



GLOBAL TERMINAL SERVICES INC. DANGEROUS CARGO HANDLING GUIDE 2026

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➤ **abbreviations**

DGHG:Dangerous Goods Handling Guide

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

IMDG Code:International Code for Dangerous Goods Transported by Sea

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

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

IMSBC Code:International Maritime Solid Bulk Cargo Code

Grain Code:At the discretion of the Administration within the Scope of Construction and Stability
Dropped Matters

DWT:The weight a ship carries in salt water when fully loaded with cargo, passengers, personnel, stores, fuel and fresh water

GRT:The volume of all enclosed spaces of a ship

PPE:Personal Protective Equipment

➤ **Definitions**

Dangerous Cargo Conformity Certificate:Document that Coastal Facility Operations are obliged to obtain

Dangerous Goods Safety Advisor:A natural person whose duties and qualifications are authorized by the Ministry by issuing a dangerous goods safety consultant certificate.

Dangerous Cargo Handling Guide:A guide explaining the coastal facilities handling Dangerous Goods, all operations related to dangerous cargoes and how the precautions specified in article 11 and article 12 of this regulation are fulfilled.

Coastal Facility Operation Permit:According to the fourth paragraph of Article 6 of the Coastal Law, the port, cruise port, marina, marina, passenger terminal, pier, quay, shelter, berthing area, fuel/liquefied petroleum gas pipeline and buoy systems and similar coastal facilities and similar coastal facilities and maritime transportation permission given by the Ministry to other upper and infrastructure facilities.


Ship Agency:Person or organization acting on behalf of the ship owner, master, operator or charterer, protecting their rights against third parties and organizations,

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fulfilling their obligations under the agreement and receiving a fee in return, with the agreements they have made.

Dangerous Goods Handbook:In order to contribute to the safe performance of the said activities, the coastal facilities that carry out dangerous cargo loading/unloading, handling and temporary storage activities; Handbook prepared in pocket sizes, containing Dangerous Goods classes, Dangerous Goods packages, packages, labels, signs and packaging groups, terms of separation of dangerous goods on the ship and in the port according to their classes, dangerous cargo documents, dangerous goods emergency response action flow diagram.

limbo:Ship-to-ship goods transfer

Windlass:rope wrapping equipment

Dangerous waste:It is the name given to all flammable, caustic, carcinogenic, explosive, irritating and toxic wastes that pose a danger to the environment and human beings.

1. ENTRANCE

The entry and possession of dangerous goods in the coastal facility, the subsequent handling, the general safety and protection of the area, the protection of the cargo, the safety of everyone at or near the coastal facility and the protection of the environment should be controlled.

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

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

An important prerequisite for the safe transportation and loading of dangerous goods is the proper identification, protection, packaging, packaging, securing, marking, labeling, placarding and documentation of these cargoes. This will apply regardless of whether the transactions take place at the onshore facility or at facilities away from the onshore facility.

Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the matters specified in 1.4 take all kinds of precautions and that all relevant information is given to the persons involved in the transport chain, also on the final consignment. Consideration should be given to the possible different requirements for different modes of transport.

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


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

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1.1. General information about the facility

FACILITY INFORMATION FORM

1	Name / Title of facility operator	GLOBAL TERMINAL SERVICES INC.		
2	Contact information of the facility operator (address, phone, fax, e-mail and web page)	Head Office Address : No:5, 34674 Üsküdar / İstanbul, TURKEY Coastal Facility Address: Yeşilköy Mh. Çaykara Cd. Outer Door No:27/17 Inner Door No:1 Dörtüol-HATAY (Address No: 2434902942) Phone: 0 326 734 1620 Fax: 0 326 734 1634 e-posta: erkin.ozcelik@globalterminal-tr.com web adres: www.globalterminal-tr.com		
3	Facility name	Global Terminal Services Inc.		
4	City where the facility is located	HATAY		
5	Contact information of the facility (address, phone, fax, e-mail, web page)	Address:Yesilkoy Mh. Caykara Cd. Outer Door No:27/17 Inner Door No:1 Dörtüol-HATAY (Address No: 2434902942) Phone: 0 326 734 1620 Fax: 0 326 734 1634 email: erkin.ozcelik@globalterminal-tr.com web address: www.globalterminal-tr.com		
6	Geographical region of the facility	THE MEDITERRANEAN REGION		
7	Port Authority and contact details of the facility	Iskenderun Regional Port Authority Phone: 0 326 614 11 92		
8	Mayor's Office to which the facility is affiliated	Dortyol Municipality Phone: 0 326 712 9201		
9	The name of the free zone or organized industrial zone where the facility is located	-		
10	Validity date of coastal facility operation permit / Temporary operation permit	12/04/2028		
11	Operating status of the facility	Own load and Additional 3rd party (...)	own burden (...)	3rd party (x)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Name Surname: İsmail Erkin ÖZÇELİK Phone: 0 326 734 1620 Fax: 0 326 734 1634 email: erkin.ozcelik@globalterminal-tr.com		
13	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Name Surname: İsmail Erkin ÖZÇELİK Phone: 0 326 734 1620 Fax: 0 326 734 1634 email: erkin.ozcelik@globalterminal-tr.com globalterminal@hs03.kep.tr info@globalterminal-tr.com		
14	Name and surname of the facility's Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	Name Surname: Orkun DÖKENER (IMDG CODE-DGSA) Phone: 0 533 357 80 55 e-mail: orkund@sttmgd.com		
15	Marine coordinates of the facility	36° 50' 76" N ; 36° 08' 49" E		
16	Types of dangerous goods handled at the facility (loads within the scope of MARPOL Annex-I, IMDG Code, IBC	MARPOL 73/78 ANNEX1 IBC CODE		

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	Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)		
17	Dangerous goods handled at the site (Loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with the ANNEX-1 form. It will be added to TYER when appropriate.)	IBC CODE Crude Oil, Fuel Oil, Gasoline, Diesel, Kerosene, Naphtha, Bitumen	
18	Classes for handled cargo subject to IMDG Code	-	
19	Subject to IMSBC Code, grouped in characteristic table for handled cargoes	-	
20	Types of ships that can approach the facility	Oil and derivatives tankers	
21	Distance of the facility to the main road (kilometers)	2,35 km	
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes / No)	2 km (No railway connection)	
23	Name of the nearest airport and its distance from the facility (kilometers)	133 km Çukurova Airport, 75 km Antakya Airport	
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	4 million m ³ /year	
25	Whether scrap handling is done at the facility	No	
26	Is there a border gate? (Yes No)	Yes	
27	Is there a bonded area? (Yes No)	Yes	
28	Cargo handling equipment and capacities	-	
29	Storage tank capacity (m3)	705.145 m ³	
30	Open storage area (m2)	-	
31	Semi-closed storage area (m2)	-	
32	Closed storage area (m2)	-	
33	Determined area of fumigation and/or de-fumigation (m2)	-	
34	Name/title contact details of pilotage and tugboat services provider	Guidance service is provided by Anadolu Klavuzluk A.Ş. and Tugboat services are provided by Uzmar Uzmanlar Denizcilik Tic.ve San. Ltd. Şti and/or Arpas Ambarlı Trailer Pilotage Tic. It is provided by A.Ş.	
35	Has a security plan been created? (Yes No)	Yes	
36	Capacity of Waste Reception Facility	Waste Type	Capacity (m3)
		slop	1000
		sludge	130
		Bilge	130
		Waste oil	20
	dirty water	34,5	

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		rubbish			50	
37 Dock / Pier etc. properties of fields						
		Boy (metre)	In (meter)	Min. Water depth (meters)	Max. Su derinliği (metre)	Largest ship tonnage to berth (DWT or GRT)
1	1 no Pipeline	2350	12	10	21	160.000 DWT
2	...no.lu Dock (1)	-	-	-	-	-
				Sayısı (adet)	Uzunluğu (metre)	Çapı (inç)
1	Pipeline over pier (for white products)			1	2500	30
2	Pipeline over pier (for black products)			1	2500	36
3	Pipeline over pier (for Bunker)			1	786	8
4	Pipeline over pier (for Bunker)			1	766	12
5	Pipeline over pier (for fire)			1	2500	20
6	Pipeline over scaffolding (for Pigging Line Black Products)			1	2500	16
7	Pipeline over scaffolding (Pigging Line for White Products)			1	2500	16
8	Pipeline over pier (for Slop Waste)			1	2500	6
9	Pipeline over pier (White products transport line from YP2 to YP1)			1	1150	16
10	Pipeline over pier (Black products transport line from YP2 to YP1)			1	1163	16
11	İskele üzeri boru hattı (YP2'ye kadar Bitümen Hattı)			1	1550	14
		Nautical Coordinates	Number (pcs)	Water depth (meters)	Yanaşabilecek en büyük gemi (DWT/GRT)	
	Dolfen No. 1 on the pier YP1	36° 08' 02,25" E 36° 50' 12,14" N 36° 08' 04,76" E 36° 50' 13,61" N 36° 08' 04,09" E 36° 50' 14,35" N 36° 08' 00,56" E 36° 50' 12,88" N	1	21	160.000 DWT	

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Dolfen No. 2 on the pier YP2	36° 08' 35,07" E 36° 50' 31,56" N 36° 08' 36,37" E 36° 50' 32,33" N 36° 08' 35,51" E 36° 50' 33,27" N 36° 08' 34,21" E 36° 50' 33,28" N	1	14	55.000 DWT
Dolfen No. 3 on pier YP3	36° 08' 54,54" E 36° 50' 43,17" N 36° 08' 55,84" E 36° 50' 43,93" N 36° 08' 55,10" E 36° 50' 44,66" N 36° 08' 53,87" E 36° 50' 43,90" N	1	10	8.000 DWT

Pipeline name (if available on site)	Number (Piece)	Length (metre)	Diameter of (inch)
black and white product	one	2642	36
	one	2662	30
	one	3478 (black)	16
	one	3508 (white)	16
	one	783	12
	one	778	8

1.2. Loading/Discharging, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the Coastal Facility

Regarding the loading/unloading, handling and storage of dangerous goods handled and temporarily stored at the Coastal Facility; Global Terminal Petrol defines the responsibilities, authorities and methods regarding the acceptance principles of petroleum products by sea and land, unloading and loading operations, ship operations, tank layout plans and product quality and quantity control at Ceyhan Terminal.

Sea Side:

- Depending on the storage and/or throughput agreement supplied, the ship's Q88 and product name/amount, the surester price and the estimated arrival time of the ship, according to the loading or unloading operation plan by the Customer company for the ship operation planned in line with the instructions and information from the customers. reported to the operations department.

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- The compliance of the vessel Q88 with the Terminal Rules Procedure is checked and the technical approval or nonconformity information is sent to the customer in writing within 24 hours. Estimated arrival time and notices of the ship are checked for compliance with the relevant terminal ship traffic, and written confirmation is given to the customer regarding the acceptance time.
- Bill of Lading, Cargo manifest, Certificate of Quality, Certificate of Origin and Ship Ullage Report are generally requested from the Customer in operations organized for Evacuation to the Terminal. In case of any inconsistency on these documents provided, the customer is informed.
- The information of the agency appointed by the ship's owner in order to organize all the activities from the arrival of the ship to the departure from the port in the loading and unloading operations to be held at the terminal is provided by the customer.
- In loading and unloading operations to be held at the terminal, customs clearance agency information is provided from the customer in order to organize all customs clearance and related official activities from the ship's arrival at the port to its departure.
- In the loading operations, heating instruction is taken for the fuel oil content product in agreement with the customer. Subsequently, necessary instructions are given to the Terminal. In discharge or loading operations, the cleanliness of the shore tank, sufficient capacity adequacy is controlled by the terminal operation.

Land Side:

- It is a document showing the origin of the goods in line with the customer's request and is prepared by the terminal representative and signed by the customs agency.
- It is a document prepared by Global Terminal Petrol on behalf of the customer or the bank order to which it is a party, containing the information of the amount, type and storage facility of the product, and confirming on behalf of the terminal that the product cannot be transferred on behalf of 3rd party companies without the written instruction of the customer and / or the bank to which it is a party. is a document.
- It is the written instruction of the customer and/or the bank to which he is a party in response to the Tank Pledge Document, and contains information such as the transfer of the product on behalf of 3rd party companies, sales and loading permission. The amount of the product to be physically loaded or unloaded, the tank number, the temperature of the product, quality is clearly stated. Relevant instruction is received from the customer. Tanks are determined based on the tank names and capacities determined depending on the storage and/or throughput agreement.
- In order to use the storage capacity in the most efficient way at the terminals, a layout plan is made in line with the product features, quality values and customer demands.

In the handling of Dangerous Liquid Bulk Cargoes, the following issues are fulfilled completely

- Personal protective equipment suitable for the load is used.
- Damaged or leaking tanks and pipelines are not used in any way and are quickly maintained,
- Tanks and pipelines are protected from accidental damage or heating,
- Smoking ban will be applied in dangerous areas and clearly visible 'NO SMOKING' warning signs will be posted,

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- Lighting and power cables and connections are disconnected from unsafe cables and equipment to be kept in good condition to prevent dangers from short circuits, grounding leaks and sparks,
- Adequate ventilation is provided to prevent flammable vapors that form explosive mixtures with air in the tanks from igniting and turning into a fireball,
- Due to its extremely flammable and toxic nature, personal protection measures will be prioritized and approved breathing devices are used,
- Keep away from heat, sparks, open ignition and ignition sources,
- Keep away from pressure, cutting, heating, melting and ignition sources,
- Skin contact will be avoided, hands will be washed before eating, drinking, smoking and using the toilet, eating, drinking and smoking will be prohibited in the storage area, dirty clothes are disposed of,

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2. RESPONSIBILITIES:

Responsibilities of all parties:

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


2.1. The responsibilities of the cargo person are as follows: (Regulation 9-1)

- a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
- b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
- c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.2. The responsibilities of the coastal facility operator are listed below. (Regulation 11-1)

- a) It does not dock the ships carrying dangerous goods without the permission of the port authority.
- b) Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.
- c) It does not handle dangerous goods for which it has not received a handling permit from the Administration, and it does not make the ships that will berth suffer by planning in this context.
- ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- d) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.
- e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the pier and for handling.
- f) Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
- g) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel who do not have the documents in these operations.

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ğ) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.

h) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.

ı) Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.

i) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.

j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

k) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.

l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.

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

n) It ensures that Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be temporarily stored are transported out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

o) Temporarily stores the cargo transport units in which dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.

ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

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


r) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

2.3. The responsibilities of the Ship's Person are stated below. (Regulation 12-1)

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

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

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- c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- ç) Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- d) Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- e) Keeps the current lists of all dangerous goods on board and declares them to the relevant parties upon request.
- f) Ensures that the loading program, if any, is approved and documented and kept in working condition.
- g) Notifies the port authority and the coastal facility about the instantaneous risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
- ğ) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to be transported.
- h) Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- i) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- i) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.
- k) It provides the requirements regarding the loading safety of the loads loaded on its ships.

2.4. Dangerous Goods Advisor responsibilities (Regulation 6)

The main task of the Consultant is, under the responsibility of the Operating Officer, to identify the appropriate tools and activities within the limits of the enterprise and to facilitate the management of these activities in the safest way appropriate.

In terms of activities within the business and national and international legislation, the specific duties of a consultant are:


Within the scope of the activities within the enterprise,

- a) The consultancy services carried out by TMGD are the control of the implementation according to the IMSBC, IBC and CSS code provisions, which are authorized to move within the port. The responsibility of carrying out the activities within the enterprise is the responsibility of the coastal facility operator and the cargo authorities.

Within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety,

- b) Article 6 (2) TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve as

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determined in this Regulation and notify this report to the Administration. In case of deficiencies or inaccuracies in the reports, the Administration or the port authority is authorized to conduct inspections at the coastal facility.

Within the scope of the Directive on the Regulation of the Coastal Facility Dangerous Cargo Conformity Certificate,

- c) Article 11 (2) In addition to the IMDG Code, TMGD shall be informed about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility within the scope of dangerous goods handled at the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.
- d) Article 11 (3) TMGDs prepare quarterly reports in the format determined by the Administration regarding the responsibilities of the coastal facilities they serve or serve in the Regulation and this Directive, and this report is approved by the coastal facility operator and notified to the Administration.
- e) Article 11 (4) Except for the coastal facilities that will receive PIUB for the first time, TMGD is present at the coastal facility and actively participates in the audits carried out within the scope of Article 8.
- f) Article 11 (6) TMGD, working/serving at the coastal facility, prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. TMGD's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.

2.5. Responsibilities of the carrier ARTICLE 10 – (1)

The responsibilities of the carrier are as follows:

- a) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- b) Controls the compliance of dangerous goods classified, packaged, marked, labeled and placarded by the cargo person with the legislation.
- c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and cargo transport units, they are safely loaded and securely fastened to the cargo transport unit.

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

Coastal facility operators with Dangerous Goods Conformity Certificate take the following precautions.

- a) If it is not possible to store Dangerous Goods in the area where they are unloaded at the pier or pier, the coastal facility operators ensure that these materials are transported out of the

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coastal facility as soon as possible without waiting in the port area. There is a pipeline at the facility and Dangerous Goods are stored with the pipeline from the pier to the land.

b)Dangerous Goods are packaged appropriately and information on the Dangerous Cargo and information on risk and safety precautions are included on the packaging. There is no packaging in the facility.

c)During loading, unloading and storage, the shore facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo. All personnel working in the facility are wearing protective clothing made of fire-resistant nomex fabric, nitrile gloves, hard hat, steel-toed work shoes, and life jackets on the pier.

d)Persons who will fight fires at the Dangerous Goods handling site are equipped with firefighter equipment and fire extinguishers, first aid units and equipment are kept ready for use at any time. Fire-fighting equipment at the facility is adequate and ready for use.

D)Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency and submit it to the approval of the port authority.

to)Coastal facility operators are obliged to take fire, safety and security measures. Fire and safety precautions have been taken within the facility and it is kept ready for use.

f)Coastal facility operators shall have the issues specified in this article approved by the port authority and announce them to the relevant parties.

g)The control of the provisions of this article is carried out by the port authority, and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.

ğ)Personnel who do not have the necessary training and certificates according to the Regulation on Training and Authorization in the Scope of the International Code for Dangerous Goods Transported by Sea, are not allowed to work in and out of dangerous cargo handling operations and to enter the areas where these operations are carried out.

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

4.1 Classes of Dangerous Goods

Table 1:Class and UN numbers of Dangerous Goods

Dangerous Cargo name	UN Number	Hazard Class
Crude Oil	1267	3
Fuel Oil	3082	9
Gasoline	1203	3
diesel	1202	3
Jet A-1	1223	3
naphtha	1268	3
Bitumen	3257	9

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4.2 Packages and packages of Dangerous Goods

Packing and packaging cannot be done for Dangerous Goods in the facility.

4.3 Placards, plates, brands and labels for Dangerous Goods

Placards, plates, brands and labels for Dangerous Goods; According to the class of the Dangerous Goods, appropriate labels are attached to the vehicles.

Environmentally hazardous labels are also used for Crude oil and fuel oil. Dangerous Goods sign/plate

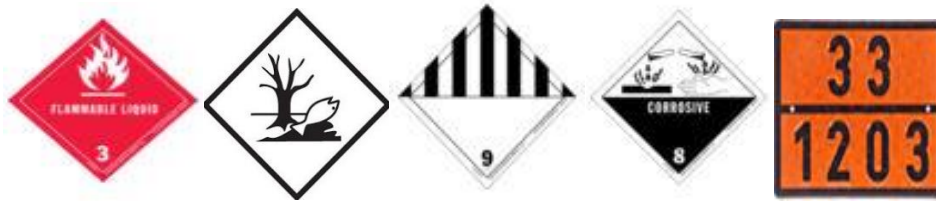


Figure 1: Sample labels and plates for Dangerous Goods

In addition to the hazard classes, other signs to be used when necessary are as follows:

- **Marine Pollutants**



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

- **Dangerous Goods Transported at High Temperature**




Indicates elevated temperature (liquid at a temperature equal to or above 100°C, or solid at a temperature equal to or greater than 240°C)

4.4 Dangerous Goods markings and packing group

Dangerous Goods are handled and stored in liquid bulk at the facility. Packaging is not done.

Danger signs and plates are on the vehicle and tank in Dangerous Goods transportation by land.

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- For Gasoline, Diesel, Jet A-1, Naphtha; Class 3 plate and orange plate
- For Fuel Oil-Bitumen, a Class 9 plate, an orange plate and a hazardous for the environment sign are attached.
- *For Crude Oil, a Class 3 plate, orange plate and hazardous for the environment plate are affixed.*

4.5 Separation tables on the ship and in the port according to the classes of Dangerous Goods

Dangerous Goods are handled as liquid bulk and stored separately at the facility. Since each incoming ship carries a single Dangerous Cargo, segregation does not occur.

Dangerous Goods on ships arriving and departing from Global Terminal Pier are transported by pipeline and each item has its own pipeline. Pipelines are expressed as white and black products.

4.6 Separation distance and separation terms of dangerous goods in warehouse storage

Dangerous Goods in the facility are stored in closed fixed tanks and there is no packaged storage. Tanks are surrounded by walls in groups. The pool of each group of tanks is equal to the capacity of the largest tank in the group in which it is located.

4.7 Dangerous goods documents

Ship waste transfer form, written instructions, SRC 5 document for tanker drivers.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY:

In order to contribute to the safe performance of the said activities, the coastal facilities that carry out dangerous cargo loading/unloading, handling and temporary storage activities; A Dangerous Goods Handbook, in pocket sizes, containing Dangerous Goods classes, Dangerous Cargo packages, packages, labels, signs and packaging groups, terms of separation on the ship and in the port according to the classes of dangerous goods, dangerous cargo documents, dangerous goods emergency response action flow diagram. prepared and presented in Annex-10.


6. OPERATIONAL MATTERS

6.1 Berthing & Mooring: It relates to the preparations and procedures necessary to provide and maintain an effective mooring arrangement while the ship is moored at a berth or buoy. Ship, terminal and pier operators; It is strongly recommended that each draw the attention of their workforce to this information to ensure that the mooring operation can be carried out safely.

Staff Safety: Mooring and uncoupling operations, including handling the tug rope, are hazardous operations. It is very important that everyone involved is fully aware of the hazards and takes appropriate measures to prevent accidents.

Binding Safety: Ending a tanker's drift or any excessive movement from the berth due to insufficient mooring can result in damage to a tanker and berth facilities and injury to personnel.

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Although the responsibility for the proper mooring of a tanker belongs to the Captain; The terminal has a stake in the safe and secure mooring of ships. Cargo hoses or branches should not be connected until both the Master and Terminal Representative are satisfied that the ship is securely moored.

Preparations for Arrival:

Tanker's Mooring Equipment: Prior to arrival at a port or pier, all necessary mooring equipment must be ready for use. Unless anchoring is prohibited, anchors should be available if necessary for use. A suitable number of personnel should always be available to handle the ropes.

Usage of Tugboats: Before tugs come on board to assist a tanker, all cargo and ballast tank hatches and hatches must be closed, regardless of what type of oil is being carried or being carried, unless all cargo tanks have been tested and cleared of hydrocarbon vapors. Tugs and other boats should not be allowed to dock before the Master himself is convinced it is safe for them to do so. tugs; To avoid causing damage to the tanker's hull, the tanker should be suitably equipped with fenders and propel the tanker from the 'solid points' marked and located.

Tugs should turn off their radar systems when approaching a tanker. Except in an emergency, tugboats; A tanker should not be allowed to come aboard or remain on board while ballasting tanks containing hydrocarbon vapors or when loading or discharging volatile oil. It should act as is customary at the request of the coast for tugboats berthed during any such cargo or ballast activity or any intention of the master and should not be loaded without the full agreement of all relevant agencies and should only be made after a risk assessment.

Emergency Use of Trailers: Sometimes there may be excessive strain on the ropes, with the risk of inclement weather, port opening or tedious movement of the tanker and the defect of the mooring line. In such situations, tugs can perform a very useful task of holding the ship against the port to reduce the strain on the ropes. In such cases, cargo operations should be temporarily suspended immediately, hoses or loading arms should be removed, and the machine should be set to standby.

Mooring at the Pier: Effective mooring management requires knowledge of the mooring equipment fitted to the vessel, its proper maintenance, regular review of mooring lines, and a good understanding of mooring principles. The Captain is primarily responsible for the safety and proper mooring of the ship. However, the terminal knows the capacity of the scaffolding equipment and knows the local knowledge of the environmental work on the ground and should therefore advise the Master on the arrangement of the mooring lines and the working limits.

Type and Quality of Mooring Ropes: All mooring ropes should preferably be of the same material and construction. Ropes with low elastic elongation are recommended for larger tankers, such as those that limit the tanker's movement at the pier. For the mooring of large tankers at terminals other than single point moorings, it is valid to replace the steel wire ropes in drum with high modulus synthetic fiber ropes. Recommendations for their use are contained in the OCIMF publication 'Guidelines for Use of High Modulus Synthetic Fiber Ropes such as Mooring Ropes in Large Tankers. Ropes arranged with too much flexibility are not recommended because they allow them to be affected by passing ships or to move too much from the force of strong winds or currents. Ropes of different flexibility within a given tying

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pattern, should never be used together in the same direction. Mooring terms and rules may differ from port to port. Where there is dynamic (shock) loading on the ropes, which can occur as a result of the close passing of ships or dead wave conditions, the fiber tails at the ends of the high modulus synthetic fiber mooring ropes and mooring wire ropes can be provided with sufficient flexibility to prevent failure of the mooring systems and other elements. The tanker or terminal may provide tails, which do not exceed one-third of the distance between the ship's swivel and shore lashing bollards. Due to the fact that the fiber tails degrade faster than the high modulus synthetic fiber ropes or wire ropes they are attached to; they must be at least 25% stronger than the rope to which they are attached.

Management of Ropes at Berthed Pier:

Control of Ropes: Ship personnel are responsible for the careful control and monitoring of the ropes, but suitably qualified shore personnel should check the ropes regularly to assure themselves that the ropes are being properly controlled (putting empty ones and swerving empty ones). With a full view of the mooring system, when checking the very taut or empty ropes, placing or taking each rope empty should not allow the other ropes to be overloaded or the tanker to move. The contact of the tanker with the fenders should be maintained and the ropes should not be left empty if the tanker leans against the fenders. During cold weather, brace-operated winches and capstans should be moved very slowly when not in use to avoid frost damage.

Tension Windlasses: Self-sustaining cranes equipped with automatic towing and emptying capability should not be automatically operated while the ship is moored. Such cranes described will respond under load in an automatic fashion and allow the ship to move out of position with the risk attached to the cargo arms or hoses.

Self Bending Rope Winches: Difficult to handle by hand due to their weight and thickness, wire ropes used for mooring in large tankers are normally stored in self-winding rope winches that are either single drum or double drum. Some of the features of these cranes need to be clearly understood by the ship's personnel in order to avoid the tankers being dragged off the pier, such as the release of the crane brakes. The holding force design of the brake may be either the shipowner's designation or the crane manufacturer's standard design. Every ship's officer should be aware of the designed brake holding capacity of the self-leiving rope winches fitted on board. The gearing of the winch and the physical condition of the brake pads or bastikas have a significant impact on the brake holding capacity in service. Therefore, rope winch brakes, should be tested at intervals not exceeding twelve months. A record of regular maintenance and inspections and tests should be kept on board. Brake pads and bastikas should be replaced if there is significant deterioration. Some newer self-leiving rope winches are equipped with disc brakes that are less susceptible to wear. The kit is available to test the crane brake holding capacity and may be supplied to the ship for use by personnel. In addition, there are a number of operating procedures that can seriously reduce the holding capacity of crane brakes if they are not done correctly. These include: Number of Layers of Wire Rope in Drum The holding capacity of a winch brake is inversely proportional to the number of layers of mooring or wire rope in the drum. The designed holding capacity is usually, calculated for one row layer and there is a reduction in holding capacity for each additional row layer. This can be significant – a drop of as much as 11% for the second layer. If the brake holding capacity of a double drum winch is evaluated, only one row of layers should be allowed on the working drum. Winch Drum Winding Direction In both single or double drum winches, the holding power

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of the brake actually decreases if the mooring rope is wound in the wrong direction on the winch drum. Before arriving at the dock, it is important to verify that the mooring line is coiled, as it will be against the fixed end of the brake pad rather than the fixed end. Reverse winding can severely reduce brake holding capacity, up to 50% in some cases. Correct winding direction to support the brake, to avoid conflicts, permanently marked on the drum. Brake Pads and Drum Condition Oil, moisture and rust in the brake pad bearings and drum can significantly reduce brake holding capacity. Moisture or wetness can be removed by operating the winch and gently squeezing the brake, but care must be taken not to cause excessive wear. Oil contamination may not be removed, so the contaminated brake pad will need to be renewed. Applying the Brake The pads must be properly tightened to achieve the required holding capacity. (This is usually 60% of the Minimum Breaking Load (MBL) of the rope. however, care should be taken that this movement does not cause excessive abrasion. Oil contamination may not be removed, so the contaminated brake pad will need to be renewed. Applying the Brake The pads must be properly tightened to achieve the required holding capacity. (This is usually 60% of the Minimum Breaking Load (MBL) of the rope. however, care should be taken that this movement does not cause excessive abrasion. Oil contamination may not be removed, so the contaminated brake pad will need to be renewed. Applying the Brake The pads must be properly tightened to achieve the required holding capacity. (This is usually 60% of the Minimum Breaking Load (MBL) of the rope.

Beach Ropes:In some terminals, shore ropes are used in addition to the tanker ropes. Where the shoreline personnel handle the shorelines; they should be aware of all the dangers of the operation and adopt safe working practices. If the adjustable ends of the shore lines are on the deck of the tanker, the lines should be observed by the tanker personnel to prevent them from entangling with their own lines. If wire ropes are provided with shore-based winches, responsibility for the supervision of the ropes should be agreed upon. If the shore origin drum is provided, the tanker will supervise and control the rope since both ends of the rope are on the ship. To avoid doubt, there should be a clear agreement between the Terminal Representative and the Responsible Officer to take responsibility for the control and supervision of the ropes supplied by the terminal.

*

Irons:When docked in the docked condition, unused anchors must be properly secured with pawls and hogs, but otherwise ready for immediate use.

Black and White Product Ship Unloading:

- Operations Md. Operation details, including all information regarding the evacuation to be made by the Company, are sent to the necessary persons via e-mail.
-
- Under normal conditions, the ship is berthed to the pier accompanied by the pilot.
- Check list and protocol and other document control, correspondence and signatures are carried out between the loading master and the ship's personnel. The ship operations manager controls the competence of the personnel who will prepare this document control and the resulting documents (protocol, check list, ISPS declaration) with the ship's captain.
- shore tanksLines and cleaning preparations are made before the ship arrives. When the ship arrives, the shore tanks are ready.
- Ship and shore tanks control and measurement companydone by the inspector. The ship is ready for evacuation after the daily procedures and permits are received.

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According to the pig placement and usage instructions, the pigs are placed before the evacuation starts. The valves in the lines open up to the water shore tank. When the discharge starts, the pig is also pushed by the discharged product. The product comes to the beach with the product behind the pig and the water in front of it. The water is taken to the shore water tank.

A stop is given when the pig reaches the beach according to the instructions for throwing and receiving pigs on the beach. The valves of the shore water tank are closed and the valves of the product lines that will take the product to the tank are opened. Product evacuation continues until the end of the ship. Tank levels are monitored from the tank radar automation system. When the product is discharged, control and provisional (pre-measurement) of the ship and shore tanks are made.

When it is concluded that there is no product left in the ship, pigs are placed in accordance with the instructions for placing pigs and throwing, in order to sweep the lines that are full from the sea to the land tank to the shore tank, and with the help of water from the shore, the product is pushed, with the product on the pig and the product on the back. Meanwhile, the ship leaving procedures are carried out by the agency and the pilot.

When the pig reaches the pig receiving station, it is stopped. The lines from sea to land are filled with water and wait until the next ship operation. As a result, in order to take all the product discharged by the ship to the shore tank, the internal lines are sucked with the help of pumps and thrown into the tank. All the product is taken to the shore tank and after waiting for a while, the exact measurement is made by the inspector.

Black and White Product Ship Loading:

- Operations Md. The operation details, including all the information about the loading to be made by the company, are sent to the necessary persons via e-mail.
- The south side of the pier is designed for loading black products and the northern side is designed for loading white products. your shipThe decision to berth YP1 or YP2 according to its size is made by Operations Art. gives.
- BoatThe pilot is approached by the captain to the pier platform requested by the terminal. Information to the pilot captain Operayon Md. transmitted by.
- For the cargo to be loaded on the ship, shore tanks,inspector and business Op. measured by.
- When the berthing is completed, the terminal personnel on board the shipCheck List, protocol etc. When the documents are completed, the Loading Arms (loading arms) are connected to the ship manifold according to the loading Arm instructions for use.
- The MSDS of the product to be loaded is given to the ship's captain before the ship is loaded.
- Ship personnel andThe inspector takes the controls and measurements of the ship tanks and issues a ship measurement report (ullage report).
- beach, cargo tankThe ventilation flaps against the vacuum are opened, then the suction valve of the tank to be loaded is opened under the supervision of the customs officer.
- If the product contains H₂S, the product containing H₂Sin accordance with the acceptance specification.
- Electricity to ship filling pumps and limit valves on shoreop. by energizing.
- The suction valves of the filling pumps are opened and the air is taken from the pumps.

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- Regardless of the operating conditions, the pipeline between the Terminal and the Ship is filled with water after the loading or unloading process is completed.
- After the white or black product is filled in the domestic lines, the loading lines between the shore shipspigging is done in accordance with the instructions for placing, pigging and receiving pigs.
- After the pigging process is completed, the valves of the ship's cargo tanks are opened by the ship's personnel; terminal personnel open the ship loading arm manifold valves.
- Initially, loading is started with 1 pump, then other pumps are activated according to the rate that the ship can receive. The desired amount of loading is continued in the values specified in the Regulation or the protocol.
- Coastal tank finished and domestic lines After being sucked and loaded onto the ship, the pig operation is performed in accordance with the instructions for pig placement and pig removal and disposal.
- with loading arm The loading is complete when the manifold is reset to the ship.
- Boat manifold is closed.
- Cargo tank valve and limit valve are closed.
- Boatop. It separates the loading arms from the ship according to the Loading Arm user instructions.
- Inspector and business Operators measure the shore tanks, the amount loaded from the shore to the ship is calculated.
- At the same time, on board The inspector measures the ship tanks, calculates the amount in the ship tanks.
- Mutual agreement is achieved.

Ship loading is finished, ship agency gets on board and leaves the port. Ship captain ship Operation art. Inspector and agency officer are present and mutually sign the cargo documents. After the paperwork is completed, the ship leaves the pier with the help of the pilot captain.


6.2 Terminal advice for adverse weather conditions: The terminal should determine the limitation of parameters for the cessation or control of cargo operations based on the design criteria for the pier and its equipment. Parameters; it can be determined by environmental conditions such as wind speed, tidal currents and dead waves, or by physical limitations of the pier such as fender loads or mooring point strength. Any limitations should be discussed with the tanker before operations begin and recorded in the Ship/Shore Safety Checklist. The Terminal Representative must warn the tanker in case of adverse weather conditions that need to stop operations or reduce loading or discharge flows. In some cases, the necessary information may be provided by the ship or by third parties in the immediate vicinity. When the environmental conditions are dangerous to the operation at the pier,

Current Wind Condition: If there is very little air movement, petroleum gas may remain on deck in strong concentrations. If wind is present, it can carry gases into a tanker accommodation or structure, creating eddies on the leeward side of the deck structure. In addition, if there are wind conditions that will cause chimney sparks to fall on the deck, all operations should be stopped.

Lightning Thunderstorm: When a lightning storm is expected around the tanker or terminal, the following operations should be stopped whether or not the ship's cargo tanks are inert:

- Handling of volatile oil,

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- Handling of non-volatile oil in tanks containing hydrocarbon vapor.
- Ballast for tanks containing hydrocarbon vapor.
- Purging, tank washing or gas freeing operations after volatile oil discharge. All tank openings and vent valves must be closed, including bypass valves fitted to the tank venting system.

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

General Hazards for the Terminal: Precautions to be taken on a tanker, whether at a terminal, at the pier or at sea, are specified. For measures pertaining to special operations such as cargo handling, ballasting, tank washing, inerting or entry into confined spaces, the relevant Sections should be consulted.

Control of Potential Ignition Sources:

Naked Flames:The use of bare lights in areas where there is a danger of oil gas should be strictly prohibited.

Smoking:Smoking poses significant hazards and therefore requires careful management. While the text of this Section deals with smoking, controls should be exercised in the application of other combustible products such as incense and incense reeds; this is a globally accepted practice. As with tobacco products, products that burn without burning and emit smoke should never be left near flammable materials.


Smoking and Controlled Smoking in the Port:Smoking in port should only be permitted under controlled conditions. Difficulties realized at the start of a restrictive method with a full statement should not preclude the execution of such a method if it is in the interest of safe operations. Appropriate measures should be taken to ensure full compliance with the rules on the beach. strictly prohibited on any tanker while on a pier, except in approved smoking areas, and within the restricted area surrounding all tanker terminals.

Location of Designated Smoking Sections:Designated smoking areas on a tanker or on shore must be agreed in writing between the Responsible Officer and the Terminal Representative before operations begin. The officer in charge is responsible for ensuring that all personnel on board the tanker are informed of designated places for smoking and posting relevant warnings in addition to the tanker's fixed warnings. Whenever oil cargoes are handled or operations such as ballast, inert gas purging, gas freeing and tank cleaning, certain criteria must be followed in determining smoking places.

These criteria are:

- Designated smoking areas should be somewhere inside the accommodation.
- Designated smoking areas must not have doors or hoods leading directly to the open deck.
- Consideration should be given to potentially hazardous conditions, such as an occasional sign of high oil gas concentrations, especially when there is no wind, operations on adjacent tankers or Piers.
- In designated smoking areas, all openings should be kept closed and all doors to corridors should be kept closed except in use.

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Even when the tanker is moored at the terminal, even when no operation is being carried out, or after written agreement between the Responsible Officer and the Terminal Representative, smoking may only be permitted in designated smoking areas inside another enclosed living space. When aft loading/unloading connections are used, special care should be taken to ensure that smoking is not permitted in any part of the accommodation that has doors or fairings to the aft loading/discharge manifold deck.

Matches and Cigarette Lighters: Safety matches or stationary (car type) electric cigarette lighters should be available in approved smoking areas. All matches used in tankers must be of the safe type. The use of matches and cigarette lighters outside the living quarters should be prohibited, except where smoking is permitted. Matches should not be carried on the tank deck or any other place where petroleum gas may be present. The use of electric ignition sources and all mechanical and portable lighters in tankers should be prohibited. Non-refillable/disposable lighters present a significant hazard as an uncontrollable ignition source. The fact that the spark generating mechanisms of this type of lighters are not shielded allows them to be activated easily if accidentally dropped. Carrying matches and lighters inside the terminal should be prohibited. Severe penalties should be imposed under local rules for non-compliance.


Portable Electrical Equipment:

General: All portable electrical equipment, including lamps, must be of an approved type for operations in hazardous areas. Before use, it should be carefully checked for possible defects, special care should be taken to ensure that the cable is stuck somewhere and its insulation is not damaged, that the cables are securely connected when using the equipment, so that the equipment is always ready for use. Special care must be taken to avoid mechanical damage to the flexible cables or connection.

Flashlights, Lamps and Portable Battery Electrical Equipment: Only flashlights approved by a competent authority for use in flammable atmospheres should be used on tankers. Portable radio equipment of the UHF/VHF type must actually be of a safe type. Small battery-operated personal devices such as watches, miniature hearing aids, and heart rate monitors are not important sources of ignition. Except for types approved for use in a flammable atmosphere; Portable radios, voice recorders, electronic calculators, cameras with batteries, photographic flash units, mobile phones and pagers must not be used on the tank deck or in areas where gas can enter. Trimod sounders are battery operated electronic units and must be certified as suitable for use in flammable atmospheres.

Cameras: There is a wide range of photographic equipment available. Ships and terminals may encounter different types of cameras in different situations; for example, film crew or personal photographic or video equipment of visitors and staff. Photographic equipment is widely used today and the following general guidance should be considered when deciding whether it is safe to use. This guide only talks about ignition hazards and does not take into account the safety aspect of camera use that ships may encounter in some ports. Camera equipment containing batteries may generate an actuating spark from a flash or the operation of electrically operated parts, such as the distance control and film rewinding mechanism. It should not be used in a hazardous area unless certified as suitable for use. There are cameras that are capable of an after-use disposable flash, and care must be taken to ensure that they are not used in hazardous areas. There is photographic equipment that does not have a flash or any battery or powered parts, such as plastic disposable types without a flash. These cameras can be considered safe for use in hazardous areas. Cameras that work with a

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clockwork or with direct mechanical arrangements for distance adjustment and film rewinding are also available and can be considered safe for use in hazardous areas. There is photographic equipment that does not have a flash or any battery or powered parts. These cameras can be considered safe for use in hazardous areas. Cameras that work with a clockwork or with direct mechanical arrangements for distance adjustment and film rewinding are also available and can be considered safe for use in hazardous areas. There is photographic equipment that does not have a flash or any battery or powered parts. These cameras can be considered safe for use in hazardous areas. Cameras that work with a clockwork or with direct mechanical arrangements for distance adjustment and film rewinding are also available and can be considered safe for use in hazardous areas.

Other Portable Electrical Equipment: Any non-approved type of electrical or electronic equipment, if electrical or battery powered, must not be activated, operated or used in hazardous areas. This; This includes, but is not limited to, radios, calculators, photographic equipment, laptop computers, handheld computers, and any other portable electrical equipment not approved for operation in hazardous areas. Due to the widespread use and availability of such equipment, appropriate measures must be taken to prevent its use inside hazardous areas. Personnel should be aware that non-approved equipment is prohibited, and terminals should have a policy to notify visitors of potential hazards associated with the use of electrical equipment. In addition, terminals;

Management and Placement of Electrical Equipment in Electrical Zones in Hazardous Zones:

General: In this Chapter, a description of the different approaches with the classification of hazardous areas has been prepared for electrical installations and equipment in terminal hazardous areas. As a general guide, the safety precautions to be followed during the maintenance and repair of electrical equipment are given. It should be noted that standards for electrical equipment and installation are outside the scope of this Guide.


Dangerous and Risky Areas:

Hazardous Areas in the Terminal: The probability of a flammable gas mixture in a terminal is presented by classifying the hazardous areas into three zones. The IEC classifies hazardous areas according to the duration of an explosive gas atmosphere and the frequency of recurrence within a given time, as follows:

- Zone 0: An area in an explosive atmosphere consisting of a mixture of air with flammable substances in the form of gas, vapor or mist that is present continuously or for a long time or frequently.
- Zone 1: An area in an explosive atmosphere consisting of a mixture of air and flammable substances in the form of gas, vapor or mist that is likely to occur from time to time in normal operation.
- Zone 2: An area in an explosive atmosphere that does not consist of a mixture with air of flammable substances in the form of gas, vapor or mist that is unlikely to occur in normal operation; but if it does, it will only stay for a short time.

Classification Practice of Danger Zones in a Tanker at the Pier: While a tanker is at the pier, it is possible for an area on the tanker that is deemed safe to remain inside one of the terminal's hazardous areas. If this is the case and unapproved electrical equipment is

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suspected in the area, such equipment should therefore be insulated while the tanker is at the berth.

Electrical Equipment:

Fixed Electrical Equipment: Even in hazardous areas and where a flammable atmosphere is seldom expected, fixed electrical equipment must be of an approved type and properly maintained to ensure that neither equipment nor cables are a source of ignition.

Closed Circuit Television: If a closed-circuit television system is installed on a tanker or wharf, the cameras and associated equipment must be of a design approved for the areas in which they are located. If it has an approved design, there should be no restrictions on their use. While a tanker is at a berth, maintenance of this equipment must be agreed between the Ship's Officer in Charge and the Terminal Representative.

Electrical Equipment and Installations in the Terminal: At terminals, types of electrical equipment and methods of placement should normally be governed by national rules and, where applicable, the recommendations of the International Electrotechnical Commission.

Maintenance and Control of Electrical Equipment:

General: All apparatus, systems and installations, including cables, conduits and the like, must be maintained in good condition. To ensure this, they should be checked regularly. Correct functional operation need not be expressed in accordance with required safety standards.


Inspections and Controls: All equipment, systems and installations should have been checked when first installed. Following any repair, adjustment or change, the mixed parts of the installation should be checked. If at any time there is a change in the zone classification or the flammability characteristics of the materials handled, a terminal should be checked to ensure that all equipment is in the correct group and temperature class and continues to comply with the requirements for the revised zone classification.

Maintenance of Electrical Equipment: The integrity of the protection achieved by safe electrical equipment or explosion-proof design may be compromised by improper maintenance procedures. Even the simplest of repair and maintenance operations must be performed in strict accordance with the manufacturer's instructions to ensure that the equipment in question remains in a safe condition. This; This is particularly relevant where explosion-proof lighting compromises the integrity of the light, where it is incorrectly switched off after a normal replacement of a light bulb.

Insulation Test: The insulation test should only be performed when no flammable gas mixture is present.

Change in Equipment, Systems and Installations: No modification, addition or removal of any approved equipment, system or installation at a terminal without the permission of the relevant authority; such a change should not be made unless it is confirmed that its approval has not been invalidated. Without the consent of the responsible engineer; No modifications should be made to safety features that rely on pressurization, separation, purging techniques or other methods of ensuring safety. When equipment is permanently removed from service in a hazardous area of the terminal; The common electrical system must be removed from the hazardous area or properly decommissioned in an area conforming to the zone classification. When an equipment is temporarily taken out of service in a hazardous area of the terminal;

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Periodic Mechanical Controls: During inspections of electrical equipment or installations, special attention should be paid to the following:

- Cracks in metal, cracked or broken glass, or bonding defects around glued glass in flameproof or explosion-proof parts.
- Ensuring that the covers of the flameproof parts are sealed, that the studs are not missing and that there is no gasket between any mated metal surfaces.
- Each connection is properly connected.
- Possible looseness at joints in cable ducts and fittings.
- Connection of the cable shield.
- Stresses in cables that can cause breakage.

Electrical Repairs, Maintenance and Testing at Terminals:

General: Every maintenance work on electrical equipment must be carried out under control by a permit or equivalent safety management system with procedures that effectively manage the protection of electrical and mechanical insulators. The use of mechanical locking devices and safety plugs is strongly recommended.

Cold Work: Cold Work should not be carried out on any apparatus or wiring, nor should any flameproof or explosion-proof parts be opened, nor should the special safety characteristics found in the standard apparatus connection be weakened, until the power has been completely cut off from the associated electrical installation or apparatus. Power should not be restored until work is completed and the above safety precautions are restored. Any such work, including replacing light bulbs, should only be done by a qualified person.


Hot Work: Use of soldering apparatus or other tools and industrial-grade apparatus involving a flame, fire or heat for repair, modification or testing; permitted in a hazardous area inside a terminal that includes an area that has been first secured and certified by an authorized person and then maintained in these conditions throughout the progress of work. When such a Hot Work is deemed necessary on a dock or on a docked tanker, the joint agreement of the Terminal Representative and the Responsible Officer must first be made and a Hot Work Permit must be issued. It is permissible to re-voltage apparatus for testing during a repair or changeover period. Before any Hot Work attempt, a hot work permit document must be prepared.

Using Tool Tools:

Grit Scraper and Powerful Mechanical Tools: It should be noted that the use of grit scrapers and mechanically powered tools in the marine industry is not normally counted as specified in the Hot Work definition. However, as these activities have the potential to generate significant sparks, they must be performed under the control of a Permit to Work system or under the control of the ship's Safety Management System. The following precautions must be observed:

- The work area should not be under the influence of vapor release or a concentration of flammable vapors and should not contain flammable materials.
- The area should be gas free and tests with a flammable gas meter should not give more than 1% LFL.

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- Mechanical tools should not be used while a ship is docked at a terminal unless the Terminal Representative gives special permission.
- There should be no cargo, fueling, ballasting, tank cleaning, gas freeing, purging or inerting operations.
- Appropriate firefighting equipment must be in place and ready for immediate use.

The tub and hose nozzle of a grit blasting machine must be electrically equalized and grounded to the deck or work area. When grit blasting or mechanical blasting there is a danger of puncturing piping and care should be taken when planning such work. Before starting work on the cargo lines on the deck, these circuits should be flushed, the valves of the drop line should be closed, and the circuits in the tank should be filled with water. The atmosphere inside the work area should be either inerted to not exceed 8% oxygen by volume or gas freed not exceeding 1% LFL. Similar measures should be adopted for washing cycles with inert gas and crude oil.


Hand tools:The use of similar hand tools such as blast hammers and scrapers for steel surface preparation and maintenance may be permitted without a Hot Work Permit. Their use should be limited to deck sections and equipment not connected to the cargo system. The working area must be gas freed and cleaned of flammable materials. The ship must not engage in any cargo, fuel, ballast, tank cleaning, gas freeing, purging or inerting. Known as non-sparking, non-steel tools are less likely to generate an unexpected spark due to their softness, but they are not as effective as steel tools. concrete pieces, material such as sand or gravel may have gotten onto the work surface or the edges of the handpieces in question, which can then cause a spark upon impact with steel or other hard metals. Therefore, the use of non-steel hand tools is not recommended.

Communication Devices:

Medium and High Frequency Radio Broadcasts:During medium and high frequency radio transmission (300 KHz - 30 MHz), a significant amount of energy is emitted, which can cause an electrical potential that can produce an actuating spark at ungrounded 'receivers' (uprights, equipment, pole strikes, etc.) at a distance of 500 meters from the transmitting antenna. Emissions can cause antenna insulators to spark when their surfaces are covered with salt, dirt or water. Therefore, the following is recommended:

- All stands, uprights and equipment must be grounded. In order to maintain electrical continuity, the bearings of the booms should be lubricated with electrically conductive grease (such as graphite grease) or the appropriate electrical equalization tape placed should be well protected.
- Emissions should not be allowed during periods of flammable gas in the area of the transmitting antenna or if the antenna enters the coastal danger zone.
- The main transmitting antenna must be grounded or isolated while the ship is docked. If it is necessary to operate the ship's radio for maintenance purposes, the procedures necessary to ensure safety should be agreed between the tanker and the terminal. Measures should be agreed on low power operation or the use of a temporary antenna that will raise all radio transmissions to the atmosphere. In any case, a system of safe operation should be agreed before such equipment is energized.

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VHF/UHF Equipment: During cargo and ballast handling operations (according to SOLAS rules), the use of a fixed and correctly equipped VHF and UHF device is considered safe. The broadcast power should be set to low (1 watt or less).

Satellite Communication Device: This device normally operates at 1.6 GHz and its power levels are not sufficient to present an igniting hazard.

Mobile phones: Most cell phones are not actually safe and are only considered safe for use in non-hazardous areas. The output power levels of essentially unsafe mobile phones are insufficient to cause problems with sparking from inductive voltages. If cell phone batteries are damaged or short-circuited, they may contain enough power to cause a spark. Such equipment, such as mobile phones and pagers, if switched on, can be activated remotely and a hazard may be created by the alert or paging mechanism and in the case of the telephone, the natural response to the call. The device must be switched off when taken in or out of a terminal or a ship; Once you've entered a non-hazardous area, such as the inside of the ship's living quarters, it can only be reopened. Other visitors to the ship or terminal,

Spontaneous Combustion: When some materials are moistened or absorb oil, there is a possibility of burning due to the heat generated without an external application, such as the slowly occurring heat inside the rusting materials, especially vegetable oils. With petroleum oils, the likelihood of spontaneous combustion is lower with vegetable oils, but this can occur especially if the materials are staying warm, for example in the vicinity of a hot pipe. For this reason, cotton scraps, rags, tent cloths, bedding, hemp burlap or similar oil-absorbent materials should not be placed near oil and paint, etc. If the materials in question are important, they should be dried before being placed in their storage location. If there are those that have absorbed oil, must be cleared or destroyed. Even some chemicals used in boiler treatment have a corrosive effect and although they are carried in diluted form, they are capable of spontaneous combustion if allowed to evaporate.

Self Ignition: Petroleum liquids ignite without the need for a naked flame when heated sufficiently. The simplest example of self-ignition is when fuel oil and lubricating oils are sprayed on a hot surface under pressure. If oil is poured into the flame, explosions, evaporation and even proliferation of the flame occur. Both examples are examples for severe engine room fires. Special care and attention must be paid to the oil supply circuits to prevent oil from squirting out of the holes. The insulation of the piping circuit should be removed and personnel should be protected against any combustion or ignition of oil vapors during operation.

Sure Entry Permit: There are suffocating, toxic, flammable and explosive substances that can harm human health; It is to enter closed containers, tanks, drums, culverts and other places where the oxygen level is below 16% or where there is a high temperature, by taking the necessary permits and protective measures by the authorities in terms of both human health and the safety of the facilities.

7. DOCUMENTATION, CONTROL REGISTRATION

7.1 All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procedures for Supply and Control of These by Relevant Persons

Shipments of products by sea to Global Terminal Petrol Ceyhan Terminal are defined in the Operations procedure no. PR-CEY-ISL 001. According to this procedure, product shipment takes place under the supervision of the Central Operations Department. The ship, which is

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approved by considering the stock levels of the terminal, informs the Terminal Central Operations Directorate via its agency or the company it is affiliated with, the type, quantity and estimated time of arrival (ETA) of the product it brought while leaving the loading port. The Central Operations Directorate sends this information to the terminal by fax or e-mail. Terminal Manager or Operations Manager distributes information about the ship. Changes in the ship's ETA are also reported to the relevant persons by the Terminal Manager or the Operations Manager.

(PR-ORT-OPR-001- Storage Group Operation Procedure) According to the loading or unloading operation plan, the customer company informs the operation department of the ship's Q88 and product name/amount, the shipping cost and the estimated arrival time of the ship. Product quality, properties, quantity are controlled by the operation department.

7.2 Procedures for keeping up-to-date list of all Dangerous Goods and other relevant information in the coastal facility area regularly and completely

Detailed information on the quantity and quality of the Dangerous Goods currently stored in the terminal is monitored by means of daily stock tracking reports and instant reports received from the radar system. (TB-MER-OPR-001 Operation Report)

7.3 Procedures for Controlling the Dangerous Goods Arriving at the Facility Properly Defined, Using the Correct Shipping Names of the Dangerous Goods, Certification, Packing/Packaging, Labeling and Declaring, Loading and Transporting Safely in the Approved and Legal Package, Container or Cargo Transport Unit, and Reporting the Control Results

The documents prepared and/or checked during the loading and unloading operation at the terminal are as follows.

- Bill of Lading / Bill of Lading
- Cargo Manifest
- Certificate of Quantity
- Certificate of Quality
- Certificate of Origin / Certificate of Origin
- Shore Tank Measurement Report
- Ship Ullage Report
- Time Sheet (Statement of Fact)
- Cleanliness Certificate / Tank Clean Report
- Remain On Board - ROB / Remaining Goods
- On Board Quantity – OBQ / Current Goods Quantity
- Sample Receipt
- Master Receipt for Documents

With this document control and follow-up, loading and unloading operations are carried out safely.

7.4 Procedures for obtaining and keeping a Dangerous Cargo safety data sheet (SDS)

Procedures for Supply and Keeping of Dangerous Goods Safety Data Sheet (SDS)
 Procedures for Keeping Records and Statistics of Dangerous Goods

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The following processes regarding the Dangerous Goods loaded or unloaded at the terminal are described in the Black and White Product Ship Loading Instruction (TL-CEY-OPR-003).

- For the cargo to be loaded on the ship, shore tanks, inspector and business Op. measured by.
- When the berthing is completed, the terminal personnel on board the ship Checklist, protocol etc. When the documents are completed, the Loading Arms (loading arms) are connected to the ship manifold according to the loading Arm instructions for use.
- The MSDS of the product to be loaded is given to the ship's captain before the ship is loaded.
- Ship personnel and The inspector takes the controls and measurements of the ship tanks and issues a ship measurement report (ullage report).
- beach, cargo tank The ventilation flaps against the vacuum are opened, then the suction valve of the tank to be loaded is opened under the supervision of the customs officer.
- with loading arm The loading is complete when the manifold is reset to the ship.
- Boat manifold is closed.
- Inspector and business Operators measure the shore tanks, the amount loaded from the shore to the ship is calculated.
- At the same time, on board The inspector measures the ship tanks, calculates the amount in the ship tanks.
- Mutual agreement is achieved.

7.5 Keeping records and statistics of dangerous goods and procedures

The Jetty Ships Report with the code TB-MER-OPR-007, prepared and followed by the Operations Department, is the document where the records and statistics of dangerous cargoes entering and leaving the terminal are kept.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE


8.1 Intervention procedures for dangerous substances that pose/may pose a risk to life, property and/or the environment and dangerous situations involving Dangerous Goods

EMERGENCY PROCEDURES

Fire or Explosion at a Pier: Action by Ships: When a fire or explosion occurs at a pier, the ship or ships at the pier must immediately report the incident to the terminal control room as soon as possible (VHF/UHF, telephone contact, blowing the ship's whistle, etc.). All cargo, refueling, ballast discharge and clean-up operations should be stopped and all cargo arms or hoses should be drained and ready for detachment. The ship's main fire lines should be pressurized and water mist applied to strategic locations. The ship's machinery, steering gear and equipment used to leave the berth should be brought to a state of readiness immediately. **Actions to be Taken by Ships at Other Piers:** When the sound of the terminal alarm is heard or other notices are given that there is a fire in the terminal, a ship at the pier that is not directly related to the fire, all cargo, fuel purchase and ballast purchase operations should be stopped. Firefighting systems should be brought to standby, and machinery, steering gear and equipment used to leave the pier should be brought to a state of readiness immediately.

Fire in a Tanker at the Terminal:

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Action to be taken by Ship's Personnel:If a fire occurs while a tanker is at a terminal, the tanker shall, unless the terminal notifies the ship of some other locally known alarm signal; each whistle of not less than 10 seconds each must sound the recognized alarm signal, consisting of a series of long chirps with the ship's whistle, to raise the alarm. All cargo, refueling, or ballast operations should be stopped and main engines and steering gear ready. What To Do In Case Of Fire - Ship Fire On Your Own Ship

- Give alarm.
- Fight fire to prevent its spread.
- Notify the terminal.
- Stop all cargo/ballast operations and close all valves.
- Be prepared to disconnect hoses and sleeves.
- Bring the machines to the ready state.

Fire on Other Ship or Shore:

- Give alarm.

Be ready and when instructed:

- Stop all cargo/ballast operations and close all valves.
- Disconnect hoses or branches.
- Get the machines and personnel ready, ready to leave the pier.

What to Do in Case of Fire - Coastal Fire on a Ship

- Give alarm.
- Contact the ship.
- Stop all cargo/ballast operations and close all valves.
- Be prepared to disconnect hoses or levers.
- Be ready to help fight the fire.
- Notify all ships.
- Fulfill the terminal emergency plan

Fire on the Beach:

- Give alarm.
- Stop all cargo/ballast operations and close all valves.
- Fight fire to prevent its spread.
- Be prepared to disconnect hoses and levers if necessary.
- Notify all ships.
- Execute terminal emergency plan.

In case of fire, the personnel will direct the traffic of the vehicles towards the land. Once an alarm has been issued, responsibility for firefighting on board will rest with the ship's personnel and the assisted Master or other Responsible Officer. As when the ship is at sea, the same organization should be used to make the preparations with an additional group under the command of an officer, separating the metal arms or hoses from the manifold when possible. The mobilization of the terminal and, where practicable, civilian firefighting forces and equipment, the Master or other Responsible Officer, should make a concerted effort to contain the fire at the same time as professional fire extinguishers.

Actions to be taken by terminal personnel:Upon hearing the sound of a tanker's fire alarm, the authorized person at a pier immediately notifies the control room. Terminal control room personnel sound the terminal fire alarm, notify the port authority, and begin to halt any loading, unloading, refueling or ballast discharge operations that may occur. The terminal's fire emergency plan should be activated, and this may entail stopping cargo, fuel intake and ballast handling operations on ships at adjacent or adjacent piers. All other ships in the terminal should be notified of the emergency and make preparations to disconnect metal arms or hoses, if deemed necessary, and have their machinery and steering gear ready. When firefighting tugs

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are present, the terminal control room; the terminal control room; Responsible for calling any outside assistance such as civilian fire crew, rescue vehicles, medical aid and ambulance, police, port authority and pilots.

International Coastal Fire Connection:The International Shore Fire Link provides standardized means between two systems when each has other types of mismatched couplings and couplings. The shore connection must be available for use whenever a ship is in port.

Emergency Release Procedures:Means should be provided to allow the ship to be released quickly and safely in an emergency. The method used for the emergency release operation should be consulted and agreed, taking into account the possible risks involved.

Emergency Tow Ropes:


Equip:Except for terminals where no tugboat facility is available, the standard practice with fire ropes, or rather emergency towlines, must be provided by a tanker so that in an emergency tugboats can tow the ship away from the pier without the intervention of any personnel. There are different methods for equipping emergency towlines and the arrangement may vary from port to port. Preferred method; the remaining end of the ship is connected to the bollards with at least five volts and the other end is taken from a side box of the ship and hanged with a thin over the rail and there is no empty space on the deck. The outer end of the rope must have a casing attached to it with a thin rope and retracted to the deck. During loading and unloading, in order for the casing of the emergency tow rope to remain one or two meters above the waterline, The thin rope is adjusted regularly. Emergency towlines should not be attached to a bollard with a Safe Working Load (SWL) less than the Minimum Shearing Load (MBL) of the rope. (Note: for double bollards, the SWL marked on the bollard should be the maximum allowable when using a rope or wire rope that has been pitched in an eighth near the bottom of the bollard. This will be half the maximum allowable SVVL when a single casing is placed on the bollard.) Attention is drawn to the dangers associated with the handling of the heavy steel ropes suspended over the rail, especially the risk of injury. Handling of towlines is increasingly being cited as a cause of personal injury, particularly for spinal and back muscle complaints.

- Are they really necessary? What is the real danger in using them?
- Are emergency procedures required to leave the ship from the berth if it is detected in situ by fire?
- Is there any chance the ship will release its ropes to allow it to leave the pier?
- How much time is required for tugboats to move?
- Could opening the emergency tow ropes jeopardize the safety requirements at the terminal?

To avoid unnecessary handling of thick wire ropes on ships, a risk assessment should be borne in mind at the terminal to determine if there is a customary requirement for ships to equip emergency towlines.

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

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Terminal Emergency Plan: This emergency plan shows the dangerous situations that may occur inside or outside the Terminal and the sequence of actions to be taken in each dangerous situation.

The plan includes the following sections:

- Incident investigations
- Debris
- Fire
- Fire Fighting Equipment
- Fire Protection
- Bomb Threat
- Earthquake
- Sabotage
- Flood and Flood
- Emergency Pressn Relations with Broadcasting Institutions

Each chapter explains in detail the precautions to be taken in the event of an emergency. Updating the plan and keeping its records is under the supervision of the Terminal OHS and Environment Officer. (eg telephone contacts, emergency contractors, personal phone numbers).

8.3 Arrangements for the first response to accidents involving Dangerous Goods

Incident investigation and investigation: In the event of an emergency, such as fuel spillage or an accident, the time and sequence of events must be recorded precisely. For this reason, an incident investigation form should be kept at the crime scene and at the Terminal to determine the actual time. Whenever possible, it is helpful to immediately record information surrounding a particular event. In this way, the witnesses who watched the event do not forget vital information or talk to people who are unrelated to the event, and their first impressions are not distorted. If possible, it is of great benefit to take statements from firefighters and police who watched the incident. The Incident Investigation form numbered RP-CEY-SEÇ-001 is used for this work.

Debris: In the emergency plan, the actions to be taken in case of fuel spillage are listed below.

- Where the tanks are located
- filling islands
- Sea


If the spill is large enough to require the intervention of a specialist contractor, Terminal management is responsible for coordinating this work.

Onshore Spills and Leaks (Fuel Product Overflow, Leakage or Spill on Site)

Product transfer will be stopped when product overflow or spillage is detected in the filling or discharge islands. The source of the current and the type of the product should be determined. No motor vehicle is allowed to pass or work in the filling area and all hot works near that area are stopped.

Against the risk of fire, the door security is informed by radio and/or telephone, and necessary precautions are taken. Door security personnel prevent the vehicle from entering the filling.

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The filling personnel informs the necessary information (type of the spilled product, amount, spilled place) by conveying the situation to their superior without wasting time.

For maximum safety, people who are not related to the subject in the area will be removed from the area, taken to a distance where the spill vapor will not affect them, and to a safe area so that they will not be in the effect of the product vapor due to the wind effect.

If the spill is small, the spill is directed to the channels and intervened appropriately. If the spill is large and the spill response methods are not known, a terminal spill response team trained in this field is expected to intervene. A major leak, overflow or spillage alone will not be dealt with.

Intervention works are carried out to take the wind from behind as much as possible. In the studies, contact of the product with the eyes and skin and inhalation of the vapors are avoided.

When dealing with spills, leaks or overflows, protective equipment and materials (oil or chemical resistant work gloves and work clothes (if necessary, overalls should be used), hard hat, work glasses and work boots.) If there is a possibility of exposure to product vapor while collecting the spill, a half face mask (Combined filter) is attached. In closed areas with low oxygen, the oxygen tube is also attached with the mask. H2S procedure no. PR-CEY-İŞL-003 is applied together with this procedure.

To stop leakage from the source of the spillage, valves, pumps, shut off or discharge, leakage source plug, wooden wedge, etc. cut with materials. Then, if the tank causing the spill is a movable equipment such as a land tanker, it is pulled to the side of the separator without starting the engine.


If it is possible to divert the spillage to the channel, it is ensured that the spillage is directed to the water and oily water drainage channels and reaches the separators. The fuel accumulated in the separators is pressed into the slop tank (30 m³ for white product, 1000 m³ for black product) by means of existing pumps.

If it is not possible to direct the spillage into the channel and the spillage spreads by flowing on a sloping area, sand, bentonite, lime, absorbent sausage, absorbent pad, etc. should be placed in front of it. barrier is made with the material. This barrier should be of sufficient height and width to contain the stream. The fuel that can be withdrawn in the barrier is taken into the slop tank by repeating the procedures in the previous item. If it is not possible to withdraw, the accumulated product absorbent pad etc. It is collected with the absorbent material and transferred to the barrels by squeezing the absorbent material. If the spill is a black product, it is prevented from spreading around by absorbing the spillage with sawdust and absorbent pads. Then, the contaminated sawdust is taken to the temporary waste site and sent to the final disposal facility by licensed vehicles.

Sand, pad, etc., which have become unusable again. absorbent materials are taken into clamped barrels and sent to the licensed disposal facility by licensed vehicles for final disposal.

The clothes, gloves and boots of the personnel responding to the spill are washed after the work in an environment with a drain connected to the separator and with ventilation (preferably outdoors).

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Within 24 hours at the latest from the date of the incident, the information obtained about the incident is filled in the "Incident Investigation Form" and the Crisis Management Procedure is acted upon.

Product Leakage and Spill from Storage Tank Sites:

The source of the current and the type of the product are determined. No motor vehicle is allowed to pass or work in the tank area and the area around it, and all hot works near that area are stopped.

Against the risk of fire, the fire department and the door security are informed by radio and/or telephone, and necessary precautions are taken.

The personnel, who saw the incident, informs their superiors immediately (type, amount, spilled place) of the spilled product.

Employees of the contractor company working in the tank area are notified and their work is stopped until a second instruction. For maximum safety, people in the area who are not related to the subject are taken away from the area, to a distance where the spill steam will not affect them, and to a safe area where the product vapor will not be affected by the wind effect.

If the spillage is inside the dike walls of the tank area and in large amounts, for example when the tank is split, etc., the tank area drainage channels are closed by means of valves and the product is kept in the dike. Safety measures are taken for a possible fire. The goods in the dike are towed by safe methods. The requirements of the H2S procedure numbered PR-CEY-İŞL-003 are also applied with this procedure.


If the spillage is within the vertical walls of the tank area and in small amounts, the product is taken to the separator by the pipeline whose slope of the tank area is directed to the separator and from there it is collected in the slop tank.

If the leak or leak is in the pipe circuits, it is tried to control the spread of the leak by placing a cut barrel or pan under the place where the leak is detected. In addition, leakage is tried to be prevented by temporarily attaching a clamp to the leaky part of the circuit or by placing a different leak-proof material. If the product is passing through, the transition of the product is stopped by the chief or the relevant personnel. All valves connected to the circuit are closed immediately. The circuit is completely drained into cut barrels or pans. Absorbent material can also be used if necessary.

If the leak, drip or leak is in the flanges, first a cut barrel or pan is placed under the flange and the discharge is collected in a container. The operation is stopped, even all the valves involved are closed. In the meantime, the stud nuts of the flange are tightened and the leak is tried to be eliminated. If it cannot be removed, the flange needs to be opened, possibly because the gasket material is not functioning. For this reason, procedures are started under the supervision of the relevant supervisor for the discharge of the circuit. In the meantime, the methods described in the previous article to prevent leakage should be applied and product leakage should be prevented as much as possible. After the flange is opened, the circuit is drained and the problem is investigated and resolved. The spillage is conveyed to the separator through oily water channels and from there it is drawn into the slop tanks.

If the leak or leak is in the pump, the leak is collected in the cut barrel and the circuit is drained, drained and examined by the maintenance-repair department of the pump, and the problem is detected and resolved.

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The clothes, gloves and boots of the personnel responding to the spill are washed after the work in an environment with a drain connected to the separator and with ventilation (preferably outdoors).

Within 24 hours at the latest from the date of the incident, the information obtained about the incident is filled in the "Incident Investigation Form" and the Crisis Management Procedure is acted upon.

Immediate Plan for Negativities That May Occur During Ship Unloading and Loading

During ship evacuation and loading, fire and fuel spill collection equipment on both the ship and shore side is always ready for use.

In case of emergency, alarm and first response to the incident is initiated by the person closest to the incident and immediately informs a superior.

Discharge, loading, ship detection etc. operations are stopped immediately, hoses are thrown away, all valves on the ship and land side are closed.

If the spill is small, the terminal and/or the ship will intervene with their own means. If it is a large spill, the "Joint Plan Against Fuel Spill" is applied.

The moored vessels must take their own precautions and, if necessary, must be moored and unhooked.

If there is a fire on the ship, after the personnel is secured, all doors and tank covers are closed, the ventilation system is stopped, fire fighting and tank cooling processes are started.

If necessary, the power of the facility is cut off.

Necessary measures are taken to combat fire and fuel spillage on the shore side, no one is allowed near the scene of the incident except the relevant persons.

When necessary, the sea and land fire brigades, police, gendarmerie, Regional Port Authority and medical intervention institutions are notified. In addition, the relevant people in the Head Office are informed about the event.

If possible, the remaining goods on the lines are taken into suitable tanks in line with the directives of the Terminal Manager.


After the situation returns to normal, the Terminal Manager prepares a report summarizing the incident in all details to be given to the relevant units in the Central Office.

Joint Plan Against the Possible Fuel Spill:

In case of fuel spillage, there is a plan to be implemented with neighboring terminals (Petgaz, Milangaz, Aygaz, Bizim gas, Akpet). Terminal Manager is responsible for updating this plan. If the spill is a large-scale spillage within the framework of the law numbered 5312, it is intervened by teams formed by the terminal personnel affiliated to the regional port authority, local emergency teams, nationwide emergency teams, coordinated teams with special equipment and equipment that have received OPRC training, and have conducted exercises of this work. .

Within the framework of the law, emergency response teams have also been formed within the facilities affiliated to Botaş Port Authority, these teams consist of people who have

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gradually received OPRC1 and 2 training and participated in the exercises ordered by law. An EMERGENCY ACTION PLAN and equipment are available for all major spills within the framework of the port authority.

FIRE:

General:This section describes the equipment and methods to be used for fire prevention, control and extinguishment. The implementation of the "Fire Plan" described below should be reinforced with periodic exercises and training.

Definitions

Ignition Temperature:The temperature required for the initiation of combustion is examined in three categories:

Flash Point is the lowest temperature sufficient for a liquid from a small flame to mix with air to produce a vapor ready to flash for a moment.

The fire point is the lowest temperature at which the heat released by the burning steam creates sufficient steam to continue the combustion.

Autoignition Temperature is the lowest temperature sufficient for a substance to spontaneously ignite.

Fire Fighting Principles:For a fire to occur, three essential elements must come together. These are listed as fuel, oxygen and heat to make the first ignition.

These three essential elements are called the Fire triangle.

Once the fire has started, it continues until the fuel or oxygen runs out or the fire is extinguished. The essence of fire extinguishing measures is to disable one or more of the elements and they can be classified as follows.

Do not expose or limit fuel. These operations are to remove the combustible material from the vicinity of the fire, close the valves or prevent the fuel from feeding the fire, etc. such measures.

Asphyxiation or asphyxiation. If the amount of oxygen around the burning substance is sufficiently reduced, the combustion is stopped. This can be done by using various halogens such as foam, dry powder, CO₂, or a fire blanket on small fires.

Limitation of cooling or temperature. This is done by lowering the temperature of the burning substance below the ignition temperature again; it is usually carried out with stationary or portable waterjet equipment.

Tank Fires:This type of fire is not common. Especially in tanks carrying black fuel or other fuels with a flash point above 22.8 °C, this phenomenon is not very common. If seen, it is necessary to spray a large amount of foam, preferably around the burning liquid. Since the required water pressure and quantity is more than the Terminal staff can provide, it will be necessary to make use of the facilities and special supplies of the local fire department.

Ground Level Fires:Ground level fires, especially at the beginning, can be extinguished with the intervention of Terminal personnel with the available fire extinguishing equipment. It is useful to remember the following in this regard.

It is easier to take preventive measures than to extinguish it.

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Take immediate and effective action to extinguish a fire when it occurs.

If the fire is too large to be extinguished with first aid equipment, try to isolate it, or "contain" it, until help arrives.

The best method of "containing" a fire at ground level is to block the flow with sand, earth or similar material.

Classification of Fires: Fires are 4 classes.

Class A- Materials such as timber, paper, straw, etc., generally of organic type. The best way to extinguish them is to spray water.

Class B - Liquids or solids that turn into liquids. These consist of two groups:

- i) Mixed with water.
- ii) Straight hydrocarbons that we process, immiscible with water.

Extinguishing agents according to group i) and (ii) are water spray, foam, light water foam, evaporating liquids (halogenated liquids or medium), CO2 and dry powder.

Class C- Gases or liquefied gases such as LPG. Since the nature of these products is variable, extinguishing processes also vary. Some suitable environment and techniques to be applied should also be examined.

Class D- Metal fires, CO2 dust or sand is used, but there are special media to be used normally.

Electrical Fires:

These types of fires caused by or by electrical equipment can belong to any class and are not included in a separate class. The work to be done here is normally to cut off the current and extinguish the burning material with the appropriate method. If these processes cannot be done, special extinguishing agents that are non-conductive and will not damage the equipment are used. These include evaporating liquids and CO2. Dry powder can also be used, although it may damage some sensitive equipment. Because it is a difficult process to remove the sprayed powder from the equipment after the fire is extinguished.

Fire Plan: Fire extinguishing operations at the terminal are the responsibility of the Terminal Manager. A fire extinguishing plan has been prepared, the following topics have been addressed within this plan, the instructions have been expressed in short and clear terms and have been posted on all bulletin boards. Fire relay cards were distributed to all personnel, and the firefighting team chart was hung on the posts of each unit.

General order of operations in firefighting;

- (1) Notify radio departments.
- (2) Report a fire by pressing the nearest fire alarm button.
- (3) Call 150 and report the fire.
- (4) The person receiving the notice notifies the Terminal Manager.
- (5) Terminal manager places the places he deems necessary (ambulance, fire brigade, portpresidency, district governorship) notifies the communication officer.
- (6) Communications officer notifies the necessary places.
- (7) In case of major fires, the Crisis Management Group (KYG) is informed.
- (8) Security personnel notify the authorities of the current number of personnel and visitors.
- (9) It is ensured to act according to the tasks shown in the firefighting team chart.

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(10) Persons who are not assigned to the scheme are kept at the assembly points.

In the event of a fire, drills will be held at least once a year, and more frequently if the Terminal Manager deems necessary, in order for the Terminal personnel to gain practice in the work they will do within the scope of the Fire plan. Drills should be conducted to cover all incidents and fire classes, including fuel spills. In order for all personnel to gain experience, fire extinguishers that are close to refill should be used during the exercise. If possible, the local fire brigade should be encouraged to participate in the exercise.

It is vital to keep the hydrants in the terminal ready for service. If foam jets are used during routine testing, it should be noted that the required pressure for the Jetmaster must be 10.3 bar at the jet, not the water pipes.

Records of all these exercises should be kept. Responsibility for keeping these records rests with Terminal HSE and Environment. If the exercises, drills and trainings are carried out within the scope of the ISPS code, the responsibility of keeping and keeping the records of these is the Terminal Port Facility Security Officer.

Fire training:An effective local fire training should be organized by the Terminal Manager so that all personnel receive proper training in the work environment and familiarize themselves with fire equipment. Practical instructional instructions should be given to all personnel on the exercise of extinguishing small fires with a fire extinguisher in a test area.

These instructional instructions should include:

- Operation of all types of fire extinguishers.
- Ydefinition of fire extinguishing agent.
- Special techniques to achieve the best result.
- What type of fire(s) will also be used.
- Code of the extinguishing agent.
- cause fireThe MSDS information of the item with p.

Technical and theoretical training should be followed by practical trials.

Extinguishing Agents:The fire extinguishing feature of water is due to the fact that it absorbs heat from the fire and lowers the temperature of the burning substance. In order for this heat absorption capacity to be fully realized, the water must evaporate and suffocate the fire by isolating the oxygen in the air around the flame. For this reason, it gives better results when used by sprinkling (pulverized) water than with a water jet.

Water is suitable for use on the following types of fires:

- a) Solid materials (timber, paper, etc.).
- b) When it is sprayed in the form of fog, it creates a protective curtain between the fire fighting personnel and the fire. In this case, the personnel responding to the fire may come closer to the fire for operations such as closing the valves and saving lives.
- c) Cooling facilities and equipment near the fire (eg tanks).

Water should not be used in the following situations:

- a) On power tools as there is a risk of electric shock.

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b) In volatile substances such as gasoline, as it is ineffective and has the risk of spreading fire. Water should not be used for extinguishing tank fires due to the possibility of boiling and overflowing. It should be used for cooling with appropriate equipment.

Foam:The foam forms a continuous surface consisting of small bubbles with a lower specific gravity than oil or water and spread over the burning liquid, leaving the fire without oxygen. It also absorbs some heat, lowering the surface temperature.

Water spray can be used to approach the fire center with the foam tool. If water is sprinkled on the foam, its effectiveness will decrease and in this case it will be ineffective in extinguishing the easily glowing petroleum products. The effect of the foam is also reduced at low ambient temperatures.

Foam used to extinguish oil fires is ineffective against water-miscible alcohol and some petrochemicals in normal application amounts. Although there are stabilized foams used for this purpose, they are difficult to maintain as they cause corrosion. Standard protein-based foams can be used to quench the fuel, but three times the amount of foam used in normal practice is required. The foam must not come into contact with power tools.

Types of Mechanical Foam:

Standard Protein based foams:This type of foam was the only substance used in foam-producing equipment for years. Although these are still available in some terminals, they have recently been replaced by fluorinated protein foams.

Fluorine Protein-Based Foams: While these are more expensive, they are much more effective in volume on hydrocarbon fires than standard-art protein-based foams.

Fluor Chemical Foam or AFFF:(aqueous film-forming foam) is a synthetic foam with rapid extinguishing properties and releases fluoro surfactant; Used in the "spill kill" unit. It is sold by its manufacturers under the trade names "Light Water" and Fluorofilm.

High Expansion Foam: Not normally used. Foam and foam producing tools are used according to the instruction given by a senior firefighter.

Carbon Dioxide:Carbon dioxide is a very effective fire extinguisher when used in places where it cannot easily disperse, which "suffocates" the oxygen in the air by separating it from the fire. Outdoor effect is limited. CO2 is used in closed areas where other extinguishers cannot enter. Since CO2 does not damage sensitive machinery and tools and is non-conductive, it can be used safely in electrical equipment and their surroundings.


Issues to Consider:

a) As CO2 replaces oxygen, it can cause suffocation. No one should enter a place where CO2 fire extinguishers are used until it can be verified that there is sufficient oxygen.

b) Liquid CO2 should not be used to bring a flammable atmosphere to an "inert" state, as it may generate static electricity. Dry chemicals stored in the warehouse or filled in the extinguishing equipment must be kept dry as they will clog the extinguisher when wet.

Evaporating Liquids:Evaporating liquids can be used effectively in all fire classes we may encounter. Some of the evaporating liquids, such as carbon tetrachloride and methyl bromide, are poisonous and should not be used. Bromochloride fluormethane (BCF), which is generally used in processes, is less toxic and produces a sharp, harsh odour. They also do not have a cooling effect like dry chemicals. When the fire is extinguished quickly and completely with

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these, it does not leave abrasive and corrosive deposits on sensitive devices. As research has shown that CFC (chlorofluorocarbon) and bromochlorofluorocarbon halons contribute greatly to the growth of the ozone hole, action has been taken to impose a wholesale ban on the use of these substances.

Meanwhile, the Distribution Policy of these items is as follows:

1. All tests against gas emission from BCF or Halon systems have been stopped.
2. BCF extinguishers are not placed anywhere outside of transport vehicles.

Annual:Sand as a "fire-suffocating" agent is only used for small fires at the surface of solids. However, sand serves a useful function in making barriers to prevent fluid from dispersing.

Fire Fighting Equipment:It is the Terminal Manager's duty to ensure that the fire regulations are understood and followed by every person working at the Terminal.

Ignition Causes:Unless authorized by the company, fire, naked light source, stove, radiator, electric torch or any device that may cause ignition cannot be brought into an area with a petroleum products storage license.

Work Permits:Every contractor working within the terminal or performing works related to it must have a valid Work Permit. (Global Terminal Petrol Dörtüol Terminal HSE specification)

To smoke:Smoking pipe etc. Smoking is prohibited outside the specially authorized place where there are utensils for burning.

Matches and Lighters:It is forbidden to carry matches and lighters without the permission of the terminal management. All staff and visitors must either leave these items at the door or store them in designated lockers.


Automobiles, Motorcycles etc.:All kinds of Cars, motorcycles and other vehicles are parked in designated areas only with the permission of the Terminal manager. Employees are not allowed to approach their private vehicles near filling islands or areas where oil vapor may be found.

First Aid Fire Fight:All fire extinguishers and other equipment will be kept in first class working order and will be refilled immediately after use. Except for routine testing, none of the equipment may be taken outside of its designated spot. All fire extinguishers, including those on vehicles, should be serially numbered and a record of all inspection, testing and refilling should be kept. Normally, fire extinguishers are hung at a height not exceeding one meter above the floor.

The backs of the extinguishers will be conspicuously painted yellow or a warning sign will be placed.

Responsibilities of Employees:In the event of a fire, the duty of the employees is to use the equipment provided or to perform the function detailed in the Terminal Fire Plan. All employees should know the location of first aid fire fighting equipment and be aware of the ways to use them in the most effective way. All Personnel are responsible for performing the tasks specified in the fire relay cards given to them. The non-assigned personnel will come to the assembly point as soon as they hear the alarm and the fire will act in accordance with the instructions of the 1st senior supervisor.

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Fire Alarms:All Terminals have audible fire alarms. If the alarm is powered by electricity, it should be attempted at least once a week. Other alarms are monitored at a time determined by the terminal management (at 12 o'clock on Fridays for the Dortyol terminal). Before the alarm is given for the trial, the surrounding organizations and the fire department are informed the first time and if changes are made, they should be notified for updating. In the event of a fire, the alarm must be given immediately. The Fire Brigade must be notified as soon as the alarm is issued. After the firefighting comes, he takes over the authority of the firefighting business.

Local Fire Service:Telephone numbers of fire, ambulance and police stations and the appropriate dialing code should be prominently displayed where all personnel can see it. The correct address of the terminal should be determined in agreement with the fire department. This address should be clearly communicated to the firefighter answering the 110 phone call. The local fire brigade should be provided with a plan showing the location of the Terminal's fire equipment, water lines, and outlet valves. Visits should be encouraged for the Fire Brigade to get to know the Terminal and these visits should be made at regular intervals.

Marking the Outputs:Fire exits on all sides of the terminal should be clearly marked and materials that would prevent the exit should not be kept there. There are 4 emergency exit doors in the terminal.

Fire Protection:The types and quantities of each Terminal's fire protection equipment are determined in consultation with the local Fire Brigade and the Terminal licensing authority.

This:The water required for cooling and fire fighting is supplied from wells. There is a 1000 cubic meter water tank that is always filled with automatic systems.

Fire Pumps:There are at least 2 fixed fire pumps in the terminals. One of them is a spare one is a continuously running pump. There are 8 fire pumps, 2 of which are jockeys, in our terminal. One of them is a diesel pump with a capacity of 650 m³/h. It is vital to keep these equipment in full working order. These need to be routinely inspected and trial run in Terminal fire exercises. All fire pumps are tested at the terminal every Friday. Fire pumps are regularly maintained within the framework of the annual maintenance plan of the maintenance department, and these maintenance and malfunctions are recorded.

Main Water System Ring:The main water system ring surrounding the place where the tanks are located starts from the pump room and completely surrounds the terminal. Likewise, the foam system ring starts from the terminal fire pump building and goes around the entire terminal.

Water Outlet Valves:


The planned maintenance of the existing water outlet valves in the system is followed by the relevant department and kept in working condition. All malfunctions and maintenance are recorded.

Fire Hoses:Fire hoses are kept in good condition in fire cabinets and should be replaced when worn out. They are opened in exercises and their latest status is checked.

Mechanical Foaming Equipment:Mechanical foam is obtained by aerating the foam compound. The pressure during the water jet creates a high quality and complete foam coating or blanket. The resulting foam is stable, sticky and heat resistant.

Foaming Balls:There are two types of portable foam or water polo equipment:

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"Jet Master" cannon, "Slim Jet" cannon, "Jet Master":

Handling and Cleaning of Foam Equipment:All parts of the foaming equipment should be thoroughly washed with fresh water after use. In cold weather, the water should be warmed. If not cleaned thoroughly after use, the foam compound can form a hard sludge even after dilution with water, preventing the equipment from functioning properly.

Foam Compound Storage:The foam compound can be stored indefinitely if it is not contaminated with other products and rust and is not allowed to coagulate. Its containment carries some problems. The most important of these is the decay of the packaging it is in. The most important of these is that the air remaining in the packages causes oxidation. To prevent this, the container containing the foam must be FULLY FILLED up to the upper edge level and sealed.

Continuity of Foam Source:It is vital that the foam supply is available in sufficient quantity for at least 30 minutes during the entire firefighting. Foam is normally contained in 25 liter drums, but in terminals with large foam generators and a few small generators, bulk materials are needed in vehicles. Storage procedures for packages are given below.

- All packages should be kept indoors and away from hazardous areas. The warehouse used should be protected against the possibility of freezing and should be kept away from constantly hot places such as the steam boiler room. Pallets, slats or racks should be used so that the packages do not come into direct contact with the ground.
- The location of the foam bin should be known to all employees and the "FOAM TANK" should be written in large letters on the door.' should be written.
- The warehouse where the foam compound is stored should be located in an easily accessible place and there should not be any parts in front of the door that would hinder the entrances and exits.
- The packages containing the foam compound should be checked frequently against oxidation and the oxidized packages should be replaced.
- It is generally not recommended to store the compound in drums due to the difficulty of use.
- When transferring from an old packaging to a new one, a funnel should be used. The tip of the funnel should be long enough to reach the bottom of the new packaging. This prevents unnecessary foaming.
- In our terminal, foams are stored in 2 foam tanks at the fire foam station, in 1000-liter plastic packages behind the fire pump room, in 25-liter plastic drums in the fire pump room and in two 1000-liter mobile fire foam vehicles.

Fire warning system:A smoke detector system is installed in all transformers, generator rooms, administrative buildings and similar closed areas at the terminal. When this system detects smoke, it gives an alarm and warns the relevant people.

Bomb Threats:Every bomb threat will be treated as absolutely true. Every month, against bomb threats, the "Bomb Warning Report" is signed and filed by the department managers, and it is followed whether a bomb notice was made within that month. If the incoming notice is by phone; A "Bomb Notification Form" is prepared for the bomb notification. The incoming notice is filled by the switchboard officer to cover the questions in the form and transferred to the relevant units. In an emergency, wise guidance of the press, the public, employees and customers is one of the main conditions. In a serious emergency, a very complex situation can

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arise. All kinds of rumors and exaggerated statements can be encountered. Using the wrong methods in an emergency can harm both the company and the employees; it may also cause additional financial losses. Bomb threats and notifications are detailed in the Terminal Port Facility Security Plan within the scope of ISPS code, training, drills and bomb search and rescue issues are explained in this plan. The Port Facility Security Plan is confidential due to laws and regulations. Only designated officials are allowed access.

Earthquake:By controlling the fuel tank area, valve room, pumping, collector, filling units, heat center, warehouse and buildings, fuel, additives, etc. It is checked whether there is any leakage or flow (if the earthquake occurred during working hours, by the Terminal Manager, Operations Manager and the relevant unit officials determined by them, and by the operating personnel and the shift chief if it was night). According to the results of these controls, damage, fire, etc. risks are identified.

If there is a risk of product spillage, injury, fire or spillage, these are dealt with within the scope of the emergency plans described earlier.

Gas, liquid electricity etc. Thinking that leaks may exist, it closes the main switches and valves.

If injured, first aid is given by the First Aid Team.

Radio and telephone lines are not busy.

All guests and non-attendant personnel in the terminal gather in the assembly area.

Considering that new earthquake waves may come, be prepared.

Sabotage:The terminal's sabotage protection plan is available within the framework of the Port Facility Security Plan. This plan was made and approved within the Provincial Gendarmerie Regiment Command. The sabotage protection plan is confidential and available only to authorized personnel.

Flood and inundation:By determining which part of the terminal is under water, the energy of the relevant areas is cut off.

According to the severity of the flood or flood, in the flooded areas, goods, pipes, etc. Flooded areas are carefully entered as there may be drifting materials. Since the existing canals are also under water, very careful action is taken in the places where the canals are known beforehand.

Depending on the severity of the flood or flood, there may be breaks in pipelines, supports, and protected underground energy lines, as well as the risk of fire, spillage and leakage in these areas.

If there is an injured person, the first aid is given by the First Aid Team by selecting the most appropriate area.

RELATIONS WITH PRESS INSTITUTIONS IN AN EMERGENCY:

Under no circumstances are interviewers, photographers, Television or radio crews allowed inside the Terminal. These people are informed that the Terminal is a "Potentially Dangerous Area" and they are told that they cannot enter as per company policy.

The press can naturally conduct interviews outside the confines of our property. Just as we do not have the power to stop it, it is inconvenient to even try. However, it is recommended not to make a statement to the company staff without their express permission.

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Serious and Major accidents should be reported to the Executive Board as soon as possible.

Never; There is no meeting with the press, No responsibility should be accepted.

According to the Crisis Management procedure; Only the General Manager and the Legal Department are authorized to negotiate with the press.

Ship Emergency Departure Procedure:THE PROCEDURE TO BE FOLLOWED IF THE SHIP IN THE GLOBAL TERMINAL PORT HAS TO SHIP IMMEDIATELY FOR ANY REASON.

1- AFTER berthing at the PORT, THE SAFETY CHECKLIST WILL BE AGREED AND A RADIO CHANNEL WILL BE DETERMINED FOR THE OPERATION. (Terminal VHF channel is 9.)

2-EMERGENCY STOP AND SIGNS WILL BE DETERMINED AND AGREE WITH THE GLOBAL PORT.

3- DURING THE OPERATION AT THE PORT, THE MAIN MACHINE WILL ALWAYS BE IN STAND BY CONDITION.

4- IF THE CARGO OPERATION STARTED IN THE PORT, THE OPERATION WILL BE STOPPED IMMEDIATELY AS FIRST AGREEMENT AND THE HOSE WILL BE DISASSEMBLED ASAP.

5- THE ROPES WILL BE BROKEN IMMEDIATELY, MANEUVER PRIORITY WILL BE TAKEN WITH SOUND AND LIGHT ALARMS AND THE MANEUVER WILL BE MADE FROM THE FOUND POINT IN THE OTHER DIRECTION.

EMERGENCY PREPAREDNESS

WHILE TO BERTH TO GLOBAL TERMINAL CBM BELOW MENTIONED EMERGENCY LEAVING PROCEDURE WILL FOLLOW;

1- AFTER THE BERTHING, FIRST OF ALL SAFETY CHECK LIST SAHLL BE AGREED & SIGNED AND A RADIO CHANNEL DEFINED BY THE SIDE. (TERMINAL VHF CHANNEL 9)

2-THE EMERGENCY STOPAGE AND SIGNALS SAHLL BE AGREED.


3-THE MAIN ENGINE WILL BE IN STAND-BY POSITION WHILE THE BERTING PERIOD.

4-AFTER STARTING THE CARGO OPERATION AT THE FACILITY AND IN CASE OF ANY EMERGENCY SITUATION, THE CARGO OPERATION WILL BE STOP AS AGREED AND THE CARGO HOSE / HOSES DISCONNECT IMMEDIATLY.

5- THE MOORING WILL BE TAKE – OFF AND TAKE THE PRIORITY MANEUVER WITH LIGHT AND VOICE ALARM AND LEAVE FROM THE FACILITY THROUGH TO OPPOSITE SIDE.

CRISIS MANAGEMENT GROUP (CIG):It is the board formed by the authorities that will provide the necessary intervention and coordination in order to overcome all major accidents or pollutions where human life is in danger, causing significant damage, and all events that may have a negative impact on the group image and disrupt the business with the least damage. Incidents that occur during and/or outside working hours consist of the same fixed members, but board members have been determined. (Section 5.1.2.) Although the coordination authority of the Board is the KYG President, it will act in coordination with the department managers who will be most affected by the incident.

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CRISIS MANAGEMENT CENTER (KYM): It is the meeting and working place of the KYG, whose place is determined, known and easily accessible at any time, with the necessary communication devices and safety conditions. In case of incidents during working hours, the central office is the Ceyhan terminal in other cases.

All personnel working in these facilities are responsible for the implementation of this procedure. All executive personnel at Global Terminal Petrol should have knowledge of how to act in a crisis environment.

All kinds of accidents, damages, fires, earthquakes, explosions, etc. that may occur in Global Terminal Petroleum facilities. The Terminal Manager at the Ceyhan Terminal and the Operations Manager at the Head Office are responsible for making the first notification in case of incidents.

Terminal Manager or Operations Manager makes the first notification to the CEO and/or CFO by phone. Then without wasting time; Containing the following definitions regarding the event that has been experienced or continues to be experienced; is responsible for making a written notification to KYG within 1 hour at the latest by e-mail by writing brief information about the place, time, event, cause, last situation and possible effects.

In the next process, the accident report should be prepared in detail. The person responsible for the report to be assigned by the head of KYG is responsible for preparing the Accident Report. The prepared accident report is sent via e-mail to all KYG members by the Operations Manager if it is an incident at the Center and by the Terminal Manager if it is an incident at the Terminal.

All kinds of technical measures are made in accordance with the knowledge and approval of the Technical Group. However, in very urgent cases, it is the Terminal Manager's authority to take the first 24-hour temporary measures.

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

In case of emergency, the relevant units and numbers written below can be reached within the facility.

ON-SITE

TERMINAL SWITCHBOARD	: 0 326 734 1620 (111-112-122)
TERMINAL SECURITY SUPERVISOR	: 0 326 734 1620 (150)
TERMINAL CHIEF	: 0 326 734 1620 (121-141)
TERMINAL MANAGER	: 0 326 734 1620-21
TERMINAL OPR	: 0 326 734 1620-21 (121-113)
HSE TERMINAL	: 0 326 734 1620-21 (141-121)

OFF-SITE -FIRE

ALO YANGIN	: 112
YESILKOY FIRE BRIGADE	: 0 326 734 17 09
DÖRTYOL FIRE BRIGADE	: 0 326 712 22 15
KUZUCULU FIRE BRIGADE	: 0 326 764 71 11
PAYAS FIRE BRIGADE	: 0 326 755 78 06

HEALTH

ALO AMBULANCE	: 112
STATE HOSPITAL DÖRTYOL	: 0326 712 22 87
İLKE MEDICAL CENTER DÖRTYOL	: 0326 713 11 00
BIRTH-FUNERAL WORKS	: 188
HEALTH GROUP DIRECTORATE	: 0326 712 77 52
MINISTRY OF HEALTH COMMUNICATION CENTER	: 184
ÜMİT PHARMACY YEŞİLKÖY	: 0326 734 17 41
LIFE PHARMACY	: 0326 713 42 52
ISK. NEW STATE HOSPITAL UNIT	: 0326 618 24 24 (ext. 3456)
ADANA CITY HOSPITAL BURN UNIT	: 0 322 455 90 00 (ext. 2190)

SECURITY

POLICE EMERGENCY	: 155
GENDARMERIE HELP	: 156 - 0 326 712 12 24
DISTRICT POLICE DÖRTYOL	: 0326 712 12 88
COAST GUARD	: 158 - 0326 613 34 48
CIVIL DEFENSE İSKENDERUN	: 0326 613 07 88
POLICE HEADQUARTERS YESILKOY	: 153 - 0326 734 17 00

OTHER

BOTAS PORT PRESIDENCY	: 0 322 639 21 38
İSK REGIONAL PORT PRESIDENCY	: 0 326 614 11 92
PORT DIRECTORATE	: 0 326 614 00 47
PETGAZ (Bayegan)	: 0 326 734 27 66
LIKIDGAZ	: 0 326 734 25 46
AYGAZ	: 0 326 734 16 02
İPRAGAZ	: 0 326 734 11 12
GÜNEY WIMBA	: 0 326 734 19 20
By-PORT (former YENİYURT)	: 0 326 693 11 02
BOTAŞ DÖRTYOL	: 0 326 744 55 77
ÇEVRE URBANISM DÖRTYOL	: 0 326 712 10 48
DISTRICT OFFICE	: 0 326 712 12 20
THY	: 0 322 435 03 80
BAKIM ELECTRICITY	: 186

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8.5 Procedures for reporting accidents

No accident related to Dangerous Goods has occurred in the terminal so far, and all accident and Suggestion events that occurred in the Global Terminal are recorded in the Incident Investigation and Suggestion Tracking Form. The information in this form is classified as follows and statistical reports are generated:

- workday lost
- material damage
- Suggestions
- By type of injury
- According to the injured limb
- According to the time of occurrence.

Monthly statistical reports of accidents occurring in the terminal are submitted to the Terminal Manager. Terminal Managers present the reports at the management review meeting and ensure that actions required for improvements are decided.

8.6 Coordination, support and cooperation method with official authorities

Terminal Manager in case of all kinds of customs and similar third party government officials that may occur in the terminal; Disseminates information to the CEO, CFO, Government Coordinator and Operations Manager. However, the events that occurred; Information is transferred to the Technical Group within the scope of technical issues such as measuring instruments, truck loading and unloading units, tank filling and discharge units, ship loading and unloading units. In all other cases, Terminal Manager and Operations Manager are responsible for making the initial information sharing to the CEO and CFO.

When reporting the incident to the KYG President, the following details should be communicated as accurately as possible.

The Accident Report form on page 11/12 must be filled and sent to KYG by e-mail within 24 hours.

- Local date and time
- Caller's name, department and location (If it is a call, or if there is a person reporting from the area where the incident occurred)

Accident :

- Winner date and time
- location
- Number of injured or dead and their names (if available and known)
- plant, unitor office damage and loss

Evaluation:

- doubleunder ol / getting / could not get

Measures Taken:

- Fight against accident
- Staff andmeasures taken for repairs

Third Parties Involved:

- Public authorities, media

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CRISIS ADMINISTRATION CENTERS

Ceyhan Terminal: It is the Office of the Terminal Manager at the place where the crisis occurred. In cases where it is not possible, the closest place with the necessary communication equipment will be quickly turned into a Crisis Management Center and the Headquarters KYG will be notified.

Global Terminal Petroleum General Directorate Crisis Management Center is the office of the General Manager.

In all cases, expert assistance will be sought for outsourced work as a service. Depending on the location of the crisis issue, the Operation Manager or Terminal Manager will provide the contact with the authorized expert of the outsourced service.

8.7 Emergency evacuation plan for the removal of ships and marine vehicles from the shore facility in case of emergency

Fire and emergency abandonment plan:The ship's cavalry is responsible for ensuring the fire safety of the ship according to ISGROOT rules.

The ship's cavalry is responsible for keeping the number of qualified personnel ready at all times to lift the ship and ensure navigation and fire safety when instructed on board.

There will be at least two fire hoses at the appropriate distance of the cargo manifold, ready to use, opened to the deck with a dual purpose nozzle attached at the end and connected to the fire valve.

Two fire-fighting mobile manimaks with dry chemical powder (KKT) will be ready to be used at an appropriate distance from the manifold.

In case of emergency, the vessel will be ready to be unloaded and used for abandonment.

The pier equipped with a rope ladder or safety net should be ready for use on the outer side of the ship.

VHF channel 16 will be used for the police, lifeguard and fire brigade that may be needed in an emergency.

Storm and bad weather:When there is a wind of 20-25 knots nautical miles at the terminal, the evacuation is stopped. This decision is made by the ship's captain and the terminal officer. Dismantling the hose and the ship leaving the terminal are under the authority of the Terminal Management.

Tank washing, ballasting:Tank washings, ballast and slop tank discharges are prohibited for the ships in the terminal. It is forbidden to wash and paint the sideboards, sides and decks. Ballasting tanks during and after evacuation is subject to permission and must be specified in the evacuation protocol.

Evacuation of ship's personnel from the ship:In case of any emergency, on the ships connected for filling and discharge at the terminal; In case of emergency such as fire, oil spills, earthquake, terrorist attack, the ship's personnel is requested to be evacuated from the ship by the decision of the ship's captain;

The request of the ship captain is forwarded to the Terminal Management.

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The ship's captain complies with the planning of the terminal management. The crew of the ship is taken aboard the ship, and the crew of the ship is safely taken to the shore by calling the mooring engine that the terminal receives service from. The operation is signed with a report.

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

Identification and Classification of Wastes

Wastes that are/may arise as a result of Global Terminal Petroleum Ceyhan Terminal activities are classified according to their nature as seen in Figure 5, and waste separation, collection, temporary storage, recovery, transportation, disposal and control activities after disposal are carried out in line with this classification.

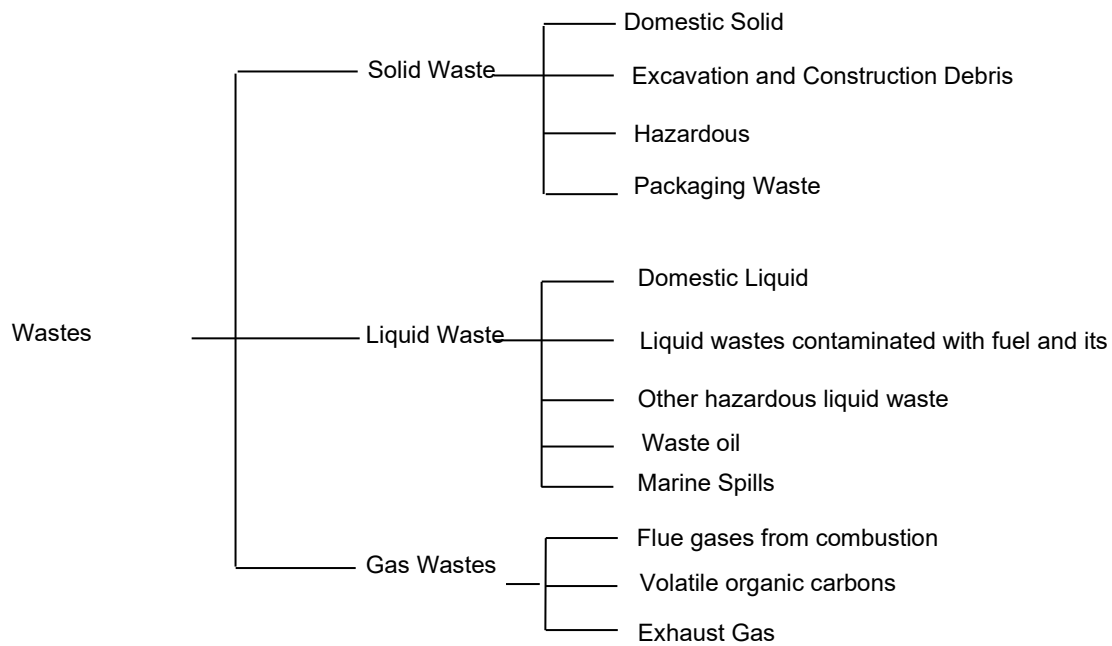



Figure 5.Wastes likely to occur in the facility

8.9 Emergency drills and their records

A fire evacuation search and rescue drill is held at least once a year within the scope of the drills regulation, an oil spill drill is held once a year within the scope of 5312 to combat marine pollution, a security drill is held twice a year within the scope of ISPS, and a building evacuation drill is held once a year.

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No	Tatbikat Adı	Tatbikatın Amacı	Tatbikatı Yöneten	Katılımcılar	Planlanan Tarih	Gerçekleşen Tarih	Planlanan Süre	Gerçekleşen Süre	Açıklama
1	Yangın-kurtarma-tahliye Tatbikatı	Yangına hazırlıklı olma, pratiklik kazanmak	İSG ve Çevre Uz.	Tüm Terminal Personeli	yıl içerisinde terminalin uygun olduğu tarihler				Yangın Tatbikat Raporuna Bakınız.
2	Tahliye Tatbikatı	Acil durumlarda en hızlı şekilde binayı tahliye etmek	İSG ve Çevre Uz.	Tüm Beyaz yaka personelleri	Şubat				Tatbikat Raporuna Bakınız.
3	Oil - Spill Tatbikatı	Körfez Bölgesel Petrol Kirliliği Tatbikatı	ARMADA	Komşu Tesisler ve Tüm Terminal Personeli	Nisan ekim				Oil-Spill Tatbikat Raporuna Bakınız.
4	ISPS Tatbikatı	ISPS kapsamında yılda bir kere tüm terminalde güvenlik tatbikatı	Atem Güvenlik	Tüm Terminal Personeli	Ekim ile Aralık ayları arası				ISPS Tatbikat Raporuna Bakınız.
5	BEKKT	Büyük Endüstriyel Kazalardan Korunma Tatbikatı		Tüm Terminal Personeli	Haziran kasım				Büyük Endüstriyel Kaza Seneryosu Formu na bakınız

Table 5.Annual Exercise Plan

8.10 Information on fire protection systems


Firefighting systems must protect potentially exposed equipment to avoid fire growth and to minimize fire damage. Ideally, most fires; it should first be controlled by isolating the fuel source and, if necessary and possible, extinguishing the fire using appropriate agents. Must be capable of full operation by personnel available locally within the first 5 minutes of the fire outbreak.

In ports with many terminals or in congested industrial areas, the local authority or port authority can provide the main firefighting capability. The quantity and type of firefighting equipment should be linked to the size and location of the terminal, the terminal's usability and any additional factors described in Section 19.1. Other relevant factors include the existence of mutual arrangements and the physical arrangement of the terminal. Because of these many variables, it is illogical to apply certain recommendations regarding firefighting equipment. Each terminal; should examine separately when deciding on the type, location and use of equipment. In addition to national regulatory requirements, capability should be based on general guidance within this Chapter and a formal report of risk analysis. Risk analysis,

- Capacities of ships that can be accommodated at the pier.
- The location of the pier and terminal.
- Type of cargo handled.
- Potential impact of oil spill.
- Protected areas.
- Local fire response capability.
- Level of education and experience of local emergency response organisations.

Portable and trolley fire extinguishers and monitors: Portable and wheeled fire extinguishers; Portable fire extinguishers should be placed in such a way that they can be reached without being carried more than 15 meters, like a fire extinguisher. Trolley

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extinguishers should normally be located at both ends of the loading arm bridges or in easy-to-find locations at the approach entry point to the Jetty.

The locations, protective boxes or cabinets of fire extinguishers should be kept in a continuous and conspicuous manner with appropriate colored or bright floor paint. The top or lifting handle of a fire extinguisher should normally not be more than one meter high.

Dry chemical extinguishers are considered to be the most suitable type of extinguisher for rapid extinguishing of small hydrocarbon fires.


Carbon dioxide extinguishers are in very small numbers on piers except at spots where small electrical fires can occur. However, indoor electrical secondary stations or commuter rooms at marine terminals should be equipped with a sufficient number of carbon dioxide extinguishers or have a fixed carbon dioxide system installed.

Foam extinguishers with a capacity of 100 liters with pre-mixed foam solution are suitable for use on piers. They are capable of producing approximately 1,000 liters of foam and providing a typical jet length of approximately 12 metres. Small foam extinguishers with capacities of about 10 liters are in many cases too limited to be effective in the event of a fire at a terminal. At least two portable foam/water monitors should be provided with foam induction hose of sufficient length for each pier and fire hose to facilitate spread at maximum range.

Fixed fire fighting equipment of the terminal: Fire water at marine terminals; it is often supplied indefinitely from the sea, rivers or the dock. Where a fire water supply is provided from a tank or static storage such as a tank or cistern, from the reserve for firefighting purposes it should be equivalent to at least 4 hours of continuous use at the maximum design capacity of the firefighting system. For firefighting The reserve will normally need to be supplemented by any other user taking water from the same static tank. Piping arrangements in static storage facilities should be arranged to prevent the use of firefighting reserve for other purposes and for the integrity of the water supply, such as a reserve that may need to be provided. Fire water flow rates and pressures,

Fire Pumps: Where applicable, permanently installed fire pumps should be provided on a scale to provide adequate reserve capacity allowing for unexpected events such as fire pump maintenance, repairs or breakdowns during emergencies. Pumps powered by electric motor, diesel engine and steam turbine are accepted. However, the choice of electric and steam turbine drives, the reliability of the steam, and the power supply in a particular installation must be taken into account. Typically, a combination of diesel and electric driven pumps is preferred. When fire pumps are located on a pier, it is important that they are in a safe and protected location or not by themselves a potential source of ignition to ensure the fire pump will not be left in place during a fire at the marine terminal. When choosing a location for fire pumps, consideration should be given to the loading bridge and the nearest tanker or barge. Where applicable, fire pump installations should be protected from the effects of a sea surface fire below or below the deck area of the installation. Protection; Structural barriers can be constructed with boom or water spray systems. In these conditions, the fire pump must be placed on a solid deck. Whenever electric motor driven pumps are installed, consideration should be given to the way power cables are routed and fire protection. It can be done with boom or water spray systems. In these conditions, the fire pump must be placed on a solid deck. Whenever electric motor driven pumps are installed, consideration should be given to the way power cables are routed and fire protection. It can be done with boom or water spray systems. In these conditions, the fire pump must be placed on a solid deck. Whenever electric

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motor driven pumps are installed, consideration should be given to the way power cables are routed and fire protection.

Main Fire Line: Continuous fire water main pipes and/or foam-water solution main pipes are located close to the approach roads to the piers at the marine terminals. The main pipes should be extended as close to the ends of the marine terminals as possible and should be provided with a sufficient number of water intake points (hydrants). Hydrant points usually consist of individual valved outlets and headers equipped with a suitable fire hose connection for the particular type of fire hose coupling used locally. Isolation valves must be equipped to prevent loss of the entire firefighting system due to blockage or a simple puncture of the fire circuit network. Isolation valves should be located so that there is still a supply at the port approach in the event of a defect of the fire main circuit in the port area. Where it extends from a shore installation to the pier main fire circuit, a valve(s) should be at the shore side end of the pier. Additional fire valves should be located above a isolating valve. When the piers are in the form of a sea island, the isolating valves; At least 50% of the main fire circuit network that will continue to operate in the event of a single point defect or during required maintenance should be located in the network and sufficient hydrants should still be provided for the total fire water demand. The main fire circuit building material must be compatible with the water supply. The minimum capacities and pressures for the main fire circuits depend on whether the system is used for cooling or foam generation and on the jet length required. Where frost conditions are encountered, the main fire circuits that are not protected in a dry style should be protected against freezing. In particular, where the fire water supply is from a shore net, any wet portion of the net should be buried below the freezing line or otherwise protected from freezing. Buried main fire circuits need to be properly coated and wrapped as a precaution against corrosion. Cathodic protection may also be required. Drain valves should be located at appropriate locations in the main fire circuits and flash points should be provided at the ends of the fire circuit network.

Fire Valves (Hydrants): The location of hydrants at marine terminals and the distance between them are generally determined by the property of the protected facility. At the pier or loading arm areas, it will often be difficult to properly space fire hydrants, whereas on approach and access roads, hydrants are located at intervals of no more than 45 meters in the dock or loading arm areas and no more than 90 meters along the approach or passageways. Hose connections must be of a design in accordance with the requirements of local or national fire authorities. Hydrants should be easy to find from approach roads or driveways, and should be located and protected in a way that does not cause physical damage.

International Shore Fire Connection: All marine terminals and piers equipped with a fire water system must have at least one 'International Shore Fire Connection' complete with bolts and nuts, if necessary, to supply water to a tanker's main fire circuit for fire fighting on board. The connection must be kept protected from the elements and positioned so that it is immediately accessible for use. The purpose and location of this link should be known to the relevant personnel and should be discussed during joint completion of the Ship/Shore Safety Checklist. A 63 mm hose connection must be provided for every 57 m³/h of pumping capacity required.

Pump Entry Points for Fire Fighting Boats: If tugboats are used for berthing and take-off of tankers at a terminal; they may be equipped to pump fire fighting water into the terminal's main fire system.

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Pump entry points should be located in suitable and accessible places near the ends of fire main pipes and preferably where fire fighting boats are securely attached. A fire boat in a dire emergency; It can be used to extend the fire water source to the shore main fire pipe network. Pump inlet points must contain at least 4x63 mm hose inlets or equivalent. Hose inlets; should have screw-type rotary valves and/or be equipped with non-return valves and placed to reduce the possibility of kinking in the hose. The locations of these entries; for example, it should be made conspicuous with appropriate markings and hydrants painted white.

Foam Systems: Foam concentrate; it should be properly proportioned and mixed with water downstream of fire water pumps and at some points upstream of application nozzles and foam making equipment. Fixed piping circuits are not recommended for expanded (air-entrained) foam; because the fully expanded foam cannot be ejected effectively forward due to loss of kinetic energy and high friction losses from such systems. The type of foam concentrate chosen; eg protein, flora protein, Foam in Aqueous Film Form (AFFF) or alcohol/polar solvent resistant type concentrate (hydrocarbon surface tension reducing type concentrate); it depends on the fuel type and formulation, whether or not noisy or non-sound equipment is installed and easy to re-supply. There are several systems available for supplying foam concentrate to foam making equipment on piers. Some of the major systems are briefly described below.

Specified 'Foam Concentrate' Piping System Using Atmospheric Foam Tanks

1) Bulk storage of foam concentrate in tanks or other containers.

2) Foam pumps for supplying the foam concentrate to the foam pipeline network.

Pumps can be electric motor or water turbine driven using a short cut from the main fire circuit.

3) Pipeline network, possibly 75 mm in diameter, that traverses pier and pier approaches from side to side, providing some exit points for the attachment of the foam induction hose to connect portable or stationary equipment.

Monitors (or Balls): While monitors are designed for foam only, they can be used for foam and water. Large-capacity monitors can normally be on a fixed installation or on a mobile unit. The condition of fixed monitors should be considered for vessels handling more than 20,000 dw tons at tanker piers. The scale of conditions should depend on its capacity, location and frequency of use of each scaffold. The capacity and number of foam monitors required will depend on local circumstances and conditions, including the capacity of fire water supply systems. Where a single lift foam monitor is provided for pier and onboard firefighting duty, the evacuation capacity of the monitor should not be less than 115 m³/h but can be up to 350 m³/h.

The monitors should be fed from the pier fire main circuit or manually actuated individually at each monitor platform, or manually or motor actuated remotely the isolating valve controlling a group of monitors, depending on the particular design.

Monitors may be located at scaffold deck level (normally only at suitable small terminals) or mounted on fixed towers. The effective height of fluid flow required from a monitor is assumed with planned private use. For example, to assist in the event of a fire involving the ship's manifold, freeboard height is important and with large tankers this can be over 23 metres, ideally fixed monitors ensure that the foam discharge is above the empty ship's deck height

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and maximum high tide height to adequately cover the ship's manifold. It should be placed on top of towers or on top of access pier towers to ensure

Typically, monitors should provide a jet length of 30 meters and a jet height of 15 meters in still air.


Monitors can be controlled manually or remotely, either from the tower base or from a distance. Controls from the tower base may need special protection. In fixed tower facilities; it can be retracted for manual control when the wind blows from the wrong direction, the smoke obscures the view and sight. Remote control can be done by electronic means, hydraulic or a mechanical link. The remote control point for elevated monitors should be placed in a safe place. However, the selection of a safe location will depend on the size and nature of the subordinated pier. When practicable, the monitor control point should be at least 15 meters away from the potential fire location.

Fixed Protective Systems Under Deck:At marine terminals that are far from the shore and spread over the water, the firefighting route will be difficult or dangerous when fixed protective systems are installed below deck or when firefighting boats are not available. In such cases, this type of system; may be required to provide a reliable basis for particularly useful operations during a major tanker fire and where there is a possibility of major spillage fires at sea down the berth. When firefighting boats are available for a quick response, in the event of a local fire at the water surface, a fixed water spray system can be installed below deck to cool (without burning) the unprotected supports and exposed structure. The discharge rate for such a system should be at least 10 liters per minute per square metre. When fire fighting boats are not available or a quick response to a fire is not available; A fixed foam/water sprinkler system can be placed below deck level to protect and cool supporting structures where unprotected materials are resisted without burning. Under these circumstances, such a system will ensure rapid control and extinguishment of an below deck fire. This type of system should discharge not less than 6.5 liters of water per minute per square meter. When the support piles and beams are constructed with fire resistant materials, eg concrete, reduced application flow rates of foam/water sprinkler discharge of a fixed system may be recommended. It may be placed below deck level to protect and cool supporting structures where unprotected materials are resisted without burning. Under these circumstances, such a system will ensure rapid control and extinguishment of an below deck fire. This type of system should discharge not less than 6.5 liters of water per minute per square meter. When the support piles and beams are constructed with fire resistant materials, eg concrete, reduced application flow rates of foam/water sprinkler discharge of a fixed system may be recommended. It may be placed below deck level to protect and cool supporting structures where unprotected materials are resisted without burning. Under these circumstances, such a system will ensure rapid control and extinguishment of an below deck fire. This type of system should discharge not less than 6.5 liters of water per minute per square meter. When the support piles and beams are constructed with fire resistant materials, eg concrete, reduced application flow rates of foam/water sprinkler discharge of a fixed system may be recommended.

Water-based fire-fighting equipment: Water-based fire-fighting equipment is normally in the form of fire boats or fire tugs, which can be quite effective especially when a fire has an opportunity to maneuver upwind.

Fire-fighting vessels must be well-equipped at their location, constantly on standby and able to be ready very quickly from the time of call, eg within 15-20 minutes, then scale of fire-

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fighting equipment supplied at a pier, determination after consideration of the capacity and correlation of local water-based fire-fighting equipment can be done.

Water-based fire-fighting capability is normally best provided by boats or tugs equipped with fire-fighting equipment, including foam facilities, capable of dealing with a deck fire on the largest tanker capable of using the harbour.

Where tugboats have firefighting capability as part of the terminal's planned response to fires in the terminal or tankers, they must be available as quickly as necessary if their assistance is to be effective. If these tugs are assisting a vessel in berthing or leaving the terminal or in another part of the port, arrangements should be made to ensure that, in the event of a fire emergency, they can be released as soon as possible to assist firefighting. They must be connected in an easily accessible, visible place if possible, in such a way that they can be easily released, and they must keep a constant radio and visual watch at the terminal. The service of these firefighting tugs in a fire, may not be available within a reasonable period of time, their assistance should not be included when determining firefighting requirements for the terminal. In special cases, a specially equipped firefighting vessel should be considered to be procured, such as ports with many terminals or terminals with many tanker handling. Especially at terminals with offshore piers, each fire fighting boat or boat must be equipped with an International Shore Fire Link or have the appropriate adapter for this purpose to supply fire water to a ship's fire water main. There should also be a similar connection on board that allows water to be supplied to the terminal main fire circuit. It should provide one 63 mm hose connection for every 57 m³ per hour of pumping capacity required. The decision to use tugboats to assist in fighting a fire at the terminal or in a tanker, or to use them to leave other vessels in imminent distress, should be made by the person fully competent in the engagement with the port authorities and in firefighting. Fire-fighting tugs should be equipped with UHF/VHF radios with separate channels for fire-fighting and towing, and should maintain direct contact with and under the control of a plenipotentiary fire-fighting person when fighting fires. Tugs with firefighting equipment should be checked regularly to ensure their equipment and stocks of foam composition should be in good condition. Fire pump and monitors should be tested on a weekly basis. Foam filling points on tugs must be kept clear so they are always ready for use. A decision should be made as part of the terminal's contingency plan as to whether trained firefighters should be on tugboats or whether personnel will be used for firefighting duties. The decision should be supported by appropriate training for designated fire fighters.

PASSES FOR FIRE FIGHTING SERVICES: Parking spaces should be provided for firefighting vehicles close to the approaches to marine terminals. In scaffold approach structures, the condition of the waiting or passing area should also be considered. Any limitations on the maximum axle weight for vehicles to pass through the pier structures should also be given consideration.

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

By ensuring that the procedures and principles regarding the duties and work of the fire fighting team, first aid team and other relevant personnel are carried out in case of a fire hazard and the precautions to be taken in order to protect the terminal against fire hazards, preventing the arrival of those other than those concerned, to prevent confusion and to make the best use of available manpower and equipment as soon as possible.

The above-mentioned description covers all personnel working at the terminal.

Reason for the last change: New document		
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All fire equipment is checked (physically and tested) regularly by technical safety (HSE personnel) every month. The checks made are listed and submitted to the top supervisor for approval.

In the list of fire equipment, those that are defective or require maintenance are notified to the maintenance unit in writing with a malfunction notification and / or work request form, and necessary maintenance and repair procedures are carried out, and they are kept ready at all times.

Fire Plan: Fire extinguishing operations are the personal responsibility of the Terminal Manager. A fire extinguishing plan should be prepared, instructions addressing the following topics should be short and clear, and posted on all bulletin boards. A copy of the fire plan must be kept in the Terminal's Emergency Plan under the heading "FIRE".

General order of operations in firefighting;

- (1) Notification of radio units.
- (2) Report a fire by pressing the nearest fire alarm button.
- (3) Call 150 and report the fire.
- (4) Notifying the Terminal Manager of the person who received the notice.
- (5) The terminal manager informs the person receiving the notification about the places (ambulance, fire department) he deems necessary.
- (6) Notification of the person receiving the notification to the necessary places
- (7) Informing the Crisis Management Group (KYG) in case of major fires.
- (8) Security personnel reporting to the authorities the number of personnel and visitors present.
- (9) Ensuring that the tasks shown in the firefighting team chart are acted upon.


In the event of a fire, drills will be held at least once a year, more frequently if the Terminal Manager deems necessary, in order for the Terminal personnel to gain practice in the work they will do within the Fire plan. Drills should be conducted to cover all incidents and fire classes, including fuel spills. In order for all personnel to gain experience, fire extinguishers whose reloading order is approaching should be used during the exercise. If possible, the local fire brigade should be encouraged to participate in the exercise. It is vital that the fire hydrants in the terminal are kept ready for service. If foam jets are used during routine testing, it should be noted that the required pressure for the Jetmaster must be 10.3 bar at the jet, not the water pipes. Records of all these exercises should be kept.

Extinguishing Agents: The fire extinguishing feature of the fire is due to the fact that it absorbs heat from the fire and lowers the temperature of the burning substance. In order for this heat absorption capacity to be fully realized, the water must evaporate and suffocate the fire by isolating the oxygen in the air around the flame. Therefore, it gives better results when sprinkled with water than when applied with a water jet. Water is suitable for use on the following types of fires:

- a) Solid materials (timber, paper, etc.).
- b) Forming a protective curtain between the firefighter and the fire when sprayed in fog. In this case, firefighters can get closer to the fire for operations such as closing valves and saving lives.
- c) Cooling facilities and equipment near the fire (eg tanks).

Water should not be used in the following situations:

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 GTS <small>GLOBAL TERMINAL SERVICES</small> GLOBAL TERMİNAL HİZMETLERİ A.Ş.	HISTORY : 02.03.2026
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a) On power tools as there is a risk of electric shock.

b) In volatile substances such as gasoline, as it is ineffective and has the risk of spreading fire. Water should not be used in tank fires due to the possibility of boiling and overflow.

8.12 Precautions to be taken in cases where fire protection systems do not work:The entire fire system within the facility is activated automatically. In case the system does not work, the valves can be opened manually. Support is received from the fire brigade and neighboring facilities.

8.13 Other risk control equipment:

9. OCCUPATIONAL HEALTH AND SAFETY


9.1 Occupational health and safety measures

Necessary controls are made to ensure that the work does not pose a danger to terminal activities, personnel and equipment, and that no work other than the scope of the work permit is performed. It is essential that the works are carried out in accordance with special instructions and technical safety rules. Identified information is taken from TL-CEY-SEC-004 Personal Protective Equipment Instruction and PR-CEY-SEC-001 Work Permits Procedures.

9.2 Information on personal protective clothing and procedures for using them

All employees are equipped with approved protective clothing and no one is allowed to work without wearing them. Whatever the case, it is essential to obtain the desired level of protection from personal protective equipment, by choosing, using and maintaining it correctly. The clothes are made of nomex fabric and are in international standards. It is resistant to fire swirl and has a reflector added against night detection. Fireproof suits are used by people who will enter the fire directly to intervene in open or closed area fires or to carry out a search / rescue activity in these environments. During tank cleaning, a one-piece dress (overall) that completely covers the body and is made of cotton should be worn. In this type of clothing, synthetic materials should not be used and should be discarded after the process is completed.

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10. OTHER MATTERS

10.1 Validity date of temporary operating permit

12 APRIL 2028

10.2 Tasks defined for Dangerous Goods Safety Advisor

As in section 2.4

10.3 Issues regarding those carrying Dangerous Goods that will arrive/leave the coastal facility by road

Issues Regarding Carriers of Dangerous Goods Carrying Dangerous Goods Coming to/Leaving the Coastal Facility by Road (Documents Required to be Kept by Highway Vehicles Carrying Dangerous Goods at the Entry/Exit of the Port and Coastal Facility Area;

- Filling place Vehicle physical Due Diligence Report eastern Mediterranean Regional Directorate of Customs and Trade İsdemir Customs Directorate form

- Tanker Safety Control Form

- In transports within the scope of ADR

- Suitable for transport and valid SRC 5 certificate
- ADR written instruction
- Suitable for transportation and valid Vehicle Conformity Certificate
- transport document

Equipment and Equipment These Vehicles Must Have;

- For each vehicle, at least one chock suitable for the diameter of the wheel and the maximum mass of the vehicle;

- Two sewn-on warning signs;

- Eye rinse liquid

Also for each vehicle team member

- a warning vest (as described in the EN 471 standard);

- Convenient portable lighting apparatus;

- A pair of protective gloves and

- Eye protection equipment (eg safety glasses).

Additional protective equipment required for some classes:

- An emergency mask for each member of the vehicle crew;

- Shovel 4;

- Drain seal 4;

- Collection container 4.

The Speed Limit in the Port Area is 20 km / h.

10.4 Issues for those carrying Dangerous Goods that will arrive/leave the coastal facility by sea

Issues Regarding Carriers of Dangerous Goods Coming to/Leaving the Coastal Facility by Sea (Day/Night Signs to be Displayed by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc.);

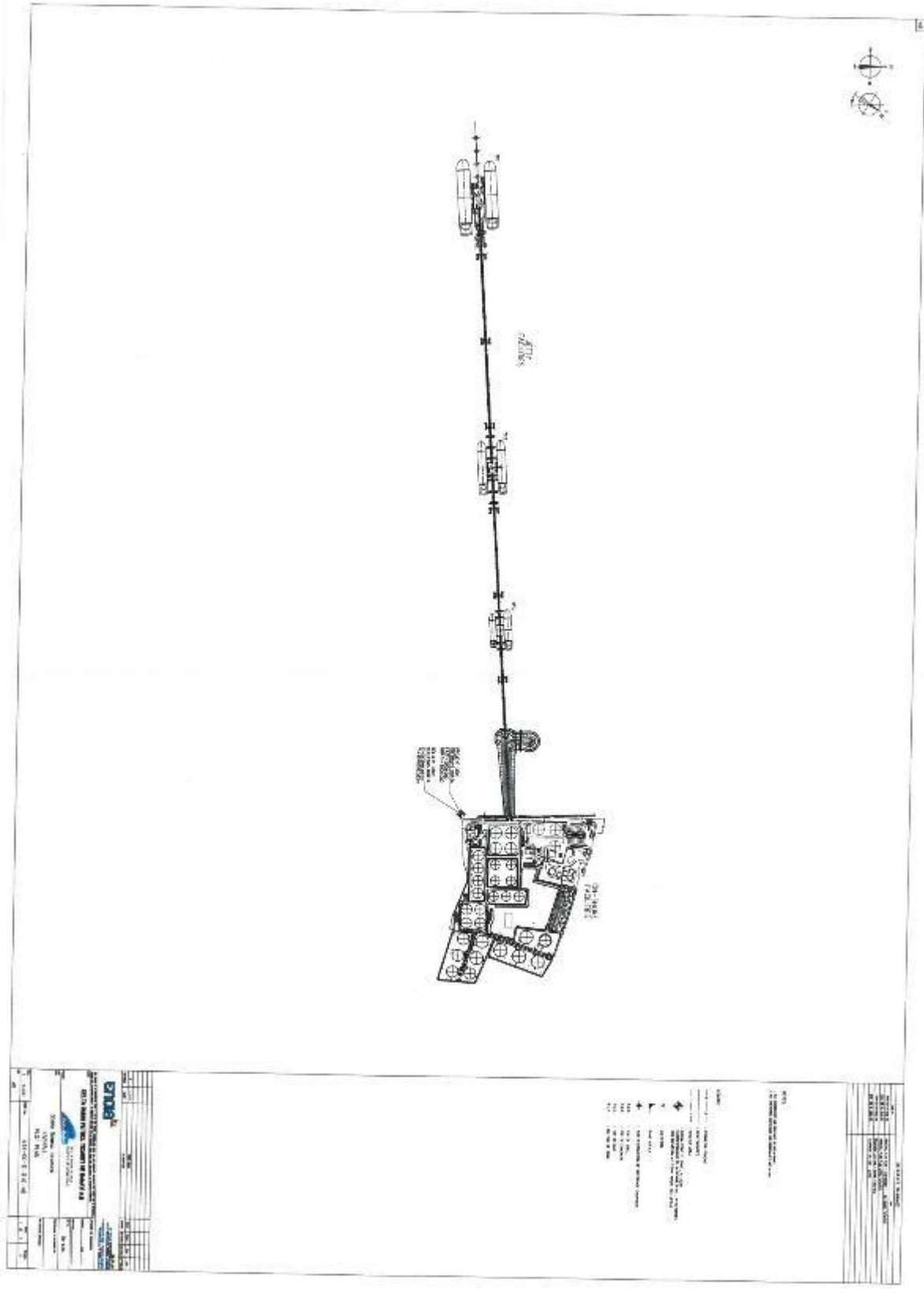
The burak banner is used during the day and the red lantern sign is used at night.

10.5 Additional considerations to be added by the coastal facility

There are no additional considerations.

Reason for the last change: New document		
Prepared by	Department Administrator Approval	Management Approval

ANNEX 1 GENERAL SITUATION PLAN OF THE COASTAL FACILITY



Reason for the last change: New document

Prepared by

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ANNEX-2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY



Reason for the last change: New document

Prepared by

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ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

FIRE

ALO FIRE	: 112
YEŞİLKÖY FIRE	: 0 326 734 17 09
DORTYOL FIRE	: 0 326 712 22 15
KUZUCULU FIRE	: 0 326 764 71 11
SHARE FIRE	: 0 326 755 78 06

HEALTH

ALO AMBULANCE	: 112
STATE HOSPITAL DORTYOL	: 0326 712 22 87
HEALTH GROUP PRESIDENCY	: 0326 712 77 52
MINISTRY OF HEALTH COMMUNICATION CENTER	: 184
ISK. NEW STATE HOSPITAL UNIT	: 0326 618 24 24 (ext. 3456)

SECURITY

POLICE IMMEDIATE	: 112
Gendarmerie Emergency	: 112 – 0 326 712 12 24
DISTRICT SAFETY DORTYOL	: 0326 712 12 88
COAST GUARD	: 112 – 0326 613 34 48
CIVIL DEFENSE İSKENDERUN	: 0326 613 07 88
Police Headquarters YEŞİLKÖY	: 153 – 0326 734 17 00

OTHER

MINISTRY OF TRANSPORT AND INFRASTRUCTURE	: 0 312 203 10 00
MARITIME GENERAL DIRECTORATE	: 0 312 203 10 00
BOTAS PORT MANAGEMENT	: 0 322 639 21 38
İSG REGIONAL PORT MANAGEMENT	: 0 326 614 11 92
PORT MANAGEMENT	: 0 326 614 00 47
PETGAZ (Bayport)	: 0 326 734 27 66
LIQUID GAS	: 0 326 734 25 46
AYGAZ	: 0 326 734 16 02
İPRAGAZ	: 0 326 734 11 12
SOUTH WIMBA	: 0 326 734 19 20
By-PORT (former YENİYURT)	: 0 326 693 11 02
BOTAŞ DORTYOL	: 0 326 744 55 77
ENVIRONMENTAL URBANIZATION DORTYOL	: 0 326 712 10 48
GOVERNORSHIP	: 0 326 712 12 20
Turkish Airlines	: 0 322 435 03 80

ANNEX-4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS

Reason for the last change: New document		
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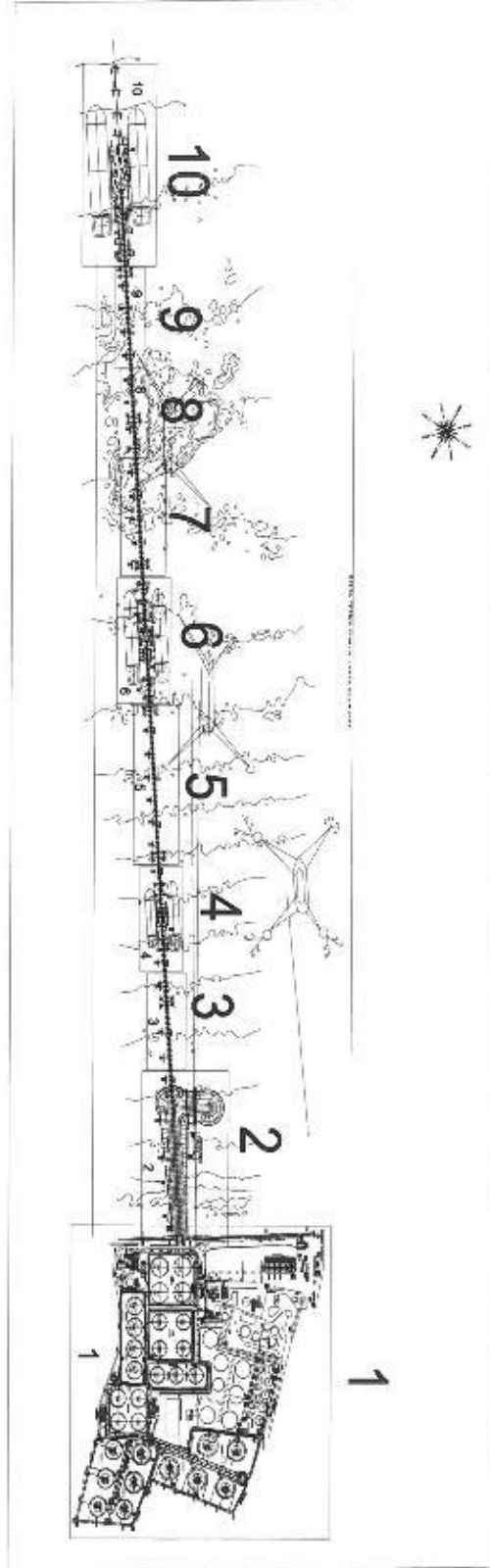
Reason for the last change: New document

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ANNEX-5 FIRE PLAN OF AREAS HANDLING DANGEROUS LOADS



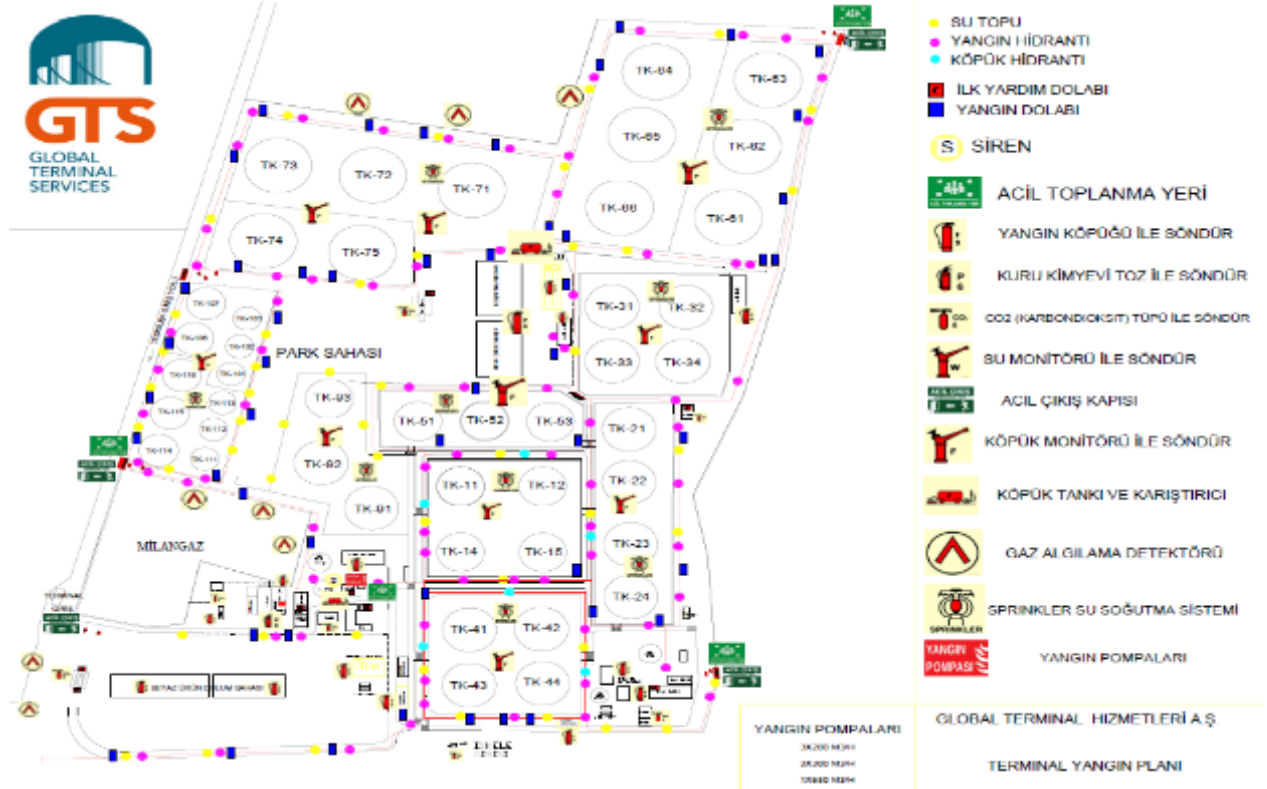
Reason for the last change: New document

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ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY



Reason for the last change: New document

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ANNEX-7 EMERGENCY PLAN

DANGEROUS LOAD IS STATED IN THE EMERGENCY PLAN.

Reason for the last change: New document

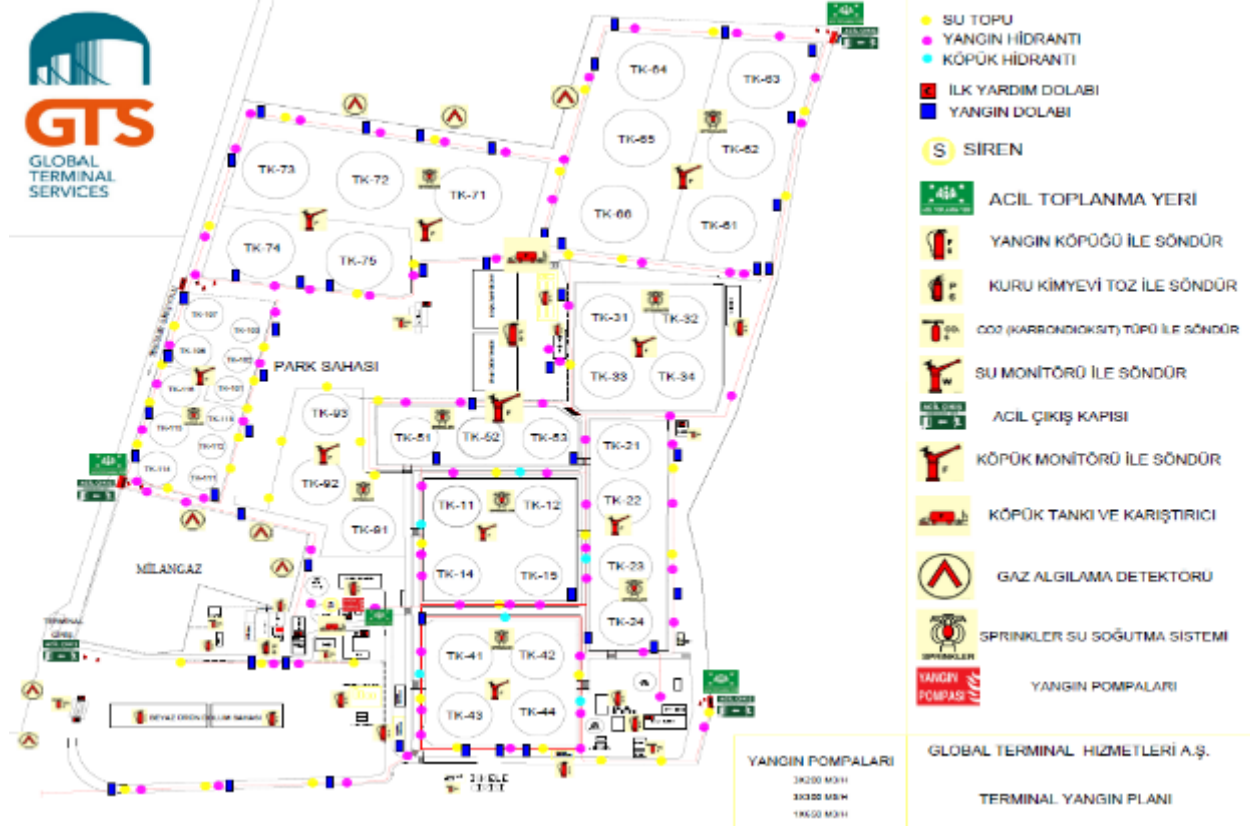
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ANNEX-8 EMERGENCY MEETING PLACES



Reason for the last change: New document

Prepared by

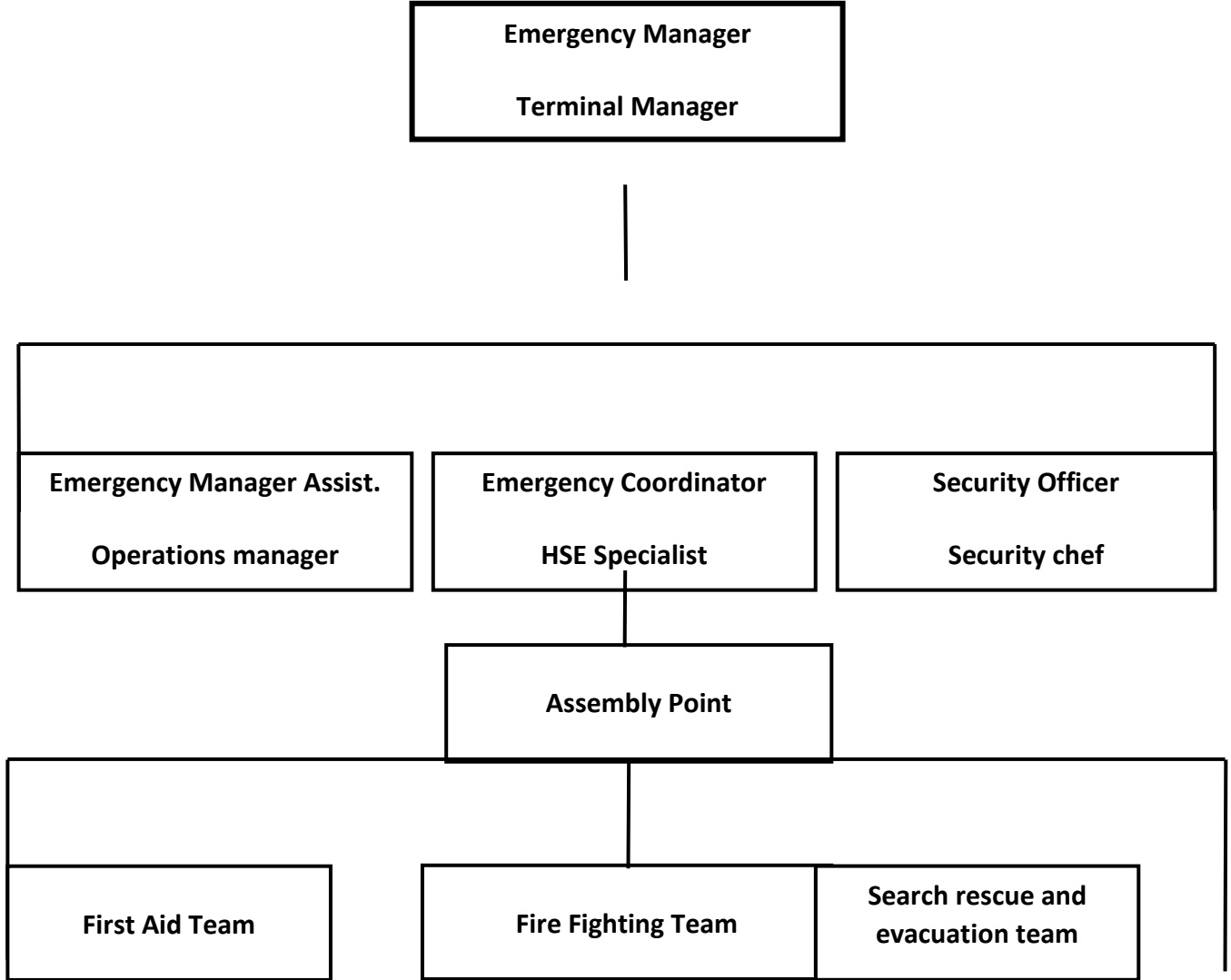
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APPENDIX-9 EMERGENCY MANAGEMENT CHART

EMERGENCY RESPONSE ORGANIZATION CHART



Reason for the last change: New document

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APPENDIX-10 HAZARDOUS GOODS HANDBOOK

HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY:

Crude oil;

Liquid hydrocarbons formed by the metamorphosis of organic material in the earth and stored in porous rocks are called crude oil. The term "crude" at the beginning of oil indicates that it is a raw material and has not yet been processed. Crude oil is separated into its components (distilled) in refineries and many intermediates and fuel products that we use in our daily life are obtained.

Components obtained by distillation from Crude Oil;

As a result of the refining and processing of crude oil in refineries, on average 43% gasoline, 18% fuel oil and diesel, 11% LPG (liquefied petroleum gas, propane or propane-butane mixture), 9% jet fuel, 5% asphalt and 14% other products is obtained.


Petroleum products handled at our terminal;

Petroleum products whose names, UN numbers and hazard classes are stated below are handled at our terminal.

Dangerous Goods name	UN Number	Hazard Class
Crude Oil	1267	3
Fuel Oil	3082	9
Gasoline	1203	3
diesel	1202	3
Jet A-1	1223	3
naphtha	1268	3
LNG	1972	2
Bitumen	3257	9

In order to prevent material, moral and environmental hazards that may occur during the storage, processing, transfer and transportation of Petroleum and Natural Gas Products and their supply to the end user, all legal regulations in the field of Work Hazard Analysis, Mission Safety Analysis, Risk Assessment and Risk Management are taken into account. some safety and security measures are applied.

Reason for the last change: New document		
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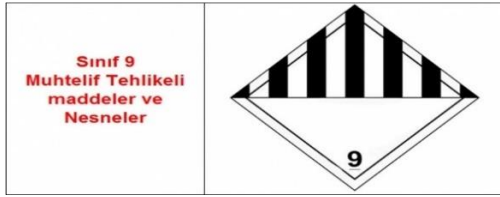
Class 3 Flammable Liquids



Class 3 - Includes flammable liquids with a flash point below 60°C, liquid desensitized explosives.

Such liquids are stored at our terminal within the framework of our commercial activities, and loading and unloading operations are carried out on sea/land tankers.

Class 9 Miscellaneous Hazardous Substances and Articles;



CLASS 9

Class 9 is a group of miscellaneous dangerous substances and goods. It includes loads that are judged to be dangerous but do not meet the definitions in other classes. This certainly does not mean that these substances are less dangerous than those in other classes. They should be treated with the same attention and care shown to others. This class includes substances with two special UN numbers (substances polluting the sea) assigned to liquid and solid substances dangerous to the environment; they are dangerous not for humans, but for the sea.


Wastes taken from ships (eg Bilge and sludge) at our terminal are evaluated in this class.

Product information forms;

Product sample information forms (MSDS obtained from Tüpraş as an example) for the products stored in our terminal and whose name, UN number and class are given above are given in the appendix of the booklet, respectively. These forms, which are specially prepared for the product, are delivered by the customer to the person in charge of the transportation vehicle against signature during transportation.

Storage conditions of dangerous goods;

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Products that are stored in our terminal and whose name, Un number and hazard class are given above, comply with internationally accepted standards according to their classes.

vertical cylindrical,

with/without insulation,

with/without heating,

with/without mixer,

external/ fixed/ internal floating roof,

base center up/down,





mechanical and radar level measured,

fire fighting and cooling equipped

It is stored in tanks based on the table below.

STORAGE CONDITIONS OF EXPLOSIVE, FLAMMABLE AND HAZARDOUS SUBSTANCES

STORAGE CONDITIONS OF EXPLOSIVE, FLAMMABLE AND DANGEROUS GOODS

THEY WILL SEPARATED OTHER /		Easily Flammable Liquids / Easy Burning Liquids	Hazardous Waste / Hazardous Waste	BE FROM EACH STORED
	IMCO CLASS /CLASS			
		+	+	
		+	+	

SEPARATELY+ : **STORED TOGETHER / STORED TOGETHER**

Drivers, Characteristics of transport vehicles, equipment, emergency equipment, Marking and labeling;

Land tankers, tow trucks, trailers and drivers coming to our terminal for cargo transportation, FL and AT vehicle specifications and approval certificates are sought for trailers and tow trucks according to the class of the load they will receive. Licenses and documents are checked accordingly.

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It is checked that the vehicles are equipped with general and personal protective equipment, and that they are equipped with the following additional equipment within the framework of the label numbers specified in the transport document.

The following equipment will be transported in the transport unit:

- For each vehicle, at least one chock suitable for the diameter of the wheel and the maximum mass of the vehicle;
- Two sewn-on warning signs;
- Eye rinse liquid

Also for each vehicle team member

- a warning vest (as described in the EN 471 standard);
- Convenient portable lighting apparatus;
- A pair of protective gloves and
- Eye protection equipment (eg safety glasses).

Additional protective equipment required for some classes:

- An emergency mask for each member of the vehicle crew;
- Shovel 4;
- Drain seal 4;
- Collection container 4.

A document (SRC5) is requested from the tanker drivers showing whether they have received the training to carry these loads according to the class of the load they will receive.

It is requested that the land tankers be labeled as follows according to the load class they will carry, and whether this labeling process is done correctly is checked via checklists.



Within the framework of the "written instructions" after loading, the drivers should pay attention to the transportation of the product, in an emergency, the places where they can park and when they are parked, passing through the tunnels, on the inter-city highway and in urban areas, the emergency equipment they should have in the vehicle, emergency phones and first aid, road Basic information about safety and use of protective equipment is given in return for signature.

Reason for the last change: New document		
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ANNEX-11

LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND PACKAGES

- Liquid bulk cargo handling is carried out at the facility. Packaged cargo handling is not carried out.

Reason for the last change: New document		
Prepared by	Department Administrator Approval	Management Approval

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS



tugboat service

Marine pollution combat service boat (SanMar (Most shipping))

Reason for the last change: New document

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APPENDIX-13 MARINE COORDINATES OF PORT MASTER'S ADMINISTRATION BOUNDARIES, ANCHORING PLACES AND GUIDE CAPTAIN LANDING/EMBORY POINTS

İSKENDERUN PORT MANAGEMENT

A) Port administrative area border

The port administrative area of Iskenderun Port Authority is located at the following coordinates.

The line drawn from the coordinate (a) to the true south (180°) direction.

the sea and coastal areas to the east of the line and bounded by the Turkish territorial waters adjacent to this area.

is the area.

a) 36° 25' 15" N – 035° 35' 57" D

b) 36° 49' 48" N – 036° 10' 00" E (Deliçay)

B) Anchorage areas

a) South anchorage area: Ships not carrying dangerous goods and military ships

The anchorage area is the sea area formed by the following coordinates.

1) 36° 36' 30" N – 036° 08' 30" E

2) 36° 36' 30" N – 036° 07' 00" D

3) 36° 38' 00" N – 036° 07' 00" D

4) 36° 38' 00" N – 036° 08' 30" E

b) Dangerous cargo ships anchorage area: Ships carrying dangerous goods, nuclear degassing by powered military ships and ships to be quarantined

The anchorage area of the ships to be built is the sea area formed by the following coordinates.

1) 36° 37' 21" N – 036° 10' 30" E

2) 36° 37' 21" N – 036° 09' 00" E

3) 36° 38' 00" N – 036° 09' 00" E

4) 36° 38' 00" N – 036° 10' 30" D

c) East anchorage area: It is used for vessels not carrying dangerous goods and military vessels.

The anchorage area is the sea area formed by the following coordinates.

1) 36° 40' 00" N – 036° 10' 30" D

2) 36° 40' 00" N – 036° 09' 00" D

3) 36° 42' 00" N – 036° 08' 00" D

4) 36° 42' 00" N – 036° 09' 30" E

ç) North anchorage area: Ships not carrying dangerous goods and military ships

The anchorage area is the sea area formed by the following coordinates.

1) 36° 43' 30" N – 036° 09' 00" D

2) 36° 43' 30" N – 036° 07' 30" E

3) 36° 46' 00" N – 036° 07' 30" E

4) 36° 46' 00" N – 036° 09' 00" D

C) Pilot pick-up and drop-off places

1) 36° 36' 48" N – 036° 10' 42" E (South)

2) 36° 40' 42" N – 036° 10' 30" E (East)

3) 36° 44' 00" N – 036° 09' 30" E (North)

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ANNEX-14

EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN THE PORT FACILITY

	MAKİNE-EKİPMAN KONTROL LİSTESİ VE BAKIM FORMU	Sayfa No:	1 / 1
		Dok. No:	FR.OPR.06
		Yayın Tar.	11.02.2015
		Rev Tar.	--
		Rev. No:	00

BÖLGE: Global / Dörtyol

KONTEYNER NO : 37

SIRA NO	EKİPMAN	ADET	KONTROL TARİHİ	DURUMU
1	YÜZER DEPOLAMA TANKI 15 M3	1 Adet	30.03.2023	FAAL
2	SORBENT BOOM	600 Metre	30.03.2023	FAAL
3	SORBENT PAD	1500 Adet	30.03.2023	FAAL
4	SORBENT RULO PAD	-	-	-
5	YARIM YÜZ MASKESİ	-	-	-
6	KİMYASAL ÇIZME	-	-	-
7	BARET BEYAZ İTHAL (CE)'Lİ	-	-	-
8	GAZ ÖLÇÜM CİHAZI	-	-	-
9	ECZA DOLABI	-	-	-
10	YAĞMURLUK	-	-	-
11	SORBENT RULO PET	-	-	-
12	NUMUNE KABI	-	-	-
13	KORUYUCU GÖZLÜK	-	-	-
14	KİMYASAL ELDİVEN KISA CE'LI	-	-	-
15	KİMYASAL ELDİVEN UZUN CE'LI	-	-	-
16	TYVEK	-	-	-
17	GÜVENLİK ŞERİDİ	-	-	-
18	EL ARABASI	-	-	-
19	KÜREK	-	-	-
20	TIRMIK	-	-	-
21	ATIK TOPLAMA KOVASI 10 LT.	-	-	-
22	ATIK TOPLAMA VARILI 120 LT.	-	-	-
23	FIRÇA	-	-	-
24	BRANDA	-	-	-
25	FENER EX-PROFF	-	-	-
26	CAN YELEĞİ (SPOR TİP CE'LI)	-	-	-
27	CAN YELEĞİ (ŞİŞME)	-	-	-
28	YANGIN TUPU (9 KG.)	-	-	-
29	ATIK TOPLAMA POŞETİ	-	-	-
30	KİMYASAL GÖZLÜK(CE'LI)	-	-	-

Reason for the last change: New document

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	MAKİNE-EKİPMAN KONTROL LİSTESİ VE BAKIM FORMU	Sayfa No:	1 / 1
		Dok. No:	FR.OPR.06
		Yayın Tar.	11.02.2015
		Rev Tar.	--
		Rev. No:	00

BÖLGE : Global / Dörtüyl

KONTEYNER NO : 38

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

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Department Administrator
Approval

Management Approval



GLOBAL TERMİNAL HİZMETLERİ A.Ş.


SUBJECT: DANGEROUS CARGO HANDLING GUIDE

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	MAKİNE-EKİPMAN KONTROL LİSTESİ VE BAKIM FORMU	Sayfa No:	1 / 1
		Dok. No:	FR.OPR.06
		Yayın Tar.	11.02.2015
		Rev Tar.	--
		Rev. No:	00

BÖLGE : Global / Dörtyol

KONTEYNER NO : 39

SIRA NO	EKİPMAN	ADET	KONTROL TARİHİ	DURUMU
1	SABİT BARİYER	450 Metre	30.03.2023	FAAL
2	ÇEKİ BAŞI	2 Adet.	30.03.2023	FAAL
3	ATIK TOPLAMA VARİLİ 180 LT	7 Adet	30.03.2023	FAAL
4	ATIK TOPLAMA İBS TANKI 1000 LT	3 Adet	30.03.2023	FAAL
5	DOLGU BARİYER	100 Metre	30.03.2023	FAAL
6	SORBENT PAD	-	-	-
7	YARIM YÜZ MASKESİ	-	-	-
8	KİMYASAL ÇİZME	-	-	-
9	BARET BEYAZ İTHAL (CE)'Lİ	-	-	-
10	GAZ ÖLÇÜM CİHAZI	-	-	-
11	ECZA DOLABI	-	-	-
12	YAĞMURLUK	-	-	-
13	SORBENT RULO PET	-	-	-
14	NUMUNE KABI	-	-	-
15	KORUYUCU GÖZLÜK	-	-	-
16	KİMYASAL ELDİVEN KISA CE'LI	-	-	-
17	KİMYASAL ELDİVEN UZUN CE'LI	-	-	-
18	TYVEK	-	-	-
19	GÜVENLİK ŞERİDİ	-	-	-
20	EL ARABASI	-	-	-
21	KÜREK	-	-	-
22	TIRMIK	-	-	-
23	ATIK TOPLAMA KOVASI 10 LT.	-	-	-
24	ATIK TOPLAMA VARİLİ 120 LT.	-	-	-
25	FİRÇA	-	-	-
26	BRANDA	-	-	-
27	FENER EX-PROFF	-	-	-
28	CAN YELEĞİ (SPOR TİP CE'LI)	-	-	-
29	CAN YELEĞİ (ŞİŞME)	-	-	-
30	YANGIN TUPU (9 KG.)	-	-	-
31	ATIK TOPLAMA POŞETİ	-	-	-
32	KİMYASAL GÖZLÜK(CE'LI)	-	-	-

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EK-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

MALZEME	ÖZELLİK	KİŞİSEL KORUYUCU EKİPMAN MATRİSİ											Doküman Rev : 6 Tarih : 22.02.2022 Sayfa : 1 / 2
		Acil Durum KKD	Tank Sebata	Tank Temiz.	Kazan Dairesi	Ambar	Azölyc.	End. Arama.	Evac. Arama.	Gemi Opara.	Dolum Boaltın Arama.	Trafo.	
Celik burunlu iş ayakkabısı	EN ISO 20345	X	X	X	X	X	X	X	X	X	X	X	X
İş Elbisesi	EN ISO 11612 (A1B1C1F1) EN 14116/1149-5/6/1482-1-2	X	X	X	X	X	X	X	X	X	X	X	X
Baret	EN 80365	X	X	X	X	X	X	X	X	X	X	X	X
Toz Gözlüğü	EN 172/A2		X				X	X					
Kaynakçı Gözlüğü	EN 166			X			X						
Taşlama Gözlüğü	EN 166						X						
Toz Maskesi	EN 149				X			X	X				
Bitümen için eldiven	EN689+A1 - EN420+A1				X							X	
Hafif İş Eldiveni (Nitril)	EN 388	X	X	X	X	X	X	X				X	
Ağır iş eldiven (Hayatçı)	EN 388			X	X			X			X	X	
Yarım Yüz Maskesi ve filtresi	EN140/CA15-360 filtresi/CE0158 A1B1E1K1	X		X								X	
Bitüm için iş ayakkabısı (bot)	EN ISO 20345							X				X	
Kaynakçı Eldiveni(U. Konclu)	TS EN 12477/A1							X					
Kaynak Maskesi	EN 175							X					
Kulak Tıkacı	TS EN 352-2				X								
Barete takılır kulaklık	TS EN 352-3				X								
Emniyet Kemeri	TS EN 355,362											X	
Yağmurluk	TS EN 340		X						X		X		
Su geçirmez Çizme	TS EN 345		X						X		X		X
Elektrikli Çizmeleri	TS EN 345	X											X
Kaçış Maskesi	Droger3200/DIN58647-7 EU2016-425 ABEK15	X										X	
Yarım yüz Maskesi	EN 140:1998 TP TC 019 CA 15.360 (CE 0158)			X	X				X			X	
Bitüm için iş kıyafet	EN ISO 11612-11611/EN 1149 IEC 61482/EN 13688-1150 EC 89/686	X	X		X							X	
Sızdırmaz tulum (CE 0120)	TYPE 5B EN13982-1 TYPE 6B EN 13034			X					X				
Hazırlayan: Sevda ORMAN	İnceleyen: Erkin OZÇELİK	Onaylayan:											

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**ANNEX-16
DANGEROUS GOODS INCIDENTS NOTIFICATION FORM**

Report to be Prepared in Cases Occurring During the Carriage of Dangerous Goods in accordance with ADR title 1.8.5

Carrier
Address:
Contact person: Telephone: Fax:

(When the authority submits the report, this will remove the cover page)

1. Mode

<input type="checkbox"/> Seaway	<input type="checkbox"/> Highway Vehicle registration (optional)

2. Date and location of the incident

Year: Moon: Day: Hour:	
	Highway
	<input type="checkbox"/> Residential Area <input type="checkbox"/> Loading/Unloading/Transfer Point <input type="checkbox"/> Open Path Location / Country:

3. Topography

<input type="checkbox"/> Slope/Slope
<input type="checkbox"/> Tunnel
<input type="checkbox"/> Bridge/Underpass
<input type="checkbox"/> Gate

4. Weather

<input type="checkbox"/> Rainy
<input type="checkbox"/> Profitable
<input type="checkbox"/> Iced
<input type="checkbox"/> Foggy
<input type="checkbox"/> Thunderstorm
<input type="checkbox"/> Storm
Heat: °C

5. Description of the event

<input type="checkbox"/> Derayman/Departure <input type="checkbox"/> Collision <input type="checkbox"/> Roll/Roll <input type="checkbox"/> fire <input type="checkbox"/> Explosion <input type="checkbox"/> Lost <input type="checkbox"/> Technical error Additional information about the description of the event:

6. Dangerous goods involved

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UN Number (1)	Class	PACKAGING group	Estimated amount of product loss (kg or l) (2)	Description of the inclusion (3)	Description of the substance contained	Type of deterioration of the contained (4)
(1) For dangerous goods assigned to collective registers to which special provision 274 applies, the technical name must also be specified.			(2) For Class 7, specify values according to the criteria in 1.8.5.3			
(3) Specify the corresponding number 1 PACKAGING 2 OHK 3 large packaging 4 small container 5 Car 6 Vehicle 7 tank-wagon 8 Tanker 9 battery wagon 10 Scuba gas tanker 11 Wagon with detachable tanks 12 Detachable tank 13 large container 14 tank-container 15 CEGK 16 portable tank			(4) Specify the corresponding number 1 Loss 2 Fire 3 Explosion 4 structural error			
7. The cause of the incident (if known clearly)						
<ul style="list-style-type: none"> • technical error • Incorrect loading of the load • Operational reason (railway operation) • Other: 						
8. Consequences of the event						
Personal injury caused by contact with hazardous material:						
<input type="checkbox"/> Dead (number:) <input type="checkbox"/> Wounded (number:) Product loss: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Possible risk of product loss Material damage/Environmental damage: <input type="checkbox"/> Estimated level of loss < 50,000 Euros <input type="checkbox"/> Estimated level of loss > EUR 50,000 Inclusion of institutions: <input type="checkbox"/> Yes <input type="checkbox"/> Removal of people from the scene for a minimum of 3 hours <input type="checkbox"/> Traffic closure for a minimum of 3 hours due to a situation caused by dangerous goods <input type="checkbox"/> No						

If necessary, the competent authority may request further information.

Reason for the last change: New document		
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ANNEX-17 CONTROL RESULTS NOTIFICATION FORM FOR HAZARDOUS LOAD TRANSPORT UNITS (CTUs)

- Liquid bulk cargo handling is carried out at the facility. Since Packaged Cargo Handling is not done, the control form is not kept.

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- The facility is a warehouse area and is monitored 24/7 with customs control and camera systems.

TANKER EMNİYET KONTROL FORMU			
ARAÇ VE DORSE BİLGİLERİ			
FİRMA ADI:			
ARAÇ (ÇERÇEVİ) PLAKASI:		FREYLER (DORSE):	
GENEL KONTROL MADDELERİ ve AÇIKLAMALAR		EVET	HAYIR
1	ÇEKİ DEMİRİ VAR MI?	Tankerde 1 adet çeki demiri bulunmazsa için varlıktır.	
2	LASTİKLER UYGUN MU?	Lastikler boyutunda doğru ölçüde kapak parçası olmalıdır, lastik çiller ve tabak görünmemeli, gökçe kapaklar kontrolünde altı (6mm) en az 4 mm olmalı, hava baskısı, basın ve verimlilikleri tam ölçü alınmalı kontrol edilmelidir.	
3	AKÜ MUHAFAZASI VAR MI?	AKÜ sağlem olarak tespit edilmiş durumda ise muhafaza içinde bulunmalıdır. Kapak levhi ve yerleri kontrol edilmelidir.	
4	ŞTEPNE SAYISI	1 <input type="checkbox"/>	2 <input type="checkbox"/>
5	KESİCİ ŞALTER VAR MI?	AKÜ ve elektrikli cihazların (fotoğraf bariyer) emniyetli olarak için kolay erişilebilir şekilde kesici şalteri olmalı ve çalışır durumda kontrol edilmelidir.	
6	TOPRAKLAMA ÇUBUĞU VAR MI?	Den (çerçeve) veya paketlenmiş metallerin 30 mm çapında delik kesici tanelerin arkasına veya yanına kaynaklı olmalıdır. Boyutları veya ölçüleri tutarlılığı için uygun olmalıdır.	
7	GİZLİ BÖLME, VANA, MUSLUK VAR MI?	Gizli bölme veya gizli bölme yerlerinde elektrik, gaz, su, yağ, yağmur suyu, yağmur suyu musluk olmalıdır, diğer cihazlar kesim için kolay erişilebilir şekilde olmalıdır.	
8	YANIT DEPOSU ADEDİ	1 <input type="checkbox"/>	2 <input type="checkbox"/>
9	YANGIN SÖNDÜRÜCÜ SAYISI	1 <input type="checkbox"/>	2 <input type="checkbox"/>
ADR KONTROL MADDELERİ		VAK	YOK
10	TURUNCU PLAKA	Çerçeve içinde ve dorse arkasında bulunan diğer uygun parçaları (örneğin: 30x30x2 mm) emniyetli şekilde bulunmalı ve kontrol edilmelidir. (KAM PETROL 33/3287 - KONDENSAT 33/3288 - MİKROPLUV 30/3282 - BRENK 32/3283 - JET A-1 30/3284) (Örneğin için Örneğin)	
11	YANGIN SÖNDÜRÜCÜ SAYISI	Den (çerçeve) içinde ve dorse arkasında bulunan diğer uygun parçaları (örneğin: 30x30x2 mm) emniyetli şekilde bulunmalı ve kontrol edilmelidir.	
12	ÇEVRE İÇİN TEHLİKELİ MADDE İKAZ LEVHALARI	Den (çerçeve) içinde ve dorse arkasında bulunan diğer uygun parçaları (örneğin: 30x30x2 mm) emniyetli şekilde bulunmalı ve kontrol edilmelidir.	
13	TEHLİKELİ MADDE YAZILARI	Den (çerçeve) içinde ve dorse arkasında bulunan diğer uygun parçaları (örneğin: 30x30x2 mm) emniyetli şekilde bulunmalı ve kontrol edilmelidir.	
14	YAZILI TALİMAT	ADR Bölüm 5.4.3'e göre yazılı şekilde, "Yapım tarihi/son kullanma tarihi" bilgileri yazılmalı ve bu bilgilerin doğruluğu kontrol edilmelidir.	
KAPAK KONTROL MADDELERİ			
15	MERHOL KAPAK BAĞLANTILARI	KAYMAKLI	KAPRAKSIZ
16	HAVALANDIRMA (NEFESLİK) ve BAĞLANTILARI	Her havaalandırma (nefeslik) ve bağlantı noktasında yazılı şekilde kaymalı ve kontrol edilmelidir.	
17	VANA DOLABI ve MUHAFAZA KAPAKLARININ BAĞLANTILARI	Vana dolabında vana kapakları bulunmalıdır ve kapaklar kontrol edilmelidir.	
18	MERHOL KAPAKLARI MÜHÜR YERİ	Her kapakların emniyetli şekilde kaymalı ve kontrol edilmelidir.	
19	VANA DOLABI MUHAFAZA KAPAKLARI MÜHÜR YERİ	Her vana dolabında ve kapak emniyetli şekilde kaymalı ve kontrol edilmelidir.	
DİĞER AÇIKLAMALAR			
AÇIKLAMA: 1-4 YOLU MADDELERDE EKSKLUZ OLMA DURUMUNDA ARAÇ SÖNDÜRÜCÜ VE NAKLİYE FİRMASI LİYONLARAK, ARAÇ DOLU ALINABİLİR. DİĞER TÜM MADDELERİN KARŞILANMASI ZORUNLUDUR.			
TARİH / SAAT:		SÜRDÜCÜ	
ADI SOYADI:		İNSPEKTÖR	
İMZA:		KONTROL EDEN	

- Tanker control form made by carrier companies for land tankers

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 GLOBAL TERMİNAL HİZMETLERİ A.Ş.	HISTORY : 02.03.2026
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APPENDIX-18 OTHER ADDITIONS REQUIRED

There is no other required supplement.

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

The cargo notification that is not specified in the Dangerous Goods Guide and is planned to be handled at the facility is made to the Port Authority by filling out the form below. Necessary equipment is kept ready according to the code and safety data sheet to which the load in question is subject. Necessary first aid, fire, safety, etc. all necessary precautions are taken.

Proper shipping name	
UN Number and Groups in Class ID/Characteristic table, if any	

The type of payload and the code to which it is natural	Dangerous Liquid Bulk Cargoes(Petroleum and Petroleum Derivatives-MARPOL Annex-1)	
	Dangerous Liquid Bulk Cargoes(Chemical and Similar-IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)

Dangerous Goods Safety Advisor

Coastal Facility Officer

Name/Surname/Signature

Name/Surname/Signature

ORKUN DÖKENER

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