the terminal other than the cargo transport units. In case dangerous cargo is stored at the port warehouses for short term in a controlled manner due to force majeure circumstances, the below segregation distances shall be applicable.



5 MANUAL FOR DANGEROUS CARGO HANDLED AT THE PORT FACILITY

SOCAR Terminal, involved in loading / unloading and handling and temporary storage of dangerous cargo, has prepared a Dangerous Goods Manual in pocket size, covering dangerous goods classes, dangerous goods packs, packages, labels, signs, and packing groups, tables of segregation on board and at port based on dangerous goods' classes, segregation distances for dangerous goods in warehouse storage, terminology of segregation, dangerous goods' documentation, emergency response action flow diagram for dangerous goods, with an aim to contribute to safe performance of such operations and made available such manual for use of the relevant persons.

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6 OPERATIONS

6.1 Procedures for safe berthing both at day time and night time, safe mooring, loading / unloading, berthing or anchorage of vessels carrying dangerous

Prepared within the scope of legal arrangements concerning Prior Notification;

(1) after prior notification is given regarding the dangerous cargo that will be brought to any port facility by ship, the Port Authority is responsible for deciding whether or not to issue berthing permission for the vessel depending on the cargo/es and the facility's availability. If the port facility is structurally inadequate for the dangerous cargo for which prior notification has been given, or, if no permission was given for the mentioned cargo in the port facility operating permit of the port, the cargo will not be allowed to be brought into the port. If requested, a port or ports in the region, suitable for that cargo may be recommended.

(2) If notification has been given on the fact that the ship brings a damaged cargo, the Port Authority shall be obligated to obtain information from the port operator to confirm that necessary measures under IMDG Code have been taken for that cargo at the terminal, and if necessary, to perform physical inspection.

(3) Regardless of whether the dangerous cargo comes from the sea side or the land side, the port operator is obligated to make the relevant planning and preparations for handling, stacking and transportation of the cargo. In cases where the dangerous cargo will be stacked inside the terminal yard, the segregation rules pursuant to IMDG Code will be applicable at the terminal site, the notified cargo will be planned accordingly and the operations will be performed accordingly. The Port Authority may inspect whether the dangerous cargo is segregated at the terminal yard in accordance with the segregation rules under IMDG Code, at any time it may wish. Any non-compliance is under the responsibility of the port operator.

(4) The port operator makes planning for ensuring that the dangerous cargo that will come to the terminal from the land side will be properly stacked at the terminal within the framework of the rules under IMDG Code, according to the prior notifications given.

(5) At time of entry into the port, cargo transport units containing dangerous cargo will be checked pursuant to the rules under IMDG Code, by certificated personnel who have taken General Awareness and Function-Specific Trainings under the IMDG Code. Non-compliant cargo transport units will not be allowed to enter into the terminal site.

(6) Vehicle driver/ machine operator certificate, vehicle / wagon / container / tank container conformity and loading certificate, consignor's and/ or shipper's certificate of operation for dangerous goods must be checked on the system, based on the prior notification given, and be recorded in the port's system. If any of these information is not appropriate, the vehicle and/or cargo will not be allowed to enter into the terminal.

(7) Besides the details in the prior notification, also the dangerous cargo carriage certificate of the vehicle must also be checked. A vehicle with no dangerous good carriage certificate or with omissions in its carriage certificate shall not be allowed to enter into the terminal.

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(8) The vehicles and cargoes which are understood have no deficiencies as a result of the inspections carried out after prior notification and which are taken into the terminal site must be recorded into the port's system, and reported monthly to Port Authorities and the Administration.

Also the following notification rules will be applicable for the port facility:

For all dangerous cargo that will enter into the terminal both by sea and by land, notification must be made. This notification must include the IMDG Class for the dangerous good, UN Number, Safety Data Sheet prepared by the original manufacturer, and if any, the Packing Group.

The notifications will be sent to Operations Department.

6.2 Procedures for additional measures required to be taken in relation to loading, unloading and limbo operations of dangerous goods, depending on seasonal conditions

Dangerous goods may generally be influenced by high temperatures (in summer months) and rain, strong wind (all along the year) depending on the season. Because of its geographic position, the terminal site is rarely influenced from snow and icing during winter months.

- During summer months, when the temperature is extremely high, cargoes which must be carried in temperature-controlled environment shall be taken into stacking areas such that they will not be directly exposed to sunlight. Protection will be provided by putting, next to or on top of them, containers containing cargoes which would not be problematic if stacked together and they will be protected from direct sun light.

- In extremely rainy weather conditions, cargoes which may be influenced from water such as Class 4.3 cargoes, shall be stacked in tiers in the middle. By covering their lower and upper parts and sides with other containers, the risk of contact with water will be minimized as much as possible.

- Terminal machine operators who handle the containers will be given information on the hazards, and it will be ensured that the handling operation is performed by showing utmost care, such that the container will not be caused to be damaged by punctures or tears, compromising the impermeability of the container.

- In rainy weather, operations will not be allowed for dangerous cargo of Class 4.3, which are packed, and which are not inside containers, under any circumstances whatsoever.

- In case of strong wind, containers which may fall from upper tiers shall be moved to lower tiers, or other containers will be put adjacent to them, so as to create blocks, and so that they gain resistance against wind. More than 3-tier stacking in single row, with no containers adjacent to them, shall not be allowed.

- In case of snow and icing, terminal machines and terminal trucks will not be allowed to operate until the slippery environment is eliminated, when the safety of the environment is restored, the equipment will perform the operations at the safest speed.

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6.3 Procedures for keeping combustible, flammable and explosive substances away from procedures which generate/may generate sparks and for not operating vehicles, equipment and apparatuses that may generate /may generate sparks in dangerous cargo handling, stacking and storage areas

All hot work to be performed in the terminal site or on board are subject to permission. SOCAR Terminal requires all subcontractors or ship crew who will work at the terminal site or on board the vessel to provide a mechanism which will ensure insulation and isolation for security purposes, informative signs related with the work to be performed, a work area with confined borders, an evacuation plan, and if necessary, permissions for work at height. If work has to be done at places with high risk of hazards, cargoes containing dangerous goods shall be moved to a safe distance before initiating the work.

Smoking is strictly forbidden in environments involving dangerous goods.

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7 DOCUMANTATION, CONTROL AND RECORDS

7.1 Principles on what all compulsory documentation, information and documents related with dangerous goods are, their being made available by the related parties, and checking of the same.

Tehlikeli yük elleçlemesine yönelik liman tesisinde bulundurulacak dokümanlar aşağıda listelenmiştir:

The documents to be kept available at the terminal site for handling of dangerous goods are listed below:

1. IMDG Code
2. The EmS Guide: Emergency Response Procedures for Ships Carrying Dangerous Goods,
3. Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG),
4. United Nations Recommendations on the Transport of Dangerous Goods – Model Regulations,
5. United Nations Recommendations on the Transport of Dangerous Goods – Manual of Tests and Criteria,
6. IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTUs)
7. Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas
8. International Convention for Safe Containers (CSC), 1972,
9. Code of Safe Practice for Cargo Stowage and Securing (CSS Code),
10. Recommendations on the Safe Use of Pesticides in Ships,
11. International Convention for the Safety of Life at Sea (SOLAS) 1974,
12. International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78),
13. Relevant laws, by-laws, regulations, circulars, communiqués, directives and implementing instructions.

Such documentation will be owned or be accessible either in the form of book, when an update is made, as set out in the regulation, or if possible, they will accessible on the website, with password-entry. There is no need to keep the document mentioned in Item 10 in ships that are at berth at the terminal unless fumigation is allowed.

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7.2 Procedures for keeping an up-to-date list and all other relevant information regarding all dangerous goods at the port facility , regularly and fully.

Lists of import, export and transit dangerous cargo that have entered into the terminal shall be recorded based on their entry and exit dates, by using the terminal operating system (NAVIS N4) of the facility. These records include the container number, container type / kind, hazard class, and the UN number of the dangerous good.

7.3 Procedures for checking whether the dangerous goods that have arrived at the facility have been appropriately identified, correct shipping names have been used for the dangerous cargo, whether they have been properly certificated, packed / packaged, labelled, and declared, and whether they have been safely loaded into packages, receptacles or cargo transport units that are approved and that conform to the requirements, and procedures for reporting the results

For the dangerous goods that will enter into the terminal, the following notification rules shall be applicable. Upon arrival of the cargo, inspections will be performed within the scope of SOCAR Terminal operational procedures.

Before arrival at the port by land:

Before the dangerous cargo enters into SOCAR Terminal, the ship agent will send a booking list. If there is any dangerous cargo in the list, the characteristics of such cargo will be stated. For such dangerous cargo, the site operation planner shall designate an appropriate space for the cargo, and shall make an entry into the port's operating system.

At the stage of entering into the port by land:

Upon arrival at the terminal main gate, the driver will stop at the security point, and shall obtain an equipment interchange receipt (EIR) number for the container based on the booking made for the cargo. The driver will then proceed to the container terminal gate and deliver proper documents to the gate operation clerk. Gate operation clerk will enter the information available on the document to the port's operating system and shall take action according to the Procedure on Delivery of Dangerous Cargo. The driver will be given a number indicating the address of the site, and the dangerous cargo will be taken to the allocated site address.

At the control point, a physical check will be performed to verify whether the container has been properly placarded in accordance with the rules envisaged under IMDG, and other IMDG signs, and in cases where compulsory, UN Number will be physically checked.

Before arrival at the port by ship:

Before arrival at the port by ship, yard planner will identify the dangerous cargo based on the ship's stowage plan. Dangerous cargo, proper shipping name, hazard class, and UN number will be defined and entered into the terminal's operating system. After the cargo is unloaded, they will be taken to the allocated yard address for being stacked.

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7.4 Procedures for providing and keeping Safety Data Sheet (SDS) for dangerous goods

In addition to SOCAR Terminal's measures taken within the scope of general hazard class, the cargo related party shall be asked to submit Safety Data Sheet for the dangerous cargo or dangerous substance or cargo with hazardous contents which have arrived at every port facility either by sea or by land. There is a general standard that every cargo with dangerous contents that enters into the port facility must have a Safety Data Sheet. The measures stated in the Safety Data Sheet will be taken by SOCAR Terminal's authorised persons in relation to storage, and carriage of the cargo and in relation to emergency circumstances.

7.5 Procedures for keeping records and statistics for the dangerous cargo

As mentioned in Article 7.2, the information regarding the dangerous cargo shall be regularly kept, and statistical data as requested by authorities will be prepared and reported. The reports shall be kept in their soft versions, accessible at any time.

7.6 Quality Management Systems related information

SOCAR TERMINAL has ISO 9001-ISO 14001-ISO 45001 integrated management system.

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8 EMERGENCY CIRCUMSTANCES, PREPAREDNESS FOR EMERGENCY CIRCUMSTANCES AND EMERGENCY RESPONSE

8.1 Procedures for response in relation to dangerous substances which may create risk for life, property and/or the environment and response in hazardous circumstances involving dangerous substances

Emergency response plans shall at all times be in force and in effect. Emergency response plan covers the following matters:

- Scope and relation with other plans
- Dangerous cargo in the terminal yard
- Rules and responsibilities
- Emergency types
  - Fire in the Facility, Yard, Cargo
  - Explosion
  - Accidents and injuries
  - Natural disasters like earthquake
  - Adverse weather conditions like storm
  - Leakage or spill of dangerous substances
  - Marine pollution (for example: lube/fuel leakage)
  - Gas leakage
  - Power cut-off
  - Fire on ship
- Emergency response procedures
- Methods of management after emergency response
- Trainings and drills
- Emergency response plan management
- Coordination with external parties and relevant persons

Hazard control and emergency response work flow

Hazard control hierarchy will be used when the hazard has been defined, and the risks associated with the hazard have been identified.

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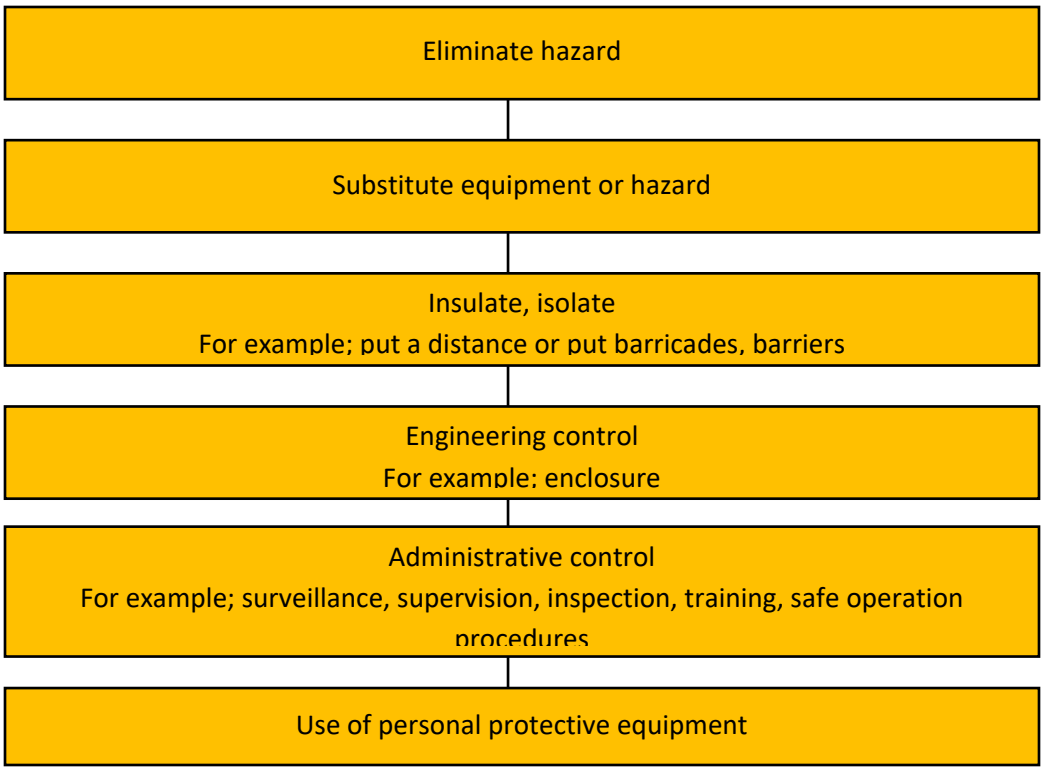

8.2 Information on the emergency response options, capabilities and capacity of the port facility

The ability to respond to emergency circumstances that may last for 3 shifts and 24 hours is restricted with the technical possibilities and manpower of the facility. In natural disasters or in emergencies where the capabilities of the facility do not suffice, the facility will apply to external services. Information is provided below regarding the capabilities of the facility and the external services to be taken in case of fire, leakage, spillage, injury and environmental pollution, whether connected with dangerous goods or not:

EMERGENCY	TECHNICAL	MANPOWER	EXTERNAL SERVICES
FIRE	- Fire Extinguisher (ABC Type) 6 kg - CO_2 type Fire Extinguisher 2 kg - Fire Extinguisher (ABC Type) 50 kg - Fire Extinguisher (Foam Type) 12 kg - Fire Hydrant - Fire Hose - Fire Blanket - Fire Gate - Fire Pump	- Extinguisher X 9 Persons - Search, Rescue, Evacuation X 9 Persons - First Aid X 21 Persons - Ambulance X 3 Persons - Environmental Accident Response Team X 6 Persons	- Special response measure for High Level Fires, - Governmental institutions for disasters at national level.

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	- Sprinter System - Alarm System - Smoke Detector - Fire Water Tank - Fire Surveillance System	NOTE: Number of personnel has been distributed to 3 shifts for all emergency cases.	
LEAKAGE / SPILLAGE	- Spillage Kits - Container Leakage Bin		- Special response measure in Category (Tier) 1, 2, 3, - Governmental institutions for disasters at national level.
INJURY	- First Aid Kits - Ambulance - Infirmary		
ENVIRONMENTAL POLLUTION	- Spillage Kits - Container Leakage Bin		

8.3 Procedures regarding the first response to be given in accidents involving dangerous goods (methods of first response, possibilities and capabilities of first response, and similar matters)

There is a health unit available inside the facility. Nevertheless, care shall be taken for the following in case of any accident or incident:

- When an injury is caused by any dangerous good, the first aid measures set out in the 4th Section of the Safety Data Sheet pertaining to that dangerous good shall be taken. At the same time, the toxicological effects of the substance as set out in 11th Section must also be considered.

- If any person is injured, first aid measures will be implemented depending on the properties of the substance, or the closest person who is capable of performing first aid will be called, but the injured person will not be moved unless it is necessary.

- The person who will give first aid to the injured person must use personal protective garments and equipment so that he is not influenced from the conditions in the environment. If the injured has been influenced from the environment (toxic gas, air without oxygen or smoky environment), the person who will give first aid to the injured must take the person out of that environment as soon as possible. If the injured has contacted any corrosive substances, he must, as soon as possible, get rid of the garments contaminated with such substance.

- Specialized support or ambulance will be asked by calling the appropriate numbers from amongst those listed in Section 8.4. Even if it seems insignificant, all injuries and all accidents and incidents which do not cause in injury must be reported to HSSE Department.

Actions that must be taken by different units in case of incident are shown in the work flow charts:

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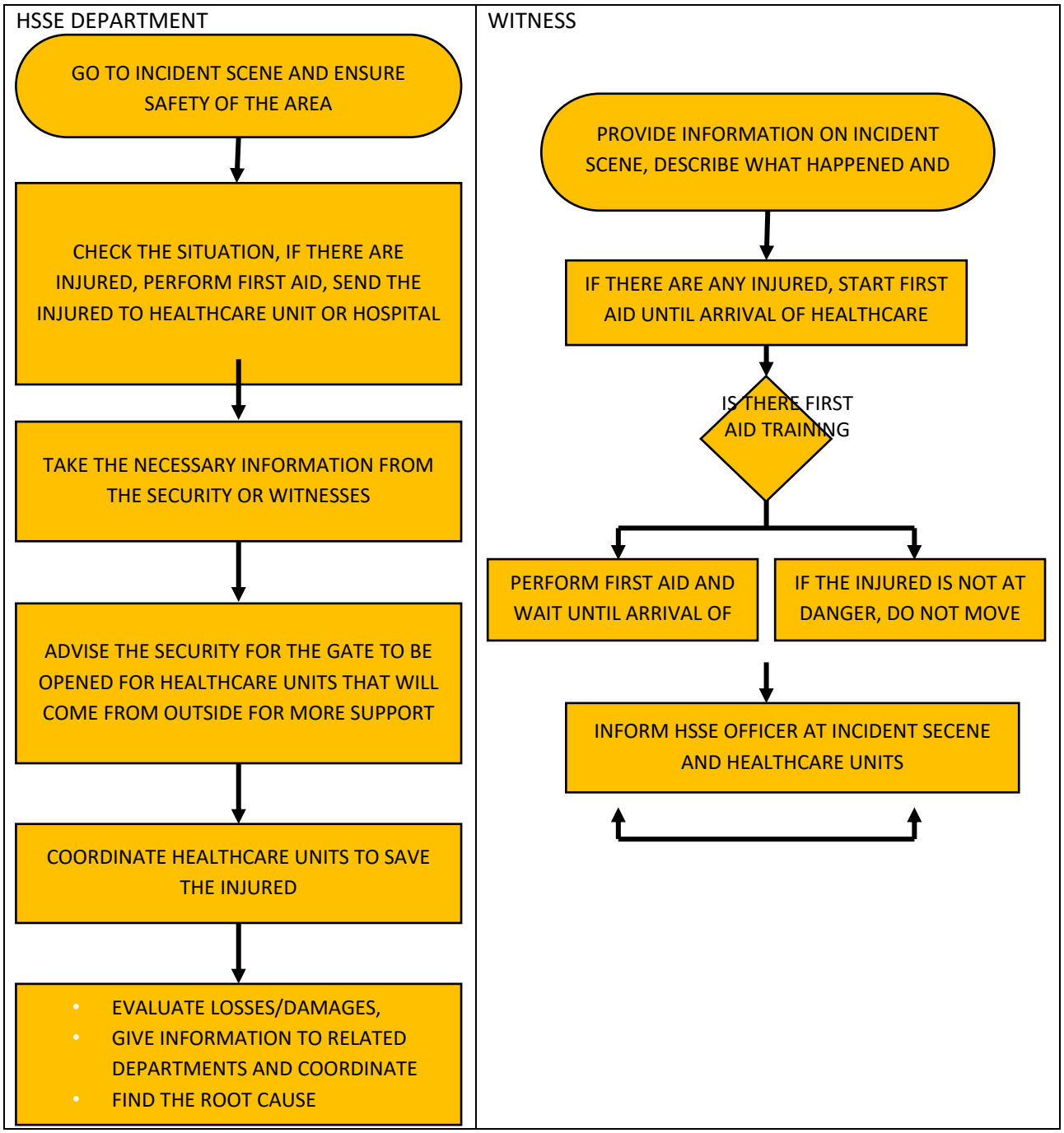

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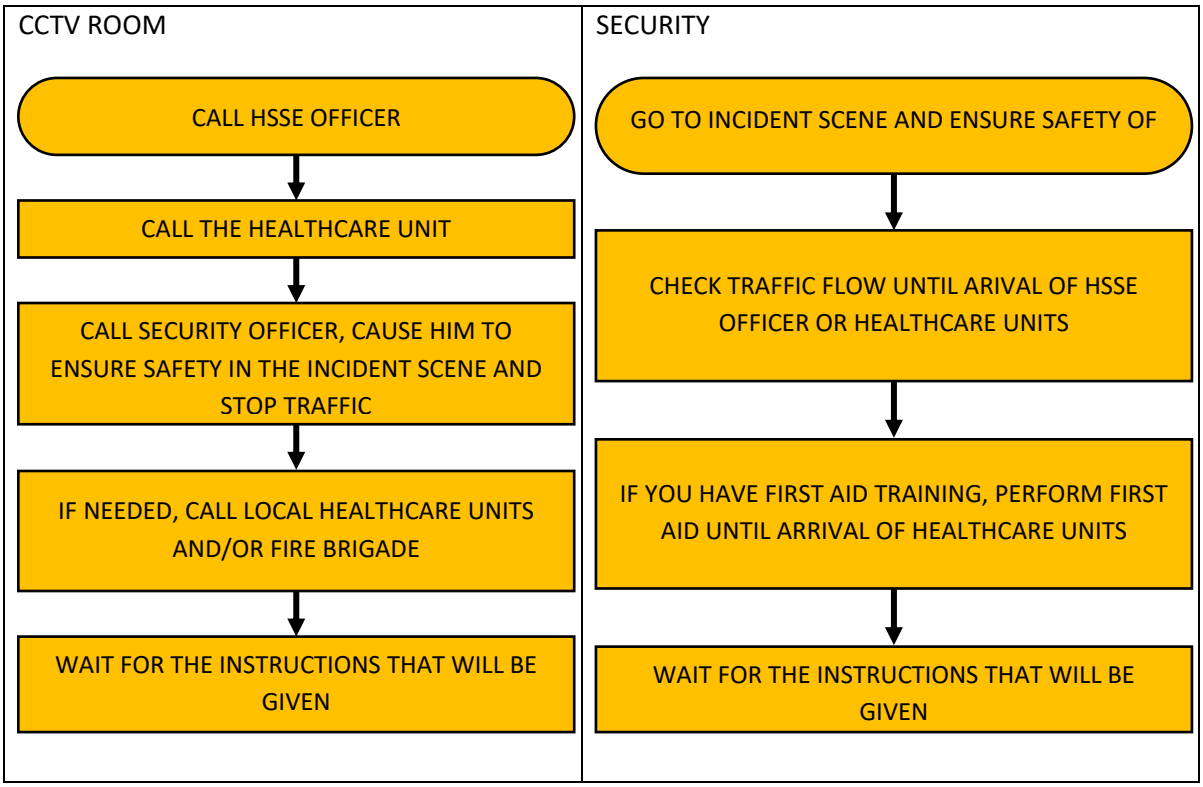

8.4 Notifications that must be made within and outside the facility in emergency circumstances

There are 3 Emergency Categories at the Terminal:

Category 3: Medical Cases at low importance level (for example, heat-stroke, not life threatening, etc.); small scale fires which are taken under control and which can be extinguished in 10 minutes.

Category 2: Major injury, (e.g. being trapped under rubble, being crushed, life-threatening condition, etc.); spillage of dangerous substances, a stowaway in the ship, medium scale fire (which cannot be extinguished in 10 minutes) or a minor scale fire developing under Category 3.

Category 1: Death, multiple major injuries, explosion (ship or workshop), natural disasters (earthquake, storm, etc.), gas leakage, major fire or medium-scale and developing fire such as those under Category 2, demolition of structures (for example, building, crane, platform, etc.) and complete power cut-off.

Emergency Call mechanism will be as indicated below:

Category 3: CCTV control room, department security representative, first aider & HSSE supervisor.

Category 2: Seniors + Department Manager, HSSE Manager, PFSO & Immigration (stowaway on board)

Category 1: Seniors + HSSE Director - CEO, Department Director, HR Director & HR Manager.

In emergency circumstances, the relevant units and numbers within the facility as indicated below may be contacted.

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CCTV Control Room, Red Line	
Aliağa Common Emergency Radio	
HSSE Department (CCTV Room)	7036
Duty Supervisor	0549 281 11 11
PETLİM	Red Line
Police	155
Ambulance	112
Fire Brigade	110

8.5 Procedures for reporting accidents

In case of an emergency and/or an accident, calmness must be maintained at the time when the numbers given in Article 8.4 will be called, and information will be given, and the caller must explain to the called person the region, the building where the emergency has occurred, the contact number of the caller, and what kind of an emergency it is. It is of utmost importance that the information that will be given at this stage is correct and understandable as the decision on what kinds of first response will be provided shall be based on this information.

8.6 Coordination with governmental entities, support and method of cooperation

The organisational structure for managing the emergency and providing coordination, support and cooperation with governmental entities when there is the need for emergency response is shown below.

Operation Coordinator shall manage the emergency response operation and the entire team subordinated to him. He executes all actions to be taken in accordance with the Emergency Response Plan. He is also the contact point for the communications with the related governmental entities and authorities. In the absence of the Operations Coordinator, the operation will be managed by the Incident Scene Coordinator.

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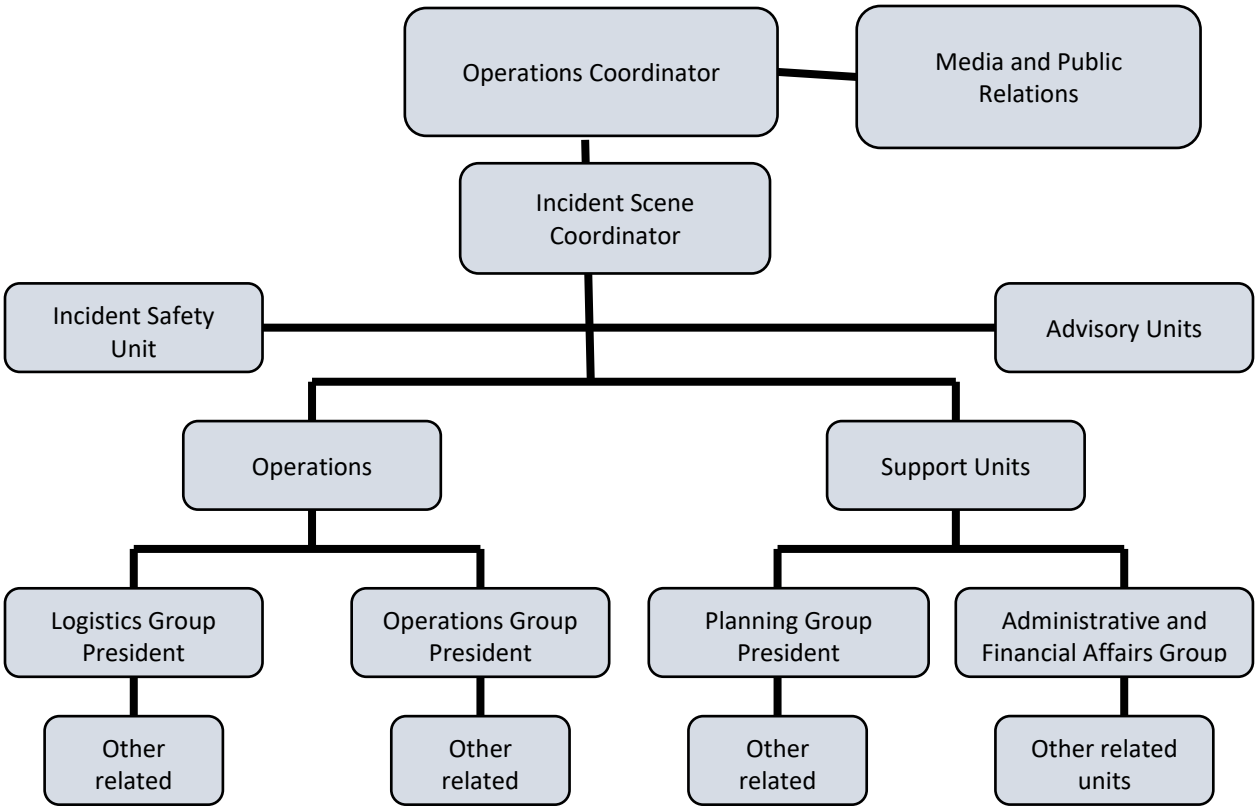

The institutions which may be contacted, from which coordination can be provided, support may be asked or to which just information will be given are as follows:

Aliağa Governorship	: 0232 616 1001
Aliağa Chief Public Prosecutor's Office	: 0232 616 2882
Aliağa Garrison Command	: 0232 616 0996
Aliağa District Gendarmerie Command	: 0232 616 1982
Aliağa Coast Guard Command	: 0232 616 8137
Aliağa District Police Department	: 0232 616 2165
Aliağa Port Authority	: 0232 616 1993 / 616 1999 / 616 6774
Aliağa Maritime Police Department	: 0232 616 1337
Aliağa Customs Directorate	: 0232 625 5233 / 625 52 14
Aliağa Municipality	: 0232 616 1980
Fire Brigade Hotline	: 110
Aliağa Fire Brigade	: 0232 616 1045
İzmir Ambulance Service	: 112

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Aliağa State Hospital : 0232 616 2839

Aliağa District Health Directorate : 0232 616 8989

Provincial Disaster and Emergency Directorate: 0232 478 1701

8.7 Emergency evacuation plan for evacuating the ships and vessels from the port facility in emergency circumstances

The emergency circumstances that may occur and the notifications to be made and operation plans to be executed prior to, during, and after the evacuation of the ships and vessels from the port facility are indicated below:

Fire on board or in the quay cranes under operation

The terminal employee who first sees or learns of the fire (ship operation employees, crane operators, wharf security personnel, CCTV personnel, technical staff or any terminal employee who is at the wharf due to his assignment) shall make emergency notification to the Health, Safety and Environment Department during working hours, and to the Shift Supervisor outside the working hours, by calling the numbers listed in Section 8.4 of this document as quickly as possible.

If, along with the notification, the ship has to sail away from the port, the following processes shall be completed:

- If the operation is ongoing, it will be stopped, and the employees involved in the operation will be transferred to a safe area.

- If the fire is on board, the shore cranes on or near the ship will be transported to an area distant from the impact area of the fire, and crane booms will be lifted (vira etmek).

- If the fire is on the shore crane, and if there is operator inside the crane, the operator shall be safely disembarked to the wharf, and the cranes near the burning crane will be transported to a distant area.

- Information will be given to fire brigade and fire-fight teams for the fire extinguishing procedures on the wharf, gate operation employees and customs enforcement officers will be given information on the location of the fire and asked to allow fire extinguishing vehicles to enter into the terminal site.

- Information will be given to the authorised pilotage and towage organisation and linesmen, and request will be made so that the tugs arrive at the incident scene as quickly as possible in order that the vessel can be unberthed.

- Tugboats equipped with fire-fighting equipment shall also be asked to arrive at the incident scene in order that the fire can be responded from the seaside.

- Port Authority will be called, and advised that the ship will abandon the port due to emergency.

- If the ship’s machines are in operating mode and she can unberth with her own possibilities, it will be ensured that the wharf ropes are let loose within the shortest possible time, and that she abandons

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the port, if the ship's machines are not functioning, it will be ensured that the ship abandons the port with the assistance of a tugboat.

- All the operations will be directed by HSSE officer, during working hours, and by Shift Supervisor, outside working hours.

When a ship moored at the wharf breaks free of moorings due to sudden strong wind or storm

As a port operating entity, the meteorological conditions are continuously followed up. In case there are warnings for strong storm, information will be given to operations staff, operators and the crew on duty on board the ships moored at the wharf. The priority will, under any circumstances, be to raise the number of ropes of the ship, and to keep the ship's engines in a state ready to be operated as quickly as possible depending on the severity of the coming storm. When the force of the wind becomes so strong that it hinders the safe functioning of the shore cranes, wind alarm will be activated, operation will be stopped, and the cranes will be made safe. If the ship moored at the wharf breaks free of moorings and starts sailing away from the wharf, before the operation is stopped or when it is still ongoing, the following procedures will be followed:

- If the ship loading or unloading is still continuing and if there is any container inside the vessel's hold, attached to the crane's spreader, the crane operator will be advised, as quickly as possible, either through the crane's intercom device and/or by radio, that the ship has abandoned the wharf.

- The operator will move the crane's cabin to the direction of movement, at a speed corresponding to the speed of the ship, and at the same time, starts to lift (vira etmek) the container inside the hold as rapidly and safely as possible.

- After the container is taken out of the ship, it will be put in the closest place on the wharf, and the crane safety will be ensured.

- Although the ship has given information through VHF channel of the pilotage and towage organization; emergency call will be made, as the port operating entity, by radio or phone, and the tugboats providing service will be asked to reach, as quickly as possible, to the location of the ship which is abandoning the wharf.

- Based on the decision of the ship's master, a new line (rope) may be delivered to the wharf, and the ship caused to again be moored at the wharf, or the existing lines will also be cast off (fora etmek) so that the ship abandons the wharf.

- If the ship under operation abandons the wharf due to compulsory reasons before the operation is completed, information will be given both to the Port Authority, and to the Customs Directorate.

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8.8 Procedures for handling and disposal of damaged dangerous cargo, and wastes contaminated by dangerous cargo

If the structural body and main parts of the containers have been significantly deformed, broken, cracked, dented, punctured, the container is deemed to be severely damaged. For severely damaged or damaged containers containing dangerous goods, Risk Assessment is mandatory before handling. The types of damage for containers for which risk assessment will be performed are indicated below:

- Excessive inward / outward bulging in side panels
- Cracked or deformed corner casting legs
- Excessive ruptures / tears
- Puncture or breaking in side/top/front panels
- Broken / cracked bottom cross members
- Broken / cracked ceiling / floor rails/angle brackets or ground wooden boards
- Deformed doorway head rails
- Excessively damaged doors
- Deformation or missing items in lock housing of corner casting legs

It is highly probably that the dangerous goods inside a container having these types of damages have also been damaged. Damaged containers containing dangerous goods based on their arrival at the port or occurrence;

Container may come from the ship in damaged form

- If a damaged container comes to the terminal from the ships, Steersman/Tallyman will primarily warn the Quay Crane Operator regarding the damage. At the same time, Operations Head and Deck Officer On Duty will also be simultaneously informed.
- Operations Head will carry out a risk assessment under the supervision of the on-duty HSSE personnel.
- If extraordinary handling will be required, heavy lifting equipment such as slings/hooks/locks/forklifts will be made ready at the wharf.
- If it is anticipated that there is severe damage in the cargo / commodities inside the container, the customs officer will also be duly advised.
- Quay Crane Operator will lift the severely damaged container under the slings and the same procedure will also be performed by the Container Handling Operator depending on the type of the damage.
- If the container damage is severe, the damaged container will be stacked in an area separate from the normal container stackings.

Container may arrive at the terminal gate in damaged form

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- Pre-Gate Clerk who is responsible for inspection of vehicles and cargoes will check the general condition of the containers on the chassis of external trucks / TIRs and if there are damaged containers containing dangerous cargo, he will advise Gate Manager and Operations Supervisor.

- Operations Supervisor will perform risk assessment and the necessary procedures before gate entry. If the damage is at such level that the container cannot be allowed to be loaded to the ship and/or it is anticipated that there is possible damage to the cargo / commodity, Ship Line / Agent will be contacted via the Customer Services Manager or representative and the damaged container will not be allowed to enter into SOCAR Terminal site.

Container may become damaged at the time of handling at SOCAR Terminal or while on stack

Pursuant to IMDG Code Section 7.3.8, cargo transport units carrying dangerous cargo must be examined before being loaded to the ship in order to determine whether there are any external damage indications, leakage, overflow. Cargo transport units which are damaged, leaking or overflowing may not be loaded to the ship before the damage is eliminated or the damaged package inside is disposed of.

- Containers may be caused damage by third parties in the terminal site, like machine operators or external vehicle drivers, during handling or due to other external causes.

- If any SOCAR Terminal employee notices any damaged containers, he will promptly inform the Operations Supervisor. Subsequently, he will assess the condition of the container, and the nature of the damage type, and a risk assessment will be performed.

- Operations Supervisor will inform the Shift Manager and the on-duty HSSE personnel regarding the damage.

- Operations Supervisor and the on-duty HSSE personnel will take the necessary and appropriate measures in order to avoid any further damage to the contents of the container; for export containers, ship line or the agent of the container will be advised so that they will be cancelled from the loading list.

IMDG Code classifies dangerous goods under different hazard classes and each hazard class covers hazards and risks peculiar to that class. If there is any leakage of dangerous substances in the containers which are determined to be damaged, the following hazards may occur:

- Suffocation, choking effect,
- intoxication,
- Infection and burns in living tissues,
- Corrosiveness and skin burns,
- Fire occurrence in work areas,
- effect of accelerating or spreading the fire,
- Explosion

Therefore, it is necessary to ensure that the containers with dangerous substance leakage are handled safely and securely, that the protective materials and equipment are full and complete, and are in functioning state, that leakage cases are properly reported, that the leaking containers are safely and securely carried to the leakage area, and ultimately, that the leakage area is professionally cleaned in

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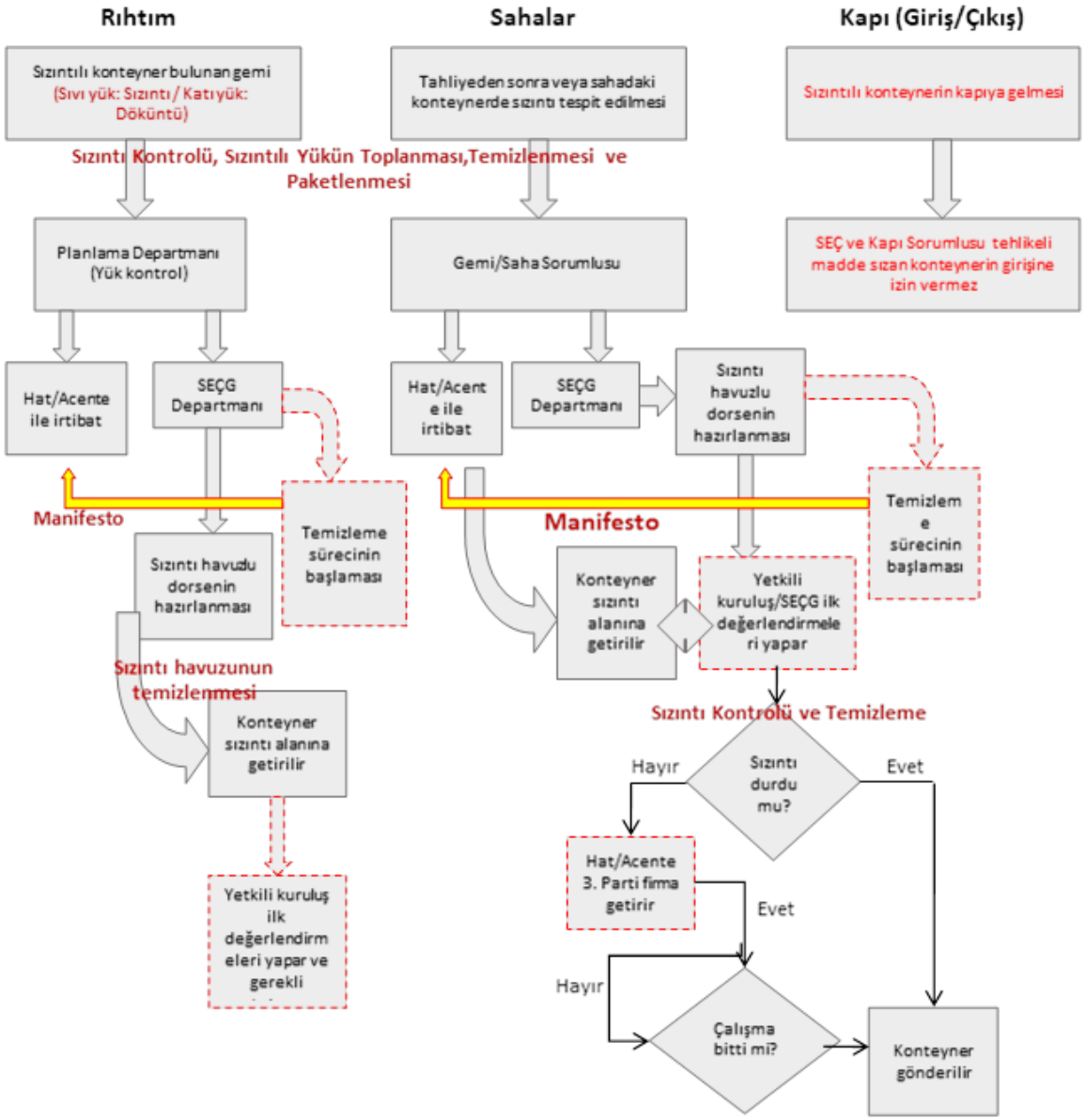
accordance with the rules and regulations. The methods and steps to be followed starting from arrival of the leaking container until the termination of the process, including clean-up of the leakage, are shown in the below work flow chart:



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8.9 Emergency drills and records in connection with such drills

The drills, inspections and tests specified below will be carried out at the designated intervals, with the participation of the relevant participants. The drills and controls performed shall be recorded by HSSE Department, distributed to the relevant participants, safe kept for a period of 3 years, and subsequently, the records will be destroyed.

Action	**Intervals**	**Participants**
Emergency Drill	Annual	SOCAR Terminal employees, PETKIM employees and other neighbouring undertakings
Earthquake Drill	Annual	All AMPT employees
Inspection of Fire Response Equipment	Monthly	HSSE Department
Testing of Fire Response Equipment (fire hydrants and hoses)	Quarterly	PETKIM Fire Department
Fire Drill	Quarterly	Safety representatives of departments
Building Evacuation Exercise	Quarterly	SOCAR Terminal employees
Terminal Evacuation Exercise	Annual	SOCAR Teminal employees and PETKIM employees
Exercise for pollution of sea and its environment	Every 6 months	SOCAR Terminal Employees

8.10 Information on fire protection systems

Emergency and fire equipment are as listed below:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors, Emergency Lamps and Glassbreak Units in the Yards
- Electrical Fire Pumps
- Diesel Fire Pumps

Other emergency material:

- Emergency Telephone Numbers
- Building Fire Plan
- Emergency Safety Signs

One of the major sources from which information can be obtained for cases of fire is EmS Guide available in the Supplemental Volume of IMDG Code. Emergency Schedules in this guide contain information on

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how to respond to the fire after identifying what substance the fire is related with. Another action that must be done in addition to the above covers the following steps;

- When fire is detected, in order to know what dangerous substance is burning and to decide on how to respond, the UN Number of the burning dangerous substance will be found,

- Along with the UN Number, the relevant EmS schedule set out in the 15th column of the Dangerous Cargo List given in 2nd Volume of IMDG Code shall be identified for the burning substance,

In case different types of dangerous substances are burning, the Emergency Schedules are as follows:

F – A : General fire schedule

F – B : Explosive substances

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 : Oxidising substances with explosive potential

F – I : Radioactive material

F – J : Non-temperature-controlled self-reactives and organic peroxides

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

Emergency and fire equipment:

Fire Hydrants: HSSE Department will keep a list of all fire hydrants. Authorised service provider is responsible for quarterly inspections and testings, HSSE Department is responsible for monthly inspections and the Technical Department is responsible for repair and maintenance. Records of inspections shall be safe kept by HSSE.

Fire Extinguishers: HSSE Department shall keep a list of all fire extinguishers and shall be responsible for monthly inspections. On all fire extinguishers, there will be a label affixed indicating the latest inspection dates, and the identification number of the SOCAR Terminal employee in charge of inspection.

The fire extinguisher bottles shall be made by independent third parties authorised by Turkish authorities. Valid certificates obtained and records of inspection will be safe kept and maintained by HSSE Department.

Fire cabinets and Fire Hoses: HSSE Department will keep a list of all fire cabinets. Authorised service provider shall be responsible for quarterly inspections and testings. HSSE Department shall be responsible

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for monthly inspections and Technical Department shall be responsible for repair and maintenance. Records of inspection shall be safe kept by HSSE.

Fire Alarm Detectors, Emergency Lamps and Glass-Break Units in Yards: Their maintenance shall be performed by Technical Department in accordance with the maintenance program, and all the records will be kept by the Technical Department.

Electrical Fire Pumps: Their maintenance will be performed by Technical Department in accordance with the maintenance program and all the records will be kept by the Technical Department.

Diesel Fire Pumps: Their maintenance will be performed by mobile team in accordance with the maintenance program and all the records will be kept by the Technical Department.

8.12 Measures to be taken in case the fire protection systems are not functioning

When there is need for emergency response and where fire protections systems are not functioning, the phone numbers indicated in Section 8.4 will be called to give information to the closest team.

8.13 Other risk control equipment

ARTICLE 32 –

1) Sea fires that may occur in the port's administrative site will be responded by all governmental entities and private organisations pursuant to the provisions of Regulation on Measures for Prevention, Extinguishment and Rescue Measures That May Be Taken Against Fires that May Occur in Land, and Fires that May Occur in Sea, Port or Shore and Reach or Spread to Land or Fires That May Occur in Land and Reach Shore, Port and Sea which was enforced based on Council of Ministers' Decree dated 06/8/1975 and numbered 7/10357. At coastal facilities, fixed and portable fire extinguishers as well as first aid kits and equipment shall be kept in full, ready and functioning state.

2) The activities for extinguishing the fires that may occur in coastal facilities shall be performed by fire extinguishment teams that have been equipped with the necessary tools and equipment pursuant to the applicable legislation. The organisations engaged in towage activities shall also participate in extinguishing works in line with the instruction of the port authority.

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9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

Inside the terminal, all occupational health and safety rules are valid and are strictly implemented.

To achieve success on this subject, it is necessary that the health, safety, security and environmental protection system of the terminal is understood, acknowledged, and actively participated in and implemented.

Everyone must first think about his own health and safety, and at the same time, others' health and safety are also important. It should not be forgotten that your activities or faults may also cause adverse effect for others and the environment. In order to take care of these issues and in order not to cause any unsafe incident, accident or injury, the following rules and prohibitions must be taken into consideration:

Use of alcohol-containing drinks and drugs inside the terminal is strictly prohibited.

Smoking anywhere other than specially designated "Smoking Areas" is prohibited. The areas indicated below are areas where smoking is prohibited.

- All buildings that also include workshops and that are used by SOCAR Terminal.
- All plants or machinery that have been leased by SOCAR Terminal and that are owned by SOCAR Terminal
- On board the vessels that have called at the port
- Container stacking yards or areas where wharf operations are performed
- Areas where flammable liquids or substances are produced, processed, handled, used, carried or stored
- Areas where batteries are charged and UPS devices are present

Inside the terminal, it is prohibited to use portable radio and other electronic devices, "walkman" type entertainment devices, headphones or similar devices.

Personal protective materials that must be used inside the terminal are listed below:

- Reflective vest or high visibility garment
- Hard hat
- Protective shoes

Symbolic Safety Signs

With their dimensions, colours and proper symbols, the symbolic safety signs are used to give information to the people around or to advise the instructions. As a practicable solution to problems encountered in providing information for protection of health, safety and the environment, and especially, in order to

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overcome the obstacle of different languages, images and pictograms are used. These types of signs are used for protecting everyone:

• Do not ignore symbolic safety signs!

• If you are not the authorised person engaged with the task of removing the same, do not remove the symbolic safety signs!

• Do not scratch/scribble, erase, paint or deface symbolic safety signs!

WORK PERMIT

Fire permit documents must include the following:

• Details of the work to be done

• Measures to be taken at the time when the work is to be performed

• The status of the foreseen hazards

• Status of the control measurements to be implemented

For works which are not covered by standard operational procedures, work permit mechanism must be used. Work permit is required in non-routine and non-standard works that will be performed at workshops, at terminal yard, on the wharf, on sea or at any area of the facility and that potentially involve risks and hazards. There are work permits available for different works. The subjects which require work permit are listed below, without limitation:

• Works to be performed in areas whose boundaries are confined

• Hot works

• Works to be performed in connection with dangerous goods

• Works to be performed on or near sea

• Works to be performed in pressurised systems

• Excavation works in the terminal

• Electrical works

• Work at height

In all non-routine works, subcontractors may not perform work without work permit.

9.2 Information relating to personal protective clothing and procedures for use of the same

The types of Personal Protective Materials to be used in order to protect the employees against the hazards in the working area and the hazards occurring due to the activity performed are designated below:

Head protection equipment (Hard Hat):

The hard hats used must conform to TS 2429 EN 397 standards, the hard hat must have marks on it showing conformity with this standard.

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Foot protection equipment (Steel-Toe Shoes):

The shoes used must conform to TS EN ISO 20345 standard, the shoes must have marks on them showing conformity with this standard. In rubber boots, conformity with TS EN ISO 20344 must be sought.

Hand protection equipment (Gloves):

Gloves are produced to fit five fingers, by using natural, synthetic or mixed natural-synthetic rubber, neoprene or latex (raw material of rubber), non-conducting and elastic material. There must be no stitches, ruptures, tears, punctures, mould marks, wrinkles, bubbles, and patches on the gloves and right and left-hand items must be manufactured separately. Sources of energy may never be contacted with gloves alone (without use of protective material).

a) The gloves used must conform to the minimum standard EN 420 (General Working Gloves).

b) The gloves that must be used by the personnel for protection against burrs, cuts, scrapes and pricks by articles, at the time of their working, must conform to nitryl-coated EN 388 (Mechanic Work Gloves) standards.

Light Work: Light metal works, cargo loading and unloading, assembly, packaging, maintenance works, etc.

Medium Work: Light metal works, cargo unloading and loading, assembly, garbage collection, water and electrical installation works, general maintenance works.

Heavy Work: Heavy metal works

c) The gloves that must be used while working with chemical substances such as acids, bases, painting, lubricants must conform to EN 374 (Chemical Substance Gloves) standard.

d) The gloves to be used while performing electrical work must conform to EN 60903 standard.

e) The gloves to be used at the time of cutting metals with gas or at the time of welding must conform to TS 7935 EN 407 (Heat and Welding Gloves) standards.

Hand protection equipment to be used for intervening with hazardous substances must conform to the following standards:

EN 388: Mechanical risk

EN 374: Chemical risk

EN 407: Hot environment risk

EN 511: Cold environment risk

Eye Protection Equipment (Safety Eyewear):

Safety eyewear used must conform to TS 5560 EN 166, the eyewear must contain marks showing conformity with this standard.

While working with chemical substances, dusty substances, performing painting works and working with pressurized air sprinkling systems, fully covered eyewear named as “goggles” must be used for protecting the eyes.

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While doing welding works; fully covered goggles, shade no. 5 green-lens must be used for oxygen welding; and fully covered goggles, shade no. 9 green-lens must be used for electrical welding.

The standards for safety eyewear to be used for intervening with hazardous substances are listed below:

EN 166: Technical performance standard

EN 167: Methods for optical tests

EN 168: Methods for tests other than optical tests

EN 169: Welding filters

EN 170: Ultraviolet filters

EN 172: Sunglare filters for industrial use

EN 175: Face protection equipment during welding processes

Face protection equipment (Face Protection):

Face protection equipment are used to protect the face against arc flash or splashing items. At the time of use of face protection equipment, conformity with EN 166 standard must be sought. Face protection equipment will be fastened to the hard hat and will be used together with the hard hat.

Face protection material may be used in addition to working goggles, to protect the remaining exposed parts of the face, depending on the hazard created by the work performed.

Ear protection equipment (Ear Plugs, Earmuffs):

They are the safety material to protect the ears from the damage caused by harmful noise and sounds over 80 dB.

Continuous noise in the working environment causes loss of the sense of hearing in time. Thus, the noise sources in the working environment must be isolated as much as possible, where isolation is not possible, ear plugs conforming to EN 352–2 standard, or earmuffs conforming to EN 352-1 standard must be used.

Respiratory system protection (Dust-Gas Masks):

There are two types of respiratory system protective equipment.

a) Filter-type protection masks: allow the particulates in the environment to be filtered and helps in breathing. These types of masks must conform to EN 149 (no maintenance) standard. Depending on the type of particulates in the environment, the appropriate filter from amongst FFP1, FFP2 and FFP3 types must be chosen or the mask proper for the exposed gas must be chosen.

b) Half face mask; While performing paint work, these masks cover the mouth, nose and the chin and cleans the air. The filters are cartridge type and shall be replaced when are no longer capable of filtering. The appropriate type of filter will be chosen depending on what type of gas or dust protection is desired. It must be adjustable in order to fit the face properly and must have an elastic band.

The standards for respiratory devices to be used for intervening with hazardous substances are as follows:

EN 136: standard for full face masks.

EN 137: standard for air breathing cylinder and apparatus.

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EN 139: standard for masks with clean air feeding.

EN 140: standard for half face gas masks.

EN 141: standard for gas-vapour filters.

EN 149: standard for masks which do not require maintenance.

EN 270: standard for clean air-fed hoods.

EN 403: standard for escape masks.

EN 405: standard for gas-vapour masks with no maintenance required.

The table for choosing the gas and vapour filters required for responding to smokes that will be caused by dangerous substances is given below:

A: filter to be used for organic gases and vapour (boiling point above 65 degrees)

B: filter to be used for inorganic gases and vapour

E: filter to be used for acid gases

K: filter to be used for ammoniac and derivatives

Body protection (Working Clothes, overalls):

Work clothes are used in order to protect the entire body against mild influences that cause cuts, ruptures, burns. In areas where external influences are low, linen working clothes may be used. In areas where there is intensive traffic, for the purpose of ensuring high visibility of the working clothes that are worn, there must be reflective bands thereon.

The standards for body protection equipment that will be used for responding to dangerous substances and in general are as follows:

EN 343: Raincoat standard

EN 341: Standard for general working clothes

EN 467: Standard for apron against liquid chemicals

EN 465: Standard for clothing against chemicals

EN 471: High visibility clothing standard

EN 469 and EN351: Standard for protective clothing against heat and flame

EN 412: Apron standard against cut

EN 464: Standard for liquid-gas chemical protection clothing

EN 1073-1: standard for clothing with protection against radioactive contamination

Welding mask:

It is the safety material which protects the face and eyes of the working personnel against harmful rays, sparks and bouncing particles (çapak) that are emitted at the time of doing welding work. The part carrying the fixed and transparent glass of the mask is manufactured out of heat-resistant material. The mask may

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be used such that it may be grasped by hand, assembled on to the hard hat or with an adjustable head band, depending on preference. The transparent glass assembled in the fixed part must give natural and clear viewing capability, the mobile frame in which the coloured glass is located must be capable of easily being opened and closed, and in addition, the green transparent glasses must be capable of being easily replaced.

9.3 Confined space entry clearance measures and procedures

Entry to the confined space is not permitted unless the prescribed confined space entry procedures are followed, and a work permit has been issued:

Ensuring area security

Testing the indoor atmosphere

Adequate first aid supplies and life-saving equipment must be kept at the entrance of the enclosed space.

• SCBA (Self-Contained Breathing Appliance) with a fully charged spare cylinder,

• Lifeline and rescue harness. The lifeline must be of sufficient length and strength and be detachable in case of entanglement,

• Fire extinguisher,

• Means to lift a disabled person (eg stretcher),

• Portable atmosphere testers.

Having experienced personnel at the entrance of the closed area. Control of personal equipment. The required protective equipment will differ depending on the situation. This is because it depends on the risk assessment, which will be different for each confined space entry. A “Entry Permit” record must be filled for each indoor entry. The following precautions should be taken during confined space operation:

• During the work, warning cards/inscriptions indicating that there is work inside should be hung at the entrance of the place,

• It should be ensured that the area is properly illuminated,

• Correct personal protective equipment should be always worn, any personal protective equipment should never be removed while inside the closed area,

• The atmosphere should be tested periodically while there is work in the enclosed space, and in case of deterioration in conditions or an alarm in the personal gas detector, the person or persons in the space should be told to leave the area,

• Communicate regularly as agreed in advance and,

• If a hazard arises or any personnel on site feel adversely affected, work on the site should be stopped immediately and a new assessment should be made, including issuing a new “Work Permit”.

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10 OTHER ISSUES

10.1 Validity of Dangerous Goods Compliance Certificate

DGM949314.TYUB536 numbered dangerous good compliance certificate is valid until 12.05.2025.

10.2 Duties designated for Dangerous Goods Safety Advisor

TMGD's duties and responsibilities are defined in accordance with the "Communiqué on Dangerous Goods Safety Consultancy" published by the Ministry of Transport and Infrastructure.

10.3 Arrangements in connection with those who carry dangerous goods that will arrive at /abandon the port facility by land (documents that must be available in land vehicles carrying dangerous goods at the time of entry into / exit from the port or port facility ; the equipment and materials these vehicles must have; speed limits at the terminal, etc.)

(1) The documents that must be arranged by the related parties at the time of carriage of dangerous goods are listed below;

1. Dangerous Cargo Declaration
2. Dangerous Cargo Transport Waybill
3. Multimodal Dangerous Cargo Form
4. Dangerous Cargo Manifest
5. Packing and Container / Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport documentation showing exemption in carriages within the scope of ADR/RID/IMDG Code 3.4 and 3.5
8. Transport documentation showing exemption in carriages within the scope of ADR 1.1.3.6
9. in carriages within the scope of ADR
    a. SRC 5 certificate that corresponds to the carriage and that is valid
    b. ADR written instruction
    c. Vehicle Compliance Certificate that corresponds to the carriage and that is valid
    d. Transportation documents

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10.4 Arrangements in connection with those that carry dangerous goods that will arrive at/ abandon the port facility by sea (day-time/ night-time signs to be displayed by ships and marine vehicles carrying dangerous cargo, procedures for cold and hot work on ships, etc.)

If a ship will participate or is participating in an operation related with carriage or handling of dangerous cargo at the terminal yard, a special signalling which is visible in day and night time shall be used. Dangerous Cargo includes also the cargo listed below:

- bulk liquid cargo inside a closed receptacle, having a flash point below 60ºC;
- combustible and/or toxic bulk gases; and
- explosives (outside the scope of part 1.4S), liquid explosives which lost the sensitivity allocated to Class 3, in accordance with the rating designated by the regulatory authority, and solid explosives which lost the sensitivity allocated to Class 4.1.

The reason of using day-time or night-time signalling is to give information to marine traffic and personnel within the port region regarding the increased hazard attributable to presence of dangerous cargo in the environment and their handling. The signals and signs to be used are as follows:

- Day-time: “B” signal flag (I am taking or discharging or carrying dangerous goods) and
- Night-time, non-flashing red light visible from 360°.

Cold and Hot Work in Ships Carrying Dangerous Cargo, Present at the Port:

Ships and marine vehicles for which degassing will be performed for the purpose of maintenance or repair involving hot and cold work shall comply with the provisions of the Regulation on Degassing in Construction, Renovation, Maintenance, Repair and Disassembly of Ships and Marine Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.

10.5 Additional matters to be added by the port facility

Prohibited activities

ARTICLE 21 –

1) In the approaching channels, breakwater entrances, berthing and mooring spaces, anchorage sites of port facility; any kinds of fisheries hunting, sailing, rowing or other water sports activities are forbidden.

2) Sport, leisure and entertainment boats must navigate inside areas confined by breakwaters, and bays, inside the terminal site, in a manner that will not hinder and at a speed that will not harm the activities of other ships and marine vehicles. Port Authority shall designate the speed limits in areas and circumstances as it may deem appropriate.

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3) Ships and sea vehicles apart from the ships and sea vehicles coming in or leaving from buoy mooring and ships and sea vehicles used for the services of coastal facilities, are not allowed to proceed and cross in buoy mooring or between buoy mooring lines.

4) Ships and marine vehicles other than those that are used in fishery facilities and fish cages may not approach the fisheries facilities and fish cages more than two hundred meters.

5) Ships or sea vehicles cannot be moored and berthed at places that are not in possession of port facility operating permit or in places which are not under the operation or ownership of any institution / organisation. However, the Administration may make temporary arrangements for facilities as it may deem appropriate in emergency circumstances.

6) Ships and sea vehicles with excessive trims or dangerous leaning, and ships and sea vehicles which pose potential risk of environmental pollution due to any damage, ships and sea vehicles which pull backups and are not in possession of required dangerous cargo documents but which carry dangerous cargo may not berth at or sail away coastal facilities without the permission of the port authority.

Other matters subject to the permission of the port authority

ARTICLE 22 –

1) Before installation of coastal structures and fishery production areas that will be constructed after obtaining the necessary permits and consents from relevant institutions / organisations, the relevant persons will obtain permission from the port authority for starting the activities.

2) It is obligatory to obtain permission from the port authority prior to buoying, diving, sea bottom and underwater activities, sea bottom dredging and similar activities. Ships and sea vehicles used for these activities emit day-time signs by a beacon lamp that conforms to the legislation, and give the sound signals.

3) For contest that will start in a port's administrative area and that will end in another port's administrative area, it is obligatory to apply to the port authority for permission at least 15 days in advance, and for other contests and activities, it is obligatory to apply to the port authority for permission at least 7 days in advance.

4) Unless permission is obtained from the port authority, contests and similar activities or events may not be organised in the port administrative areas.

5) Water sports within port administrative area shall be performed within the scope of the provisions of the Regulation on Sportive Activities for Tourism Purposes published in the Official Gazette dated 23/2/2011 and numbered 27855 and other applicable legislation. The powers of the port authority for safeguarding safety of life, property, navigation and the environment in connection with water sports for touristic purposes are reserved. The port authority is entitled to bring all kinds of restrictions and stop such activities taking into consideration the safety and security of life, property, navigation and the environment.

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6) Unless permission is obtained from the Port Authority, other ships or sea vehicles are not allowed to go alongside ships and sea vehicles waiting at anchor or at the port facility. Ship agents and boats for supplying provisions, public ships, fuel bunker ships, water tankers and port facility service vessels can go alongside and are excluded from the scope of this paragraph. These types of ships shall perform their services within the knowledge of the port authority, in coordination with the port facility operators.

7) The master or agent of the ship that will provide fuel, oil bunkering or water supply shall make a notification to the relevant port authority before the supply operation.

8) Fishers' boats and yachts may go alongside the boards of one another at coastal facilities, may not moor in double line.

9) Unless permission is obtained from the port authority, ships and sea vehicles at the terminal sites, may not perform repair, rasping (scraping), and painting, welding and other hot works, lifeboat or boat release into the sea or any other maintenance procedures. If the ships and sea vehicles that will have these kinds of procedures performed are at the port facility, they have to ensure coordination with the port facility .

10) Coastal facilities located inside the port's administrative area shall make notification to the Naval Forces Commandership Navigation Hydrography and Oceanography Department in order that their geographical coordinates will be processed into the sea maps.

11) Ships and sea vehicles may not change their anchorage locations unless they obtain permission from the port authority. However, those which are not capable of staying in their present location due to adverse weather and sea conditions may abandon their locations and anchor at safer anchorage sites. Their related officers will make notification to the port authority within the shortest possible time. The arrangement in connection with implementation of this paragraph shall be made by the relevant port authority in places where there is a ship traffic services centre.

12) Ships and marine vehicles that will not perform any operations at coastal facilities, but which anchor at anchorage sites for sheltering due to adverse weather conditions or force majeure circumstances such as those that will endanger the safety of navigation, life, property, and the environment shall make the necessary notification to the relevant port authority and/or pilotage organisation without delay. The arrangement in connection with implementation of this paragraph shall be made by the relevant port authority in places where there is a Ship Traffic Services Centre.

13) Ships and marine vehicles may not berth at the fore of the ships and marine vehicles that are stern fast.

14) The floating equipment to be used for designating the limits of swimming areas in beach areas and in front of coastal hotels, motels, holiday villages and building complexes within the port limits, sea areas up to 200 meters from the coast, shall be designated by the relevant bodies and made fully available and safekept between the dates 1st April – 15th November of each year. Ships and sea vehicles are not allowed to enter inside the designated swimming areas. The port authority is authorised to make changes to the boundaries of the swimming area considering safety of navigation, life, property and the environment.

15) Transhipment operations inside the port administrative area is subject to the permission of the port authority.

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16) Backup procedures shall be performed with the permission of the port authority within the framework of the principles and procedures designated by the Administration.

17) At every port, kedging and anchorage requirements and the related arrangements shall be made by the port authority, and the operating principles and procedures shall be designated by the Administration.

18) Provision of pilotage services for ships and sea vehicles with no permission to berth at coastal facilities and ships and sea vehicles that are not in possession of port exit certificate or anchorage order is subject to the permission of the port authority.

19) The matters relating to determining the mooring, berthing and navigation routes of daily excursion boats shall be designated by the port authority considering the waste collection and other services and shall be approved by the Administration. The harbour master may bring restrictions for capacity, entry-exit and use, in case of exceeding of the capacity of mooring and berthing spaces.

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11 ANNEXES

1- General site plan of the facility

2- General view photos of the facility

3- Emergency Contact Points and Contact Information

4- General Layout of Areas where Dangerous Goods are Handled

5- Fire Plan of Areas where Dangerous Goods are Handled

6- General Fire Plan of the Facility

7- Emergency Plan

8- Emergency Assembly Places Plan

9- Emergency Management Chart

10- Dangerous Goods Handbook

11- Leakage areas and equipment, entry/exit drawings for CTU and Packages

12- Inventory of Port Service Ships

13- Sea coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points

14- Emergency response equipment against marine pollution in the facility

15- Personal protective equipment (PPE) usage map

16- Dangerous cargo events notification form

17- Control results notification form for dangerous cargo transport units (CTUs)

18- Other required annexes

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

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