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**ETKİ LNG TERMİNALI  
(ALIAĞA)**

**DANGEROUS CARGO HANDLING GUIDE**




**ISSUE DATE : 29 APRIL 2022  
(See revision page for revisions)**

**Serhat KOÇ  
Terminal Director**

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Row No	Revision No	Revision content	Revision Date	Revised by	
				Name Surname	Signature
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2	2	Dangerous Goods Safety Advisor appointment.	08.08.2022	Serhat Koç	
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**INTRODUCTION :**

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

**1.1 General information of facility**


**FACILITY INFORMATION FORM**

1	Name/title of facility operator	Etki Liman İşletmeleri Doğalgaz İthalat ve Ticaret A.Ş.		
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	HORASAN SOK. No:24 GOP ÇANKAYA/ANKARA Phone : 0 312 447 17 00 Fax : 0 312 447 77 95		
3	Name of facility	ETKİ LİMAN FSRU LNG TERMINAL (ALİAĞA)		
4	Province of the facility	İZMİR		
5	Contact Information of facility (address, phone, fax, e-mail and web page)	Çakmaklı Mahallesi Kızılburun Sokak No:2 35800-Aliaga/İZMİR		
6	Geographical area of facility	Aegean Region		
7	Port Authority of facility and contact details	Aliaga Port Authority Phone : 0 232 616 19 93 Fax : 0 232 616 41 06		
8	Mayor ship of facility and contact details	Aliaga Municipality Kültür Mah. Lozan Cad. No:47 Aliaga, İZMİR Phone : 0232 399 0000 Fax : 0232 616 3719		
9	Free Zone or Organized Industrial Zone of facility	--		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	Activity Permit / 31.05.2027		
11	Facility operating status (X)	Own load and add.third party (...)	Own load (...)	Third part (X)
12	Name and surname of facility responsible person, contact information (phone, fax, e-mail)	Serhat KOÇ Phone: 0 542 533 77 78 <a href="mailto:serhat.koc@etkiliman.com.tr">serhat.koc@etkiliman.com.tr</a>		

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13	Name and surname of responsible person for dangerous cargo operation of facility, contact information information(phone, fax, e-mail)	Gökalp KAMAN (Shore) Phone: 0 505 432 92 46 <a href="mailto:gokalp.kaman@etkiliman.com.tr">gokalp.kaman@etkiliman.com.tr</a> Emre ALTUNTEN (Ship to Ship) Phone: 0 543 449 45 12 <a href="mailto:emre.altunten@etkiliman.com.tr">emre.altunten@etkiliman.com.tr</a>
14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information information(phone, fax, e-mail)	İlknur YALABIK (EREN TMGDK) Tel: 0 530 414 37 57 <a href="mailto:ilknur.yalabik@erentmgd.com">ilknur.yalabik@erentmgd.com</a>
15	Marine coordinates of facility	38° 44'42"N - 026°53'50"E
16	Type of dangerous cargo handled in facility (cargo under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	UN1972(LIQUEFIED NATURAL GAS) METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content
17	Type of dangerous cargo handled in facility (Cargos other than the IMDG Code, among the types of cargo in 16th article, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to DCHG when appropriate)	UN1972(LIQUEFIED NATURAL GAS) METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content
18	Classes for cargo handled, subject to IMDG Code	Class 2
19	Groups in characteristic table for handled cargo subject to IMSBC Code	--
20	Types of ships that can berth the shore facility	LNG (LIQUEFIED NATURAL GAS) Tankers
21	Facility's distance to main road (kilometer)	8 km.
22	Facility's distance to railway (km) or railway connection (Yes/No)	Biçerova/Aliağa Train Station 16 km
23	Facility's distance to closest airport (km) and its name	Adnan Menderes Airport 90 km.
24	Cargo handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	7.313.984.000 Sm <sup>3</sup>
25	Scrap handling made/not made in facility	NO

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26	Is there border crossing (Yes/No)	NO				
27	Is there a bonded areas?(Yes/No)	YES				
28	Cargo Handling equipment and capacity	High Pressured NG Pipe Line				
29	Storage tank capacity (m <sup>3</sup> )	NONE				
30	Open storage area (m <sup>2</sup> )	NONE				
31	Semi-closed storage area (m <sup>2</sup> )	NONE				
32	Closed storage area (m <sup>2</sup> )	NONE				
33	Determined fumigation and/or decontamination from fumigation area (m <sup>2</sup> )	NONE				
34	Name/title of pilotage and towage service provider, contact information	<p><i>Pilotage:</i>  Turkuaz Kılavuzluk Hizmetleri A.Ş.  Ömer Avni Mah. İnebolu Sok. No:47 İç Kapı No:2  Kabataş / Beyoğlu / İSTANBUL  Phone : +90 0212 356 6998 / Fax: +90 212 356 69 96  E- Mail: info@turkuazkilavuzluk.com</p> <p><i>Aliğa Nemrut Pilot Station:</i>  Cumhuriyet Mah. Prof. Muammer Aksoy Cad. No: 5 Foça  / İZMİR  Tel: +90 0232 824 14 12</p> <p><i>Towage:</i>  SANMAR Denizcilik  Phone: +(90) 216 458 5900 / Fax: +(90) 216 458 5959  MARİN Römorkör ve Kılavuzluk A.Ş.  Phone: +(90) 232 617 00 11   Fax: +(90) 232 617 00 12</p>				
35	Have Security Plan was created? (Yes No)	YES				
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	On the delivery of wastes; The protocol has been signed with BatıLiman. The facility has an exemption certificate about waste acceptance.				
37	Characteristics of berth/jetty etc. Areas					
	Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Min, mum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
	Pier No.1	Scaffold + platform excluding fill area length 415 mt	Platform (The landing Platform): 25 mt	19,20 mt.	17,00 mt.	Designed and built according to Q-flex LNG. 142.995 (Disp.) Max LOA: 345 mtr
	Pipeline name (if the port is available)			Number (Piece)	Length (Meter)	Diameter (Inch)

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High Pressure Line	1	516 + 20 = 536	24 & 20
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**1.2 Loading/discharge, handling and storage procedures of dangerous cargos handled and temporarily stored in shore facilities**

**1.2.1** The Dangerous Cargo Handled and Temporarily Handled in our Coastal Facilities are as Below.

UN	Name & Definition	Class	Packaging	TK
UN1972	METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content	2	-	223


**1.2.2** Loading/Discharging Procedure for Dangerous cargos handled and Temporarily Stored :

The natural gas to be transferred as a cryogenic liquid to FSRU by the tankers that carrying LNG (Liquefied Natural Gas). LNG will be stored and re-gasified on the FSRU tanker which will be permanently connected to jetty. Re-gasified natural gas will be delivered to the main natural gas pipe that already connected to national gas system by two marine loading arm (MLA). All other vessels planned to arrive will unload their cargo to the FSRU. Only ships compliant with the International Standard and compliant with all certifications will be allowed to berthing on ships that meet the minimum requirements for LNG transport, in Part I of the IGC Code.

a	b	c	d	e	f	g	h	i
Product name		Ship type	Independent tank type C required	Control of vapour space within cargo tanks	Vapour detection	Gauging		Special requirements
Methane (LNG)		2G	-	-	F	C		

All handling, handling and evacuation procedures shall be carried out in the terminal as specified in the " ETKI-05/P01-01 TERMINAL INFORMATION AND REGULATIONS FOR FSRU and LNGC" document. However, if there is a contradiction in the applications in the document, the following documents will be taken as basis.

- The International Safety Guide for Oil Tankers and Terminals (ISGOTT), ICS / OCIMF / IAPH
- Tanker Safety Guide (Liquefied Gas), ICS
- Liquefied Gas Handling Principals on Ships and in Terminals, SIGTTO
- LNG Operations in Port Areas, SIGTTO
- Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases, ICS / OCIMF / SIGTTO

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- ISO 17177: 2014, Guidelines for Marine Interfaces of Hybrid LNG Terminals,

Handling of dangerous cargo at the port facility will be responsible for the loading and unloading operations according to the status of shift personnel who have been trained in this regard. The assignment of personnel responsible for the maintenance of this personnel and the registration of liquid bulk cargo is specified in ANNEX-19.


Ataol ÜZE  
Eray ELMAS  
Ali ÖZŞEN  
Enes Furkan YALÇINKAYA  
Sercan KARATAŞ

**1.2.3** Procedures for Handling and Storing :

The natural gas to be handled at our facility will be stored and gasified on the FSRU by being discharged in liquid form by the tankers carrying other LNG on the FSRU named tanker which will be permanently connected to the scaffold. It will then be evacuated to our plant as gas and then delivered to the main natural gas pipeline.

**1.2.4** Procedures of Storage :

FSRU is the storage of dangerous cargos in our facility.

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## 2. RESPONSIBILITIES

\*Definitions related to responsibilities:

**Currently Responsible Person:** Refers to the sender, receiver, representative or organizer of the transport works of the dangerous cargo.

**Carrier:** Refers to the meaning of both natural or legal persons who is actual carrier, broker, ship owner, freight forwarder, shipping agent that receives, submits, and accepts offers for the transport of all kinds of dangerous goods and carries out the transportation of these dangerous goods by road or by rail, as well as by sea, within the scope of combined transportation on his own behalf or on behalf of third parties.

**Ship-Related Person (Master):** Refers to the owner, operator, charterer, captain or agents, and natural or legal persons authorized to represent the ship owner.

The general responsibilities of all parties involved in the transport of dangerous cargo are as follows:

To carry out the transportation in a safe, secure and environmentally friendly manner, to take all necessary precautions to prevent accidents and to minimize the damage when an accident occurs.

To benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Cargo, in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous cargo.


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

### 2.1 Responsibilities of the currently responsible for dangerous cargo:

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

**2.1.2** Provides classification, packaging, marking, labeling and placarding of dangerous cargo in accordance with their type.

**2.1.3** Ensures that the dangerous cargo are loaded, stacked and securely fastened to the cargo transport units, packed with approved packaging materials, in accordance with the rules.

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**2.2 Carrier's responsibilities:**

**2.2.1** Requests the mandatory documents, information and documents related to dangerous cargo from loading facility and ensures that they are present with the cargo during the transportation activity.

**2.2.2** Controls the compliance of the dangerous cargo classified, packaged, marked, labeled and placarded by the loading facility according to the legislation.

**2.2.3** Controls that the dangerous cargo are loaded, stacked and securely fastened to the cargo transport units, packed with approved packaging materials, in accordance with the rules.

**2.3 Responsibilities of shore facility:**

**2.3.1** Disallowing berthing to jetty or berth for the ship and sea vehicles transporting dangerous cargos which do not have port authority's permission.

**2.3.2** Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will berth at its facility.

**2.3.3** Does not handle dangerous cargo for which it has not received a handling permit from the administration, and does not lead of aggrievement of the ships that will berth by planning in this context.


**2.3.4** Requests mandatory documents, information and records related to dangerous cargo from the responsible party and controls and ensures that they are found with the cargo. In case the relevant documents, information and records cannot be provided by the responsible party, it is not obliged to accept or handle the dangerous cargo at its facility.

**2.3.5** Carries out the loading or unloading operation according to mutual agreement by sharing all the data that may be required according to the characteristics of the cargo with the ship. Does not make any changes to the operation without the knowledge of the ship.

**2.3.6** Determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, additionally takes the necessary measures for the ship to be safely berthed at the pier and for handling.

**2.3.7** Controls the transportation documents containing information that the dangerous cargo which arrived to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

**2.3.8** Ensures that the personnel involved in the handling of dangerous cargo and taking role for planning of this handling are trained and certificated personnel and consequently does not assign personnel who do not have required competency.

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**2.3.9** Ensures that the dangerous cargo handling equipment in its facility is in working order and that the relevant personnel are trained and documented on the use of these equipment.

**2.3.10** Ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the shore facility.

**2.3.11** Carries out activities related to dangerous cargo in berths, jetty, storages, warehouses which are designated for these activities.

**2.3.12** Equips the jetty that reserved for ships that will load or unload dangerous liquid bulk cargo with appropriate installations and equipment for this work.

**2.3.13** Keeps an up-to-date list of all dangerous cargo both on the ships berthed at the facility, also in all areas of the facility and gives those information to the relevant authorities upon request.

**2.3.14** Reports to the port authority with regard to the instant risks and taken countermeasures posed by the dangerous cargo being handled or temporarily stored in the facility.

**2.3.15** Reports to the port authority of the accidents related to dangerous cargo, including the accidents related with the confined spaces.


**2.3.16** Provides the necessary support and cooperation in the controls and inspections carried out by the government and the port authority.

**2.3.17** Ensures that Class 1 (Except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargo that are not allowed to be stored temporarily are transported out of the shore facility as soon as possible without delay. In cases where it is necessary to temporary storage, shore facility applies to the relevant department of government for permission.

**2.3.18** Stores the cargo transport units where dangerous cargo 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. Also, keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargo are handled and performs the necessary periodical controls.

**2.3.19** Takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargo are handled and temporarily stored.

**2.3.20** Prepares an emergency evacuation plan for the evacuation of ships from the shore facility in case of emergency and submits it to the port authority and informs the relevant parties about the plan approved by the port authority.

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**2.3.21** Ensures the internal loading of cargo transport units in accordance with the loading safety rules in facility.

**2.4 Responsibilities of Ship Related Persons (Masters):**

**2.4.1** Ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

**2.4.2** Requests all mandatory documents, information and records related to dangerous cargo from the relevant parties and ensures that they are present with the cargo during the transportation activity.

**2.4.3** Ensures that present documents, information and records on the ship regarding dangerous cargo within the scope of legislation and international conventions are appropriate and up-to-date.

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

**2.4.5** Informs and trains the relevant personnel about the risks of dangerous cargo, safety procedures, safety and emergency measures, intervention methods and similar issues.

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

**2.4.7** Ensures that the loading program (if any) is approved and documented and kept in operation.

**2.4.8** Reports to the port authority and shore facility with regard to the instant risks and taken countermeasures posed by the dangerous cargo being handled, transported or temporarily stored in the ship.


**2.4.9** In case of leakage in the dangerous cargo or if there is such a possibility, does not accept to carry the dangerous cargo.

**2.4.10** Reports to the port authority that the dangerous cargo accidents that occur on the ship while navigating or at the shore facility.

**2.4.11** Provides the necessary support and cooperation in the controls and inspections carried out by the government and the port authority.

**2.4.12** Does not accept to carry dangerous cargo that are not included in the ship certificates issued by the relevant institutions and organizations.

**2.4.13** Ensures that the people of the ship involved in the handling of dangerous cargo use personal protective equipment suitable for the physical and chemical characteristics of the cargo.

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**2.4.14** Provides the requirements for the loading safety of the cargo loaded on the ships.

**2.5 Responsibilities of Dangerous Goods Safety Advisor:**

**2.5.1** Monitors compliance with the provisions of international agreements and contracts (ADR/RID/IMDG Code) and relevant legislation in the transport of dangerous goods.

**2.5.2** Provides suggestions to the relevant party regarding the transportation of dangerous goods in accordance with the provisions of the ADR / RID / IMDG Code.

**2.5.3** Prepares an annual report of the facility regarding to the transportation of dangerous goods in accordance with the format determined by the authority, within the first three months as of the end of the year. Then submits the report to the client and to the DGSA (Dangerous Goods Safety Advising) Agency which he/she works for. Also sends the report to the related authority via [www.turkiye.gov.tr](http://www.turkiye.gov.tr) when requested.

**2.5.4** Determining the dangerous goods to be transported and determining the compliance procedures with the requirements in the ADR/RID/IMDG Code regarding this substance.

**2.5.5** Guiding the facility while purchasing the transportation vehicles to be used in the transportation of dangerous goods.


**2.5.6** Determining the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.

**2.5.7** Ensure that the employees of the facility receive training in accordance with their assigned position, including the national and international legislation and the amendments and that the records of this training are kept.

**2.5.8** Determines the emergency procedures to be applied in case of an accident or an event that will affect the safety or environment during the transportation, loading or unloading of dangerous goods and ensures that the drills related to these are being performed periodically for the employees. Ensures drill records are kept.

**2.5.9** Ensures that measures are taken to prevent the reoccurrence of accidents or serious violations.

**2.5.10** Ensures that the special conditions stipulated by the legislation regarding the transportation of dangerous cargo are taken into account in the selection and employment of subcontractors or third parties.

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**2.5.11** Ensures that employees that being involved in the transport, filling and unloading of dangerous cargo have knowledge of operational procedures and instructions.

**2.5.12** Takes measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading and unloading operations of dangerous cargo.

**2.5.13** Creates instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.

**2.5.14** Ensures the implementation of the plan by preparing the facility safety plan specified in ADR/RID Section 1.10.3.2.


**2.5.15** Records all kinds of work, including training, audit and control on the activities by specifying the date and time, keeps these records for 5 years and to submit them to the to the client and to the DGSA (Dangerous Goods Safety Advising) Consultancy Company which he/she works for. Also these records to be submitted to the related authority if requested.

**2.5.16** In cases where there is a clear and imminent danger related with DGSA in the facility where the consultancy service is provided, ensures that the work is suspended until the danger is eliminated. The work commences with his/her own approval in case the danger is eliminated. Also reports all kinds of steps in the process until the danger is eliminated to the client, to the DGSA (Dangerous Goods Safety Advising) Consultancy Company which he/she works for and to the related authorities in written format.

**2.5.17** Prepares procedures to ensure packaging, labeling, marking and loading works for dangerous cargo which being handled and loaded in facility in accordance with provisions of the ADR / RID / IMDG.

**2.5.18** In the event that an accident that occurs during transportation, loading or unloading causes harm to life, property and the environment; DGSA collects information about the accident and prepares an accident report for to the client, to the DGSA (Dangerous Goods Safety Advising) Consultancy Company which he/she works for in written format. This report also should be sent to the authorities via the address [www.turkiye.gov.tr](http://www.turkiye.gov.tr) by the facility or DGSA (Dangerous Goods Safety Advising) Consultancy Company within one month. This report does not replace the report that should be written by the facility management within the scope of international or national legislation.

**2.5.19** A DGSA can provide consultancy at a maximum of five places, including the facility in which he/she is employed, as well as the representative office or branches of this facility. A DGSA serving under Consulting Company can be appointed as a consultant for a maximum of eight facilities served by DGSA Consulting Company.

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**2.5.20** Those who have the dangerous goods safety advisor certificate, can provide consultancy services by being employed within the body of DGSA Consulting Company or within the company where they are employed.

**2.6 Responsibilities of third party, cargo/ship agency, etc. engaged in shore facility**


**2.6.1** Personnel who will perform their job in the shore facility must be received the trainings specified in the "Training and Authorization within the scope of the International Code on Dangerous Goods Transported by Sea Regulation".

**2.6.2** Complying with the requirements of IMDG Code in shore facility.

**2.6.3** Complying with Dangerous Cargo Handling Guide and the procedures related to Dangerous cargos issued by shore facility.

**2.6.4** Reporting to the facility authorities when determining any nonconformity about handling, transporting and storing dangerous cargos in shore facility.

**2.6.5** Sending shore facility operator and Administration, the form (Safety Data Sheet) which is an important part for eliminating the risks against Worker's Health and Occupational Safety and prepared to inform the user accurately and sufficiently and involves danger and risks about dangerous cargo during using and storing dangerous goods.

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

#### **3.1 Rules to be followed by Shore Facility Operators:**

Shore facility operator having Dangerous Cargo Compliance Certificate shall follow the following rules.

- 3.1.1** Shore facility operators should provide transportation of the dangerous cargo out of the facility as soon as possible without waiting in port field, if the cargo cannot be stored in the field they are discharged in berth or jetty.
- 3.1.2** Dangerous cargos should be packed properly and involve information regarding definition of dangerous cargos, risk and safety measures on the packages.
- 3.1.3** Shore facility personnel, seamen and other responsible people for goods should wear protective clothing suitable for physical and chemical features of goods during loading, discharging and storing.
- 3.1.4** People who fight against fire in handling field of dangerous cargos are equipped with fireman's outfit, having fire extinguisher, first aid units and tools ready to be used at any moment.
- 3.1.5** Shore facility operators prepare emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergencies, submit to port authority for approval.
- 3.1.6** Shore facility operators are responsible to take fire, safety and security measures.
- 3.1.7** Shore facility operators announce issues stated in this article after taking approval from port authority to the people engaged in.
- 3.1.8** The inspection of the article provisions is made by port authority, if any noncompliance is found, handling is stopped, elimination of noncompliance is tried to be achieved.
- 3.1.9** Personnel who do not have required training and certificates according to Training and Authorization Regulation published in 11/2/2012 dated and 28201 numbered Official Gazette, under International Maritime Dangerous cargos are not allowed to work in dangerous cargos handling and enter the fields of these operations.

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**3.2 Measures to be taken by Shore facility Operators:**

The measures taken in our facility according to rules stated in Article 11 of “Regulations on Maritime Dangerous Cargos Transportation” and Article 19 of “Port Regulations” mentioned by Administration are as follows.

**3.2.1 Berths, jetty, storages and warehouses designated for explosive, combustible, flammable and other dangerous cargo:**

**3.2.1.1 Berths and jetty designated for loading and discharging the ships which transport dangerous cargo:**

Our coastal facility has a single pier and the characteristics are as follows.

Pier No	Length (meters)	Most (meters)	Maximum water depth (meters)	Minimum water depth (meters)	Largest Tonnage and Length to be berthed
1	415	25	19,20	17,00	142.995 Tons (Disp.)

**3.2.1.2 Storages and Warehouses designated for Dangerous Cargo :**  
Hazardous substances are stored in the tank of FSRU.

**3.2.2 Equipment and Installations of Dangerous Cargo Handling:**

LNG, which comes with LNG tankers to our coastal facility, is connected to the main distribution pipe with two marine loading arms from FSRU.

**3.2.3 Dangerous substances, scaffolds or storage area where unloading operations will be not be achieved at the dock.**


Hazardous substances are stored in the tank of FSRU.

**3.2.4 Information regarding packs and packages of dangerous cargo, risks and safety measures:**

Coastal our facility are done packing.

**3.2.5 Protective clothing of shore facility personnel in charge of handling dangerous cargo, seamen and other authorized people for goods during loading, discharging and storing :**

- Antistatic Nomeks Shirt Business Dress
- Antistatic Nomeks Trousers Work Dress
- Antistatic Steel Toe Work Shoes (Summer)
- Antistatic Steel Nosed Work Shoes (Winter)
- Antistatic Nomeks Coat

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- Hard Hat (Private Security)
- Cotton Coat
- Helmet
- Helmet Visor
- Glasses
- Anti-condensation Full Protection Eyeglass
- Protective gloves
- Dust Mask

**3.2.6** The teams to deal with the dangerous substance handling fire fighting equipment, the equipment of these teams, fire extinguishing systems and first aid units :

The list and tasks of firefighting personnel, fire fighting systems and first aid teams and their roles are as in the " ETKI-09/P01 Emergency Preparedness and Response Plan" in our coastal facility. The fire fighting team in our facility is equipped with fire fighting equipment and fire extinguishers and first aid units and equipments are ready to use at any time. Information on fire protection systems in our coastal facilities is as in the Guidelines for Hazardous Substances Article 8.10, 8.11, 8.12.

**3.2.7** Shore facility operators, preparing emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergency:  
The " ETKI-09/P01 Emergency Preparedness and Response Plan" prepared in our facility has stated its principles and it has been agreed with the Turkuaz Kılavuzluk Hizmetleri A.Ş. company by means of service procurement regarding the subject.

**3.2.8** Coast to be taken by plant operators, fire, issues related to security and safety measures:

The measures taken in relation to fire in our facility are like those in the " ETKI-09/P01 Emergency Preparedness and Response Plan".


Measures taken regarding safety in our facilities, prepared under the ISPS Code is the same as "Port Facility Security Plan".

Issues related to our facility security measures taken "Dangerous Book" is the same as in Article 9.

**3.2.9** Required training and certifications for the personnel to be employed at the coastal facility: "Regulation on Training and Authorization under the International Code Regarding the Hazardous Carriage carried by Sea Road"

Personnel involved in hazardous cargo handling operations are planned to receive "General Awareness Training, Occupational Training, Renewal Training" according to the subject matter regulation.

Persons who are not trained and do not have a certificate are not allowed to take part in dangerous cargo handling operations and to enter the areas where these operations are conducted.

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#### **4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS CARGO**

##### **4.1 Classes of Dangerous Cargo :**

Classification of our port handling hazardous substances must be in accordance with the provisions of the IMDG Code. Principles and criteria of classification of dangerous substances in the IMDG Code and Part 2 nd located in Section 5 of this document describes in detail the Hazardous Materials Guide.

Dangerous cargo are classified according to their origin and specifications as follows ;

**Petroleum and by-products** - Fire and explosion are the main risks (benzene, liquefied petroleum gas and other fuels)

**Chemical products** - Products manufactured and loaded as by-products for either final consumer or industrial use (industrial, pharmaceutical and agricultural). The latter constitutes the bulk of the dangerous cargo being transported and, if not properly transported, can cause great harm to people, transport units and the environment.


**Minerals** - Minerals such as coal, sulfur, mineral concentrates and other metals or asbestos which can cause different diseases, injuries, poisoning or fires.

**Products of animal or vegetable origin** - Products such as fish feeds, oil seeds and cotton balls made of cotton that can cause spontaneous combustion, fire or explosion.

**Radioactive materials** - Materials used in a variety of industrial and medical procedures, as well as in military applications, which can cause cancer and other illnesses in humans, even in small doses when exposed to high doses or when exposed to prolonged exposure.

According to the IMDG Code, Dangerous Cargo are classified in Class 1 to Class 9, and most of these substances are considered to be sea pollutants.

A marine polluter is defined as a substance that disrupts aquatic organisms in the water.

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#### 4.2 Packages and Packaging of Hazardous Substances :

Our port package and packaging of hazardous substances must be handled in accordance with the IMDG Code and related regulations. Requirements regarding packaging and packaging of hazardous substances in the IMDG Code and sections 4 and 6 of this document describes in detail the Department of Hazardous Substances located in the guide 5. unpackaged process will be made as necessary to hazardous substances.

#### 4.3 Placards, plates, brands and labels related to the dangerous cargo handled in our shore facility are as follows :

The plates, marks and labels of dangerous cargo handled at our port must comply with the provisions of the IMDG Code and other relevant legislation. Plates, plates, labels and labels for hazardous substances are detailed in the IMDG Code 5 section and in the Dangerous Cargo Handling Guide, which is located in Chapter 5 of this document. The marking of dangerous cargo handled in our coastal facility is as follows.



#### 4.4 Marks and packaging groups of dangerous cargo :

There is no packing group of hazardous material handled in our coastal facility and pipelines are taken out of the facility.


#### 4.5 Segregation tables of dangerous cargo aboard ship and port according to classes :

There is no second hazardous material in the offshore installation that is subject to separation provisions other than the hazardous substance handled.

#### 4.6 Hazardous cargo documents:

Documents related to the handling of hazardous substances in our port must be in accordance with the IMDG Code and other relevant legislation. The requirements of documents and documentation related to hazardous materials IMDG Code are described in detail in the 5 th section. and it does not have the necessary documents will be made available in accordance with procedures to hazardous materials. All costs incurred for this type of hazardous substances is recourse to the respective load.

The documentation relating to dangerous substances, control and record business and operations are set out in detail in Article 7 of this guide.

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## **5. MANUAL FOR DANGEROUS CARGO HANDLED ON SHORE FACILITY**

Port facility which carries out loading/discharge, handling and temporarily storing of dangerous cargo, contributes to make the activities in a safe condition;

- Dangerous cargo classes,
- Dangerous cargo packages,
- Packaging,
- Labels,
- Marking and packaging groups,
- Segregation tables for dangerous cargo on board and port according to classes,
- Segregation distance of dangerous cargo in sheds storages,
- Segregation terms,
- Dangerous cargo documents,
- Dangerous cargo emergency response action flowchart,
- Emergency contact information
- Locations of emergency equipment, operating instructions and shore facility rules

Are the same as in Dangerous Cargo Handling Manual Annex-10.

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## 6. OPERATIONAL ISSUES :

### 6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous cargo at night and day in a safe condition:

#### 6.1.1. General Issues :


- Ships transporting dangerous cargo will be gone alongside to port berths by pilotage and tugboats preferably during day, during night if allowed by Port authority, in accordance with Port Regulations.
- Harbor Pilot will be informed about the dangerous cargo aboard ship before maneuver.
- In the event that practice of Master for mooring is deemed unsafe for port, it should be requested from Master to connect the ship by extra ropes.
- In case of unfavorable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage as described on ETKI-05/P01-01 ETKİ LNG TERMINAL Terminal Information & Regulations.
- Anchorage area for LNG carrier defined on charts and legislation.

#### 6.1.2 Application Principles in our Facility :

All procedures related to notification of vessel development, preparations, landing of the ship, launching of the evacuation and finalization of the evacuation are carried out according to the principles specified in the document " ETKI-05/P01- 01 Terminal Informations and Regulations for FSRU and LNGC".

### 6.2 Procedures for additional measures taken for loading, discharging and transshipment of dangerous cargo according to seasonal conditions.

- Seasonal conditions must be taken into consideration when discharging hazardous materials. Handling of flammable, explosive cargo during periods of extreme heat, extreme cold, extreme rainy weather and visibility conditions, lightning, and electric currents should be delayed or stopped for a while.
- On unfavorable conditions, it should be planned to keep the loading/unloading or to keep the fire, firefighting, fire fighting trailers, emergency response teams in a situation where they can intervene to a possible undesirable situation in a short time.

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- In case of continuity of similar conditions, the personnel who are employed should be chosen from experienced personnel, frequent planning of rest periods during extreme work, measures must be taken.

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


- In dangerous cargo fields, while handling dangerous cargo, working with especially flammable, combustible and explosive ;
  - Not doing hot work (welding, cutting, etc), technical safety measures must be taken in case of mandatory cases,
  - Ex proof hand tools must be used,
  - Working with experienced personnel,
  - Relevant units must be informed before work,
  - Briefing will be given to the personnel working in the field,
  - Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use.
  - Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use.
- The personnel working in Hot Work must wear necessary protective clothing and equipment, closed circuit breathing apparatus when required.
- Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working.

**6.4 Procedures for fumigation, gas measuring and degassing**

Fumigation activities are not carried out in our coastal facilities.

**6.5 Procedures for Maintenance of Handling Equipment :**

See the Integrated Management System ETKI-08 Maintenance Rules, ETKI-08 / P01 Maintenance Procedure and related forms.

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## 7. DOCUMENTATION, CONTROL AND RECORD :

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

#### 7.1.1 The following documents related to Dangerous Cargo are kept by shore facility livingly.

- SOLAS 1974
- IMDG CODE Volume 1, 2 and ANNEX Book
- IGC KOD
- ISGOTT
- SIGTTO

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

- i. Dangerous Cargo Transport Document
- ii. Documents Required aboard ship
- iii. Other required documents and information
- iv. Multimodel Dangerous Goods Form


##### 7.1.2.1 Dangerous Cargo Transport Document :

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

Ships and sea vehicles transporting dangerous cargo should present transport document involving the detailed information about the cargo at least twenty four hours before entering the port administrative field; if the ship's and sea vehicle's journey time till port field is less than 24 hours, they will present them after departing from shore facility, to the Port authority in written for by responsible.

The shipping documents prepared by the shipper shall include a "Signed Certificate or Hazardous Load Notification Document" stating that the shipment to be transported is properly packed, marked, labeled and in good condition for shipment.

The ship carrying the dangerous cargo and the sea vessel must be at least twenty four hours before entering the port administrative area; ships and marine vessels which are less than twenty-four hours of cruising time to enter the port area shall submit the notification document containing detailed information about their cargo immediately after the departure from the coastal facility to the port authority through the relevant documents.

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

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

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

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

**7.1.2.2 Documentation required aboard the ship :**

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

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


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

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

**7.1.2.3 Multimodal Dangerous Cargo Form :**

Multimodal Dangerous Cargo Form is a form which is used as a combined dangerous cargo declaration regarding transportation of dangerous cargo in multiple modes and container packing certificate.

Example of Multimodal Dangerous Cargo is in Annex-18.

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**7.2 Procedures for proper and full keeping updated list of dangerous cargo in shore facility area and other information :**

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

Operation Department will keep the records involving the following information of the dangerous cargo handled in our port.

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

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


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

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

Planning, operation coordinated Lima will be accepted Dangerous cargo are verified via Dangerous cargo documents issued by the shipper.

This information is conveyed through the shift supervisors, Operations and Marine Operations Manager and the personnel terminals / papers that need to know and the dangerous cargo is controlled.

In the event that the information coming from the operation carries different information, the operation will be informed promptly and the order of correcting the information about the dangerous cargo / vehicle / container of the Shipper and correction of missing defective label marks will be given.

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**7.4 Procedures for Obtaining and Keeping a Safety Data Sheet (SDS):**

For the dangerous cargo to be handled in our port facility, the Safety Data Sheet of the load is obtained from the ship or the manufacturer before the relevant dangerous cargo reaches the facility. These forms are kept in the file opened for the relevant ship.

**7.5 Procedures for keeping records and statistics of dangerous cargo :**

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

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


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

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

**7.6 Information about Integrated Management System:**

Dangerous cargo handling operations to be carried out at our facility are followed within the scope of already established ISO 9001, ISO 14001 and ISO 45001 and are managed according to the relevant procedures.

Our ISO 9001 management system has been certified by organizations accredited by both TURKAK and ACCREDIA, while our ISO 14001 and ISO 45001 management systems have been certified by an organization accredited by ACCREDIA.

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## 8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE :

### 8.1 Response procedure for dangerous cargo that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous cargo:

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


In our terminal, the "ETKI-09 P01 Emergency Preparedness and Response Plan" has been prepared and kept up to date within this scope. Within the scope of this plan, emergencies that may occur in our terminal have been evaluated as; Injury (including allergic reactions to insect and animal bites) - Incident resulting in loss of life (Death occurring in the Terminal area due to illness or work accident) - Evacuation - Fire and explosion - Bomb threat - Vehicle accidents - Adverse weather conditions - Significant spillage of hazardous materials - Gas leakage / Escape - Ship running aground, capsizing or sinking - Person falling into the sea - Earthquake and flood emergencies - Fire and explosion on board - Power outage - Epidemic disease - Food, chemical, gas, etc. poisoning.

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

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

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

" ETKI-09/P01 Emergency Preparedness and Response Plan" prepared by our intervention facility in dangerous situations Considering the dangerous cargo handled in our facility, the main principles for intervening in emergencies are as follows.

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## 8.2 Information for possibility, capacity and capability of shore facility to response emergencies :

### 8.2.1 Possibility, capability and capacity of fire response :

5 Kg CO2 Bottle	12 pcs
70 Kg CO2 Bottle	2 pcs
90 Kg CO2 Bottle	1 pcs
90 Kg CO2/FM200 System	2 pcs
470 Kg Foam Skid System	1 pcs
63 Kg FM200 System	1 pcs
81 Kg FM200 System	1 pcs
33 Kg FM200 System	1 pcs
6 Kg KKT Bottle	65 pcs
12 Kg KKT Bottle	8 pcs
50 Kg KKT Bottle	8 pcs
Fire fighting System and 2.400 m <sup>3</sup> Water Tank (3 different automatic pumps)	1 pcs

8.2.2 Possibility, capability and capacity against leakage and spillage are the same as in Annex 14.

## 8.3 Regulations of first response for accidents involving dangerous cargo :


8.3.1 Accidents, which are occurred by dangerous cargo in our shore facility are, in form of Fire and Flow/Leakage/Spillage.

8.3.2 The measures against fire which is occurred by dangerous cargo are as follows:

- In case of fire which is occurred as a result of accident involving dangerous cargo that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.

- Measures in emergency plan, which are taken for fire are generally as follows.

- F-A(General Fire Plan)
- F-B(Explosive Substances and Articles)
- F-C(Non-Flammable Gases)
- F-D(Flammable Gases)
- F-E(Non-Water-Reactive Flammable Liquids)

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- Peroxides)
- F-F(Temperature-Controlled Self-Reactives and Organic
  - F-G(Water-Reactive Substances)
  - F-H(Oxidizing Substances with Explosive Potential)
  - F-I(Radioactive Material)
  - F-J(Non-Temperature-Controlled Self-Reactives and
- Organic Peroxides)

UN	İSİM VE TANIM	EMS YANGIN
UN1972	METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content	F-D

**8.3.3** The measures taken against flow/leakage/spillage which are occurred by dangerous cargo are as follows :

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

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

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

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

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

UN	NAME AND DEFINITION	SMS FIRE
UN1972	<i>METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content</i>	S-U

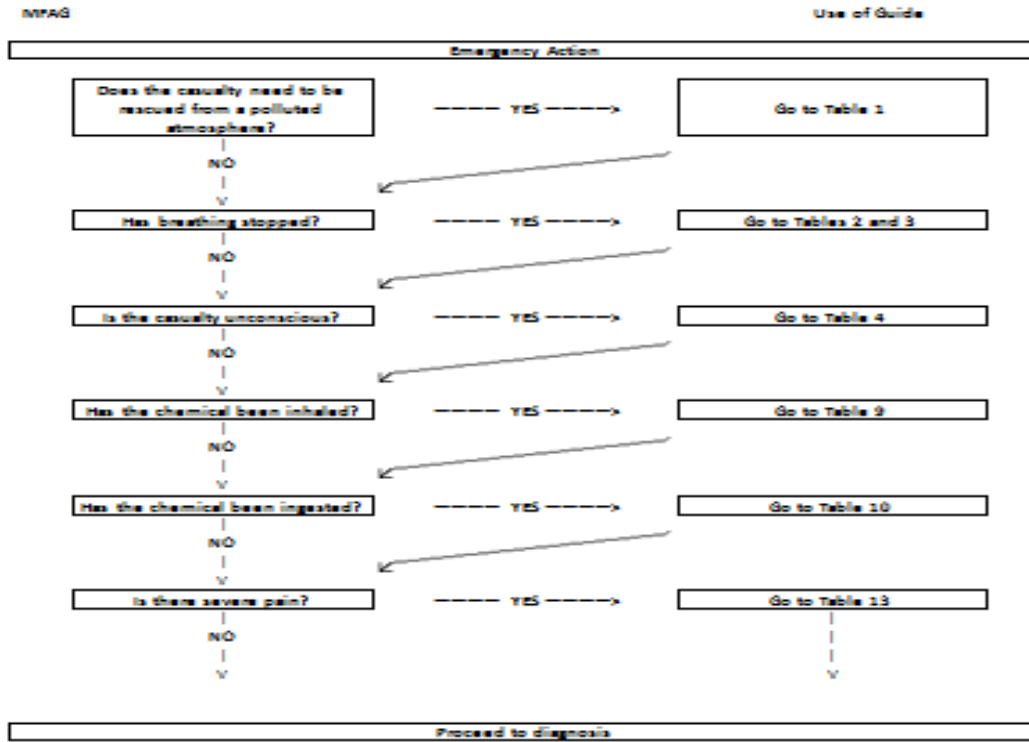
**8.3.4** Medical first aid guide (MFAG) will be used for the accidents involving dangerous goods. Issues taken into consideration for use of this guide are stated below.

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

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

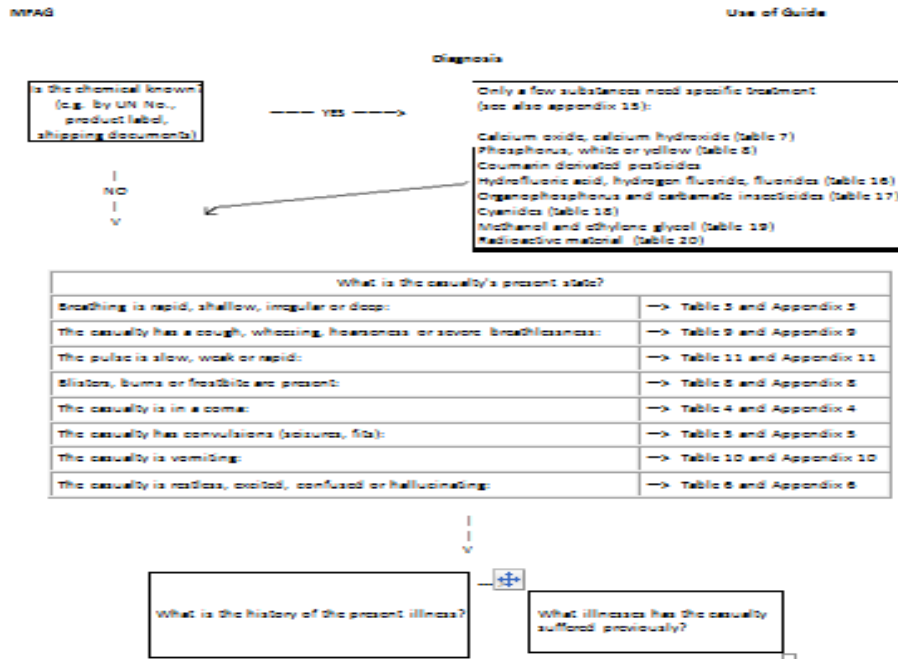
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**8.3.5** Use the following table while emergency action.




**8.3.6** Use the following table for diagnosis.

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**8.3.7** Tables involves special conditions for special conditions, the information for tables are as follows.

- Table 1 : Rescue
- Table 2 : Cardio-Pulmonary Resuscitation (CPR)
- Table 3 : Oxygen Administration and Controlled Ventilation
- Table 4 : Chemical-Induced Disturbances of Consciousness
- Table 5 : Chemical-Induced Convulsions
- Table 6 : Toxic Mental Confusion
- Table 7 : Eye Exposure to Chemicals
- Table 8 : Skin Exposure to Chemicals
- Table 9 : Inhalation of Chemicals
- Table 10: Ingestion of Chemicals
- Table 11: Shock
- Table 12: Acute Kidney Failure
- Table 13: Pain Relief
- Table 14: Chemical-Induced Bleeding
- Table 15: Chemical-Induced Jaundice
- Table 16: Hydrofluoric Acid and Hydrogen Fluoride
- Table 17: Organophosphate and Carbamate Insecticides
- Table 18: Cyanides
- Table 19: Methanol and Ethylene Glycol
- Table 20: Radioactive Material

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**8.3.8** The Appendices provide comprehensive information, medicines and chemicals that might be exposed. Information on appendices are as follows.

- Appendix 1 : Rescue
- Appendix 2 : Cardio-Pulmonary Resuscitation (CPR)
- Appendix 3 : Oxygen Administration and Controlled Ventilation
- Appendix 4 : Chemical-Induced Disturbances of Consciousness
- Appendix 5 : Chemical-Induced Convulsions
- Appendix 6 : Toxic Mental Confusion
- Appendix 7 : Eye Exposure to Chemicals
- Appendix 8 : Skin Exposure to Chemicals
- Appendix 9 : Inhalation of Chemicals
- Appendix 10: Ingestion of Chemicals
- Appendix 11: Shock
- Appendix 12: Acute Kidney Failure
- Appendix 13: Pain Relief
- Appendix 14: List of Medicine and Equipment
- Appendix 15: List of Materials

**8.3.9** Basis for the initial intervention of the accidents involving hazardous cargo handled at our facility: :


**8.3.9.1** Explanation of first aid measures

8.3.9.1.1 General Information

Natural gas is not poisonous. There is a reduction in the amount of oxygen that must be present in the resulting gas after natural gas expulsion. When the oxygen concentration in the inhaled air falls below 17%, the muscle organization is slightly weaker, below 12% dizziness and tiredness, 9% loss of consciousness and below 6% respiration and heartbeat, loss of human life. It makes a drowning effect.

8.3.9.1.2 Inhalation

Remove to fresh air and rest. Rinse your nose and mouth with water. If necessary, artificial respiration and cardiac massage should be performed, oxygen should be given. In case of persistent illness consult doctor.

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8.3.9.1.3 Swallowing

Rinse mouth immediately. Keep the person under observation. Do not squeeze. Keep your head low in case of vomiting. Take these instructions to your hospital and take them to your hospital.

8.3.9.1.4 Skin contact

In case of liquid contact with skin, wash with plenty of water. Remove contaminated clothing immediately.

Wash contaminated skin immediately and pour water over it.

8.3.9.1.5 Contact with eyes

Wash the eyes immediately with plenty of water by opening the eyelids.

If symptoms persist after washing, consult a doctor immediately.

**8.3.9.2** Significant signs and effects seen acutely and later

Inhalation: Headache, dizziness, nausea.

Ingestion: Nausea, vomiting.

Skin contact: Allergic reaction.

Eye contact: No data available.

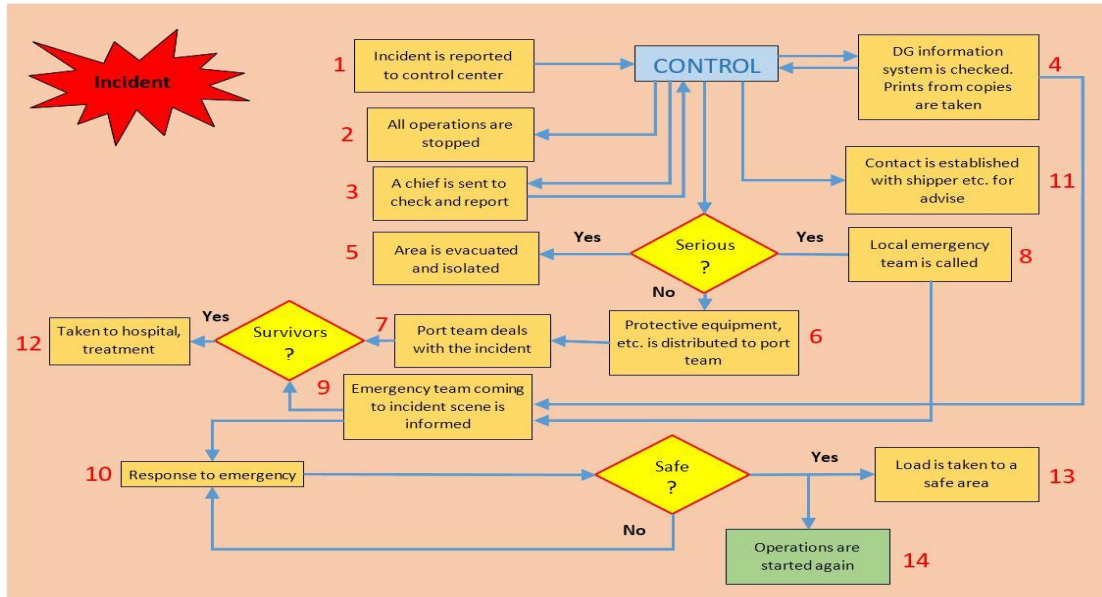
**8.3.9.3** First signs for medical intervention and special treatment

Treat according to symptoms.

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

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

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**8.4.2** Our facility issues that need to be done in emergency situations

It is as if it were in the "Emergency Preparedness and Response Plan".

**8.5** Procedures for reporting accidents.


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

**8.6** Coordination, support and cooperation method with public authorities.

It is as if it were in the "Emergency Preparedness and Response Plan".

**8.7** Ships and emergency evacuation plan for the removal of the emergency vehicles in the coastal resort of sea

It is as if it were in the "Emergency Preparedness and Response Plan".


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## 8.8 Emergency drills and their records:

**8.8.1** Training required to be taken by people in charge of dangerous cargo operations will be implemented as indicated below.

- *Each person engaged in transport or handling of dangerous cargo should take training for transport or handling of dangerous cargo in a safe condition commensurate with their responsibilities.*
- *Shore-based personnel, should take training general awareness/familiarization training, function-specific training and safety training. These people could be stated as follows:*
  - *Classifying the dangerous cargo and identifying the Proper Shipping Names of Dangerous cargo;*
  - *Packing the dangerous cargo ;*
  - *Marking or labelling the dangerous cargo;*
  - *Opening/closing the packages of cargo transport units;*
  - *Preparing transport documents for the dangerous cargo;*
  - *Offering the dangerous cargo for transport;*
  - *Receiving or taking the dangerous cargo for transport;*
  - *Handling the dangerous cargo on transport;*
  - *Preparing the plans for loading/stowage the dangerous cargo;*
  - *Loading/discharging the dangerous cargo into/from ships;*
  - *Carrying the dangerous cargo in transport;*
  - *Inactivating the cargo storages;*
  - *Measuring the cargo storage and taking samples;*
  - *Washing the cargo storages in accordance with approved procedures and regulations;*
  - *Enforcing, surveying or inspecting legal requirements, rules and the compliance with regulations*
  - *Involving in any other way into the transport of dangerous cargo as determined by Competent Authority.*

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**8.8.2** The content of training required for people engaged in dangerous cargo is as follows.

- ***General awareness / familiarization training:***

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


- ***Function-specific training:***

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

- ***Safety training:***

Each person should receive training about the following issues regarding risks in the occurrence of a release of dangerous cargo and the function performed:

- methods and procedures for accident avoidance about proper use of package handling equipment and appropriate methods of stowage and segregation of dangerous cargo;
- available emergency response information and how to use it;
- general dangers presented by the various types and classes of dangerous cargo and how to prevent exposure to those hazards, including, if appropriate, the use of personal protective clothing and equipment; and
- emergency procedures to be followed in the event of an unintentional release of dangerous cargo, including any emergency response procedures for which the person is responsible and personal protection procedures to be followed.

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**8.8.3 Records regarding the training of people in charge of dangerous cargo:**

Records of all safety trainings installed must be kept by the Port Facility Management and, if requested, should be given to work.

**8.9.4 Drills and record regarding to dangerous cargo.**

- **Drill implementation ;** In order to be ready for emergencies in facility, personnel in emergency organization are prepared for their duties by various training. Trainings must be done by support of specialized organization when necessary. In this context, relevant personnel get IMDG code training regarding to dangerous cargo and certificated in the port. It should be planned to carry out and implement the drills according to the worst-case scenario in order to test the adequacy of emergency plans and be ready for real incidents.
- **Drill Scenarios;** The worst scenario must be foreseen as one incident or a combination of incidents faced by port in exercise planning. Exercises are provided to implement in line with prepared scenarios in fastest and most efficient way.
- **Emergency Drills to be held within port facility;**
  - It should be stated in Port annual training plans.
  - IT can be planned as local or general response,
  - It can be combined with Safety, Spilling, etc exercise scenarios,
  - Drills can be made by/without informing.
  - Drills are based on various emergency scenarios.
  - Drills can be made actually, or desk bound, seminar type,
  - Scenarios with different time, day, season and incident are prepared for each drill.


**8.9 Information on fire protection system :**

Information on fire protection systems is the same as in Article 8.2.1

**8.10 Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready to use it :**

In connection with the approval and supervision of fire protection systems in our facility, approval will be obtained from the Directorate of Fire Brigade of İzmir Metropolitan Municipality.

Determination of fire protection systems, to be taken care of and ready to use, even though on a weekly basis and are processed monthly by our facility and the control form. Periodical Inspection of Annual Fire Equipment will be carried out by competent person according to local law and regulation that named as Regulation on Health and Safety Conditions in the Use of Work Equipment.

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**8.11 Measures to be taken when fire protection system not working.**

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

**8.12 Other risk controlling equipment.**

There is no other risk controlling equipment.

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## 9. OCCUPATIONAL HEALTH AND SAFETY

### 9.1 Occupational Health and Safety Measures:

The purposes of the occupational health and safety are as follows;

- **To protect employees:**

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

- **To provide production safety:**

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

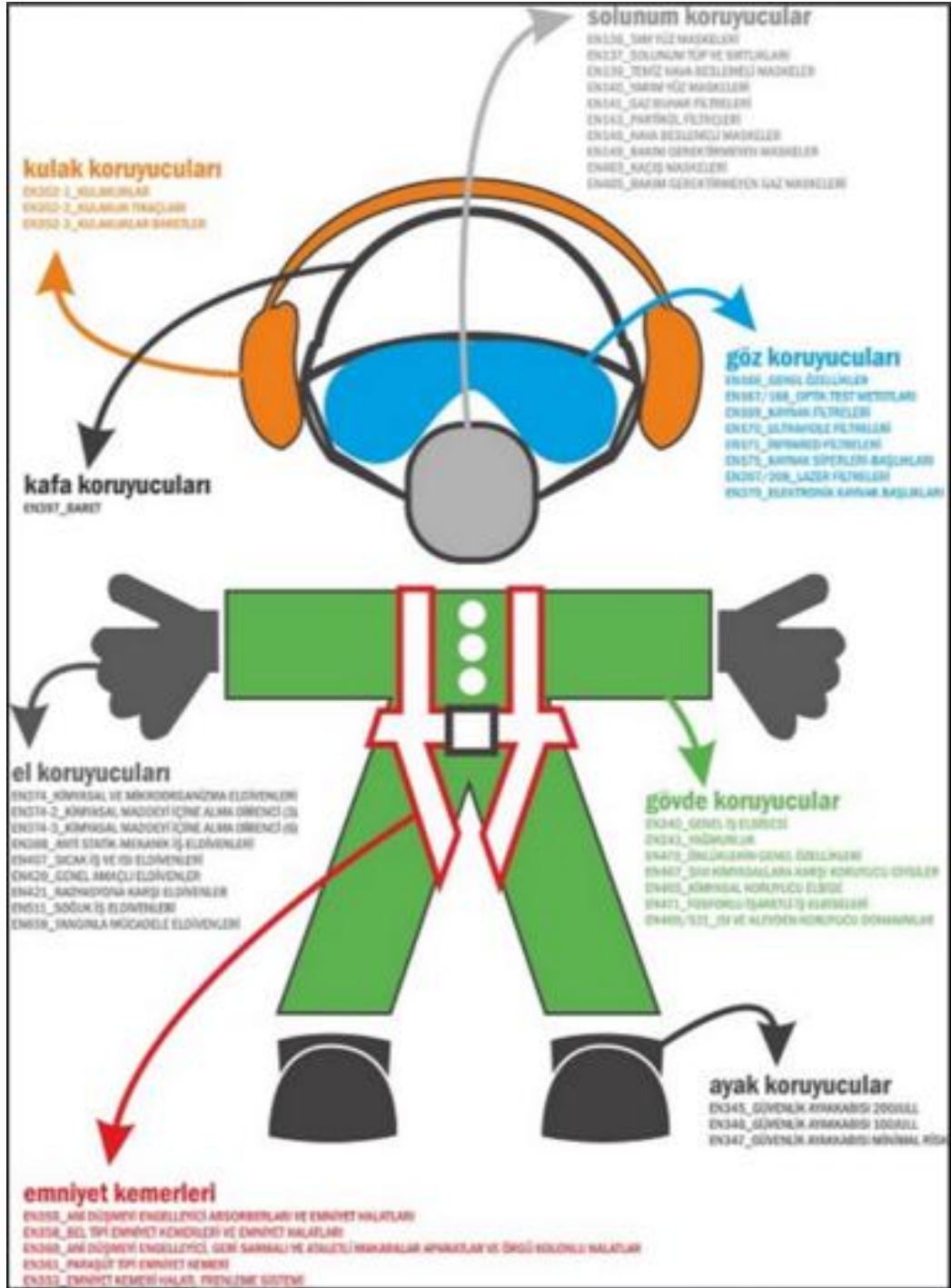
- **To provide facility safety:**


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

The measures specified in " ETKI-05/P02 Permit To Work Procedure " and " ETKI-05/P20 Sub-contractor Service Procedure ", which are prepared in the scope of Occupational Health and Occupational Safety, shall be taken into consideration.

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**9.2 Information for personal protective clothing and procedures for using them:**

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



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## 10. OTHER ISSUES

### 10.1 Validity of Dangerous Cargo Compliance Certificate.

Dangerous Cargo Compliance Certificate is valid same as with Port Licence validity.

### 10.2 Duties defined for Dangerous Goods Safety Advisor.

Services of Dangerous Goods Safety Adviser provided by Çınar, who has License of Authorization for Dangerous Goods Safety Adviser(Consultancy Company). Company information is given below.

*Eren Tehlikeli Madde Güvenlik Danışmanlığı Mühendislik Müşavirlik Sanayi ve Ticaret Ltd. Şti.*

*Adres: Çınar Mah. 5003/2 Sokak No:3-5/504 Bornova/İZMİR*

*Vergi No: 35306705578*

*Vergi Dairesi: HASAN TAHSİN V.D.*

*Tel: 0850 888 19 69*



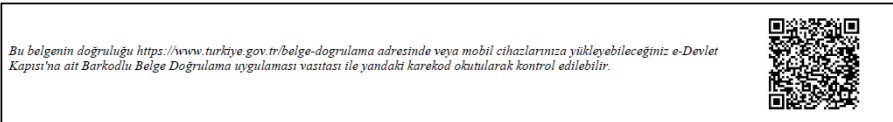
T.C.  
ULAŞTIRMA VE ALTYAPI BAKANLIĞI  
ULAŞTIRMA HİZMETLERİ DÜZENLEME GENEL MÜDÜRLÜĞÜ  
YETKİ BELGESİ




YETKİ BELGESİNİN		
VERİLİŞ TARİHİ	GEÇERLİLİK TARİHİ	BELGE NUMARASI
28/12/2022	31/12/2027	BKN.U-NET.TMGDK.35.91
YETKİ BELGESİ SAHİBİ ( U-NET NO = 1002585 )		
TİCARİ ÜNVANI	EREN TEHLİKELİ MADDE GÜVENLİK DANIŞMANLIĞI MÜHENDİSLİK MÜŞAVİRLİK SANAYİ VE TİCARET LİMİTED ŞİRKETİ	
KISA ÜNVANI	-	
ADRES	ÇINAR MAHALLESİ 5003/2 SOKAK. NO:3-5/504 BORNOVA / İZMİR	
TİCARET SİCİL NO	198983	
VERGİ DAİRESİ / NO	HASAN TAHSİN VERGİ DAİRESİ MÜD. / 3530670578	

BELGE TÜRÜ
TMGDK

Bu yetki belgesi, Tehlikeli Madde Güvenlik Danışmanlığı Hizmetleri Hakkında Yönetmeliğin 9 uncu maddesinin birinci fıkrası kapsamında düzenlenmiştir.




Picture 1. Eren Dangerous Goods Safety Advisory Authority Certificate from Ministry of Transportation and Infrastructure

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Duties and responsibilities of Dangerous Goods Safety Adviser (DGSA), who helps the undertaking in order to ensure safe handling of hazardous materials without harming human health, other living things and the environment, are identified below:

- a) Monitoring compliance with the international agreements (ADR/IMDG Code) and related regulations governing the carriage of dangerous goods
- b) Advising the undertaking according to terms of ADR/IMDG Code on the carriage of dangerous goods
- c) Preparing an annual report on the undertaking's activities in the carriage of dangerous goods in accordance with the form prescribed by the Administration within the first three months of the year, and such annual reports submitted to the management of undertaking and served TMGDK in order to send it through the website, [www.turkiye.gov.tr](http://www.turkiye.gov.tr), to the Administration at their request
- ç) The procedures for compliance with the requirements in ADR/IMDG Code governing the identification of dangerous goods being transported
- d) Guiding the undertaking when purchasing means of transport, considering the undertaking's practice with the dangerous goods being transported,
- e) Determining the procedures for checking the equipment used in connection with the carriage, loading and unloading of dangerous goods
- f) Providing the proper training of the undertaking's employees with regards to their field of work, including on the changes to the national and international regulations, and the maintenance of records of such training
- g) The preparation of the proper emergency procedures to be implemented in the event of any accident or incident that may affect safety during the carriage, loading or unloading of dangerous goods, and made to ensure of periodical practices with the employees about such procedures and maintenance of records of such practices
- ğ) The implementation of appropriate measures to avoid the recurrence of accidents or serious infringements
- h) Maintenance of the account taken of the legal prescriptions and special requirements associated with the carriage of dangerous goods in the choice and use and employ of sub-contractors or third parties
- i) Providing that employees involved in the carriage, loading or unloading of dangerous goods have detailed operational procedures and instructions
- i) The introduction of measures to increase awareness of the employees to the risks inherent in the carriage, loading or unloading of dangerous goods
- j) The preparation of verification procedures to ensure the presence on board the means of transport of the documents and safety equipment which must accompany transport
- k) The preparation of the security plan indicated in ADR Section 1.10.3.2 and maintain of application of such plan
- l) Record all kinds of activities including training, inspection and control on activities by specifying the date and time, and maintenance of records of such activities for 5 years and and such records submitted to the management of undertaking and served TMGDK in order to submit it to the Administration at their request

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- n) Provide the stopping of the work until the danger is removed in case of a related danger in the business where the consultancy service is provided, initiate the work with its own approval even when the danger is removed and notify the management of the business where the consultancy service is provided, served TMGDK and legal authorities of any steps in the process until the danger is removed in written
- o) Establish procedures for packaging, labeling, marking and loading of the dangerous goods on the transport vehicle in accordance with the ADR / IMDG Code provisions DGSA, who is in charge of the operation, collects information about the accident during transportation, loading or unloading in case of a damage to the life, the property and the environment, and prepares an accident report to the management of the business where the consultancy service is provided, and served TMGDK. Such report prepared by DGSA is submitted to the Administration through the website, [www.turkiye.gov.tr](http://www.turkiye.gov.tr), by the management of undertaking or served TMGDK within a month. This report does not replace the report required by the business administration under international or national legislation.

DGSA to serve should have current certificate of ADR and IMDG Code.


**10.3 For carrier of dangerous cargo to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.):**

There is no hazardous material to come or go to our facility by road.

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

**10.4.1 Exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night:**

The vessel arriving at the coastal facility and bearing a dangerous cargo will have the International Sign Code "B" (Bravo) during the day and 1 Fixed Red Lanterns at night.

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**10.4.2** Cold and Hot Work procedures aboard ships in the shore facility and carrying dangerous cargo:

**10.4.2.1** *The ships carrying dangerous cargo and staying in shore facility shall take the required permission for hot and cold work from Port authority and inform the shore facility responsible.*

**10.4.2.2** *The procedures for hot work to be carried out in ships carrying dangerous cargo in the shore port are as follows.*


- Before starting any hotwork in shore facility, the responsible person of the company to carry out the hotwork must be in possession of written authorization to carry out such hot work issued by the Port Authority. Such authorization shall include details of specific location of the hot work as well as safety precautions.
- In addition to the safety precautions required by the Port Authority, before starting any hotwork, the responsible person of the company to carry out the hot work together with responsible person(s) of the ship and/or berth, shall add any additional safety precautions required by the ship and/or berth . These additional safety precautions shall include:
  - Examination of local areas and adjacent areas, including tests to ensure the areas are free, continue to be free, of flammable and/or explosive atmosphere and where appropriate not deficient in oxygen,
  - The removal of dangerous cargo and other flammable substances and articles away from the working and adjacent area.
  - Efficient protection of flammable structural members such as beams, hatches, walls and ceiling coverings against accidental ignition;and
  - The sealing of open pipes, pipe lead through, valves, joints, gaps and open parts to prevent the transfer of flames, sparks and hot particles from working areas to adjacent or other areas.
  - A duplicate of the hot work authorization and safety precautions shall be posted adjacent to the work area as well as at each entrance to the work area. The authorization and safety precautions shall be readily visible to, and clearly understood by all persons in charge of hot work.
  - While carrying out hot work, it is essential that checks are carried out to ensure that conditions have not changed; and at least one suitable fire extinguisher or other suitable fire extinguishing equipment is readily available for immediate use at the location of the hot work.
  - During hot work and after completion of such work, an effective monitoring shall be maintained for a sufficient time in the area of hot work as well as adjacent area where a danger causing from the transfer of heat may be created.

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**10.5 Additional issues added by shore facility.**

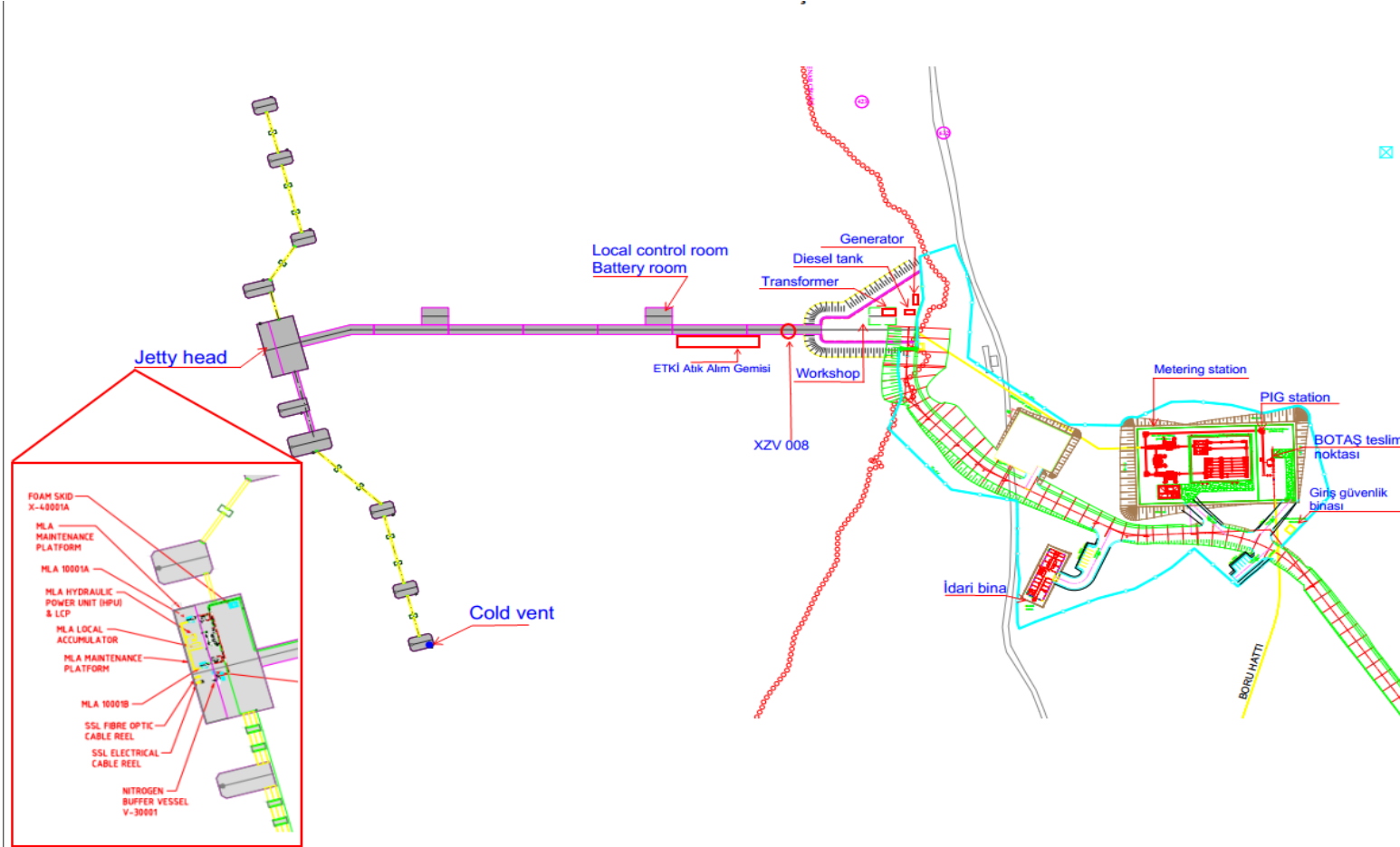
None.

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## 11. ANNEXES

**ANNEX-1 GENERAL LAYOUT OF SHORE FACILITY**




**UNCONTROLLED****ANNEX-2 PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY**

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**ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION**

TR. Ministry of Transport and Infrastructure, General Directorate of Transport Services Regulation	
Phone : 0312-203 10 00	
e-mail : <a href="mailto:uab@hs01.kep.tr">uab@hs01.kep.tr</a>	1- Hakkı Turaylıç Cad. No:5 Emek / ANKARA / TÜRKİYE 2- GMK Bulvarı No:128/A Maltepe/ANKARA/TÜRKİYE
Main Reach and Rescue Coordination Centre	
Phone: 0 312 231 91 05 (24 saat) 0 312 232 47 83 (24 saat)	Fax : 0 312 232 08 23
e-posta: trmc@udhb.gov.tr	Ankara
General Directorate of Coastal Safety	
Phone: 0 212 252 22 94	Fax : 0 212 292 52 97
	İstanbul
Aliağa Port Authority	
Phone: 0232 616 19 93	Fax : 0232 616 41 06
	İzmir
İzmir Governorship	
Phone : 0 232 455 82 82	Fax : 0232 441 91 83
	İzmir
Governor of Aliağa	
Phone : 0 232 616 10 01	Fax : 0 232 616 10 75
	İzmir
İzmir Metropolitan Municipality	
Phone : 0232 293 12 00	İzmir
Southern Sea Area Command	
Phone : 0232 239 27 53	İzmir
Coast Guard Aegean Sea Region	
Phone : 0232 366 66 66/67	Faks: 0232 365 95 75

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İzmir Provincial Disaster and Emergency Directorate	
Phone : 0232 478 17 01	Fax : 0 232 478 13 90
	İzmir
District Security Directorate	
Phone : 0232 616 20 20	Aliağa
Provincial Security Directorate	
Phone : 0232 489 05 00	
	İzmir
Aliağa District Gendarmerie Command	
Phone : 0232 616 19 82	Fax : 0 232 616 19 83
	Aliağa
Batılman Port Facility	
Phone : 0 232 625 12 85	Fax : 0 232 625 12 81
	Aliağa
Ege Çelik Port Facility	
Phone : 0232 625 54 42	Aliağa
Aliağa Public hospital	
Phone : 0232 616 18 13	Aliağa
UZMAR	
Phone : 0232 445 76 00	İzmir

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Gendarme	112
Phone Fault	121
Electrical Fault	186
Water Failure	185



**UNCONTROLLED****ANNEX-5 FIRE PLAN OF FIELD THAT DANGEROUS CARGO HANDLED**

5-1



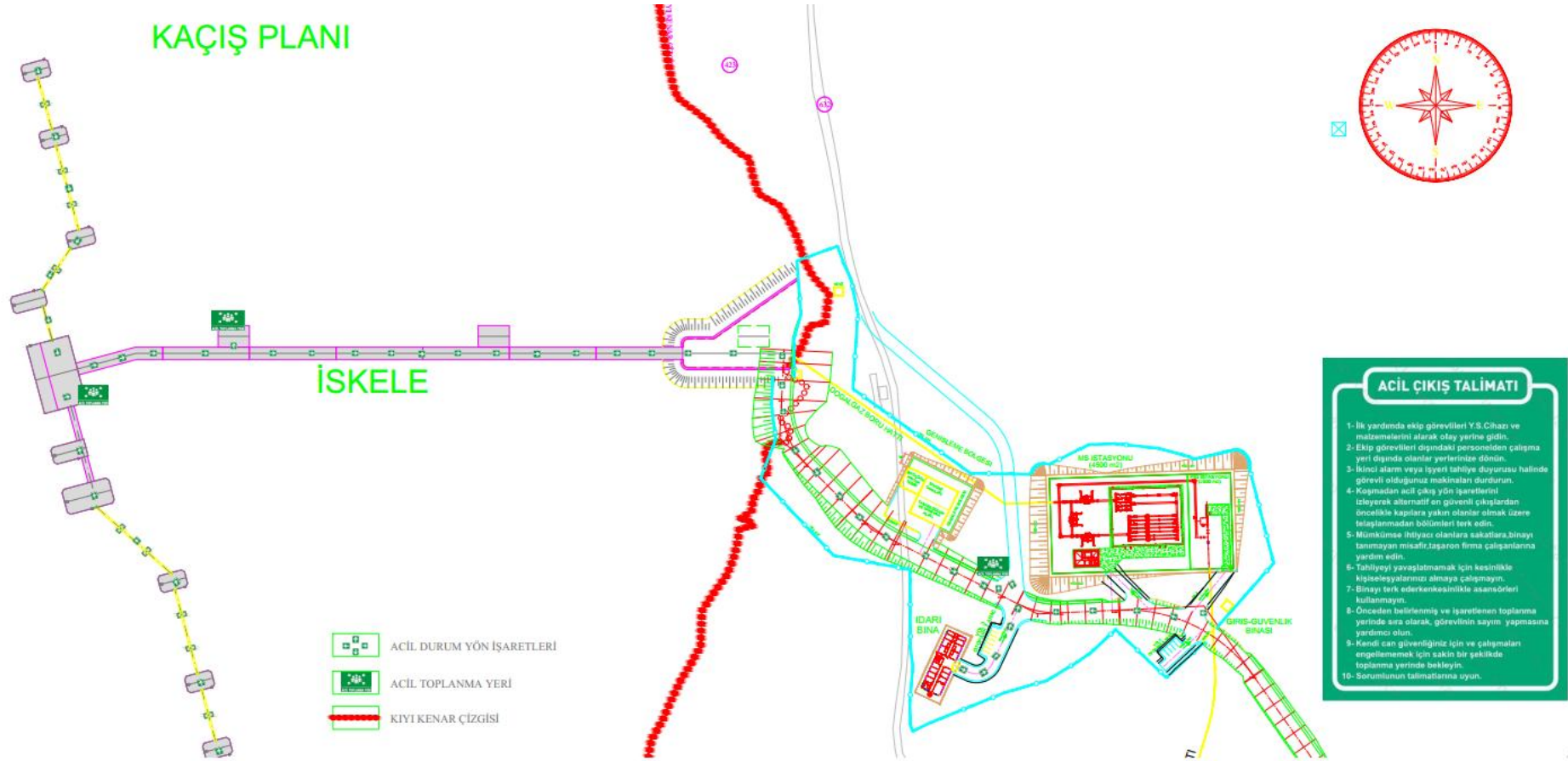
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**ANNEX-7 EMERGENCY ACTION PLAN**

**ETKİ LNG TERMINAL  
EMERGENCY SITUATION IS INCLUDED IN  
PREPARATION AND INTERVENTION PLAN  
(ETKI-09/P01)**

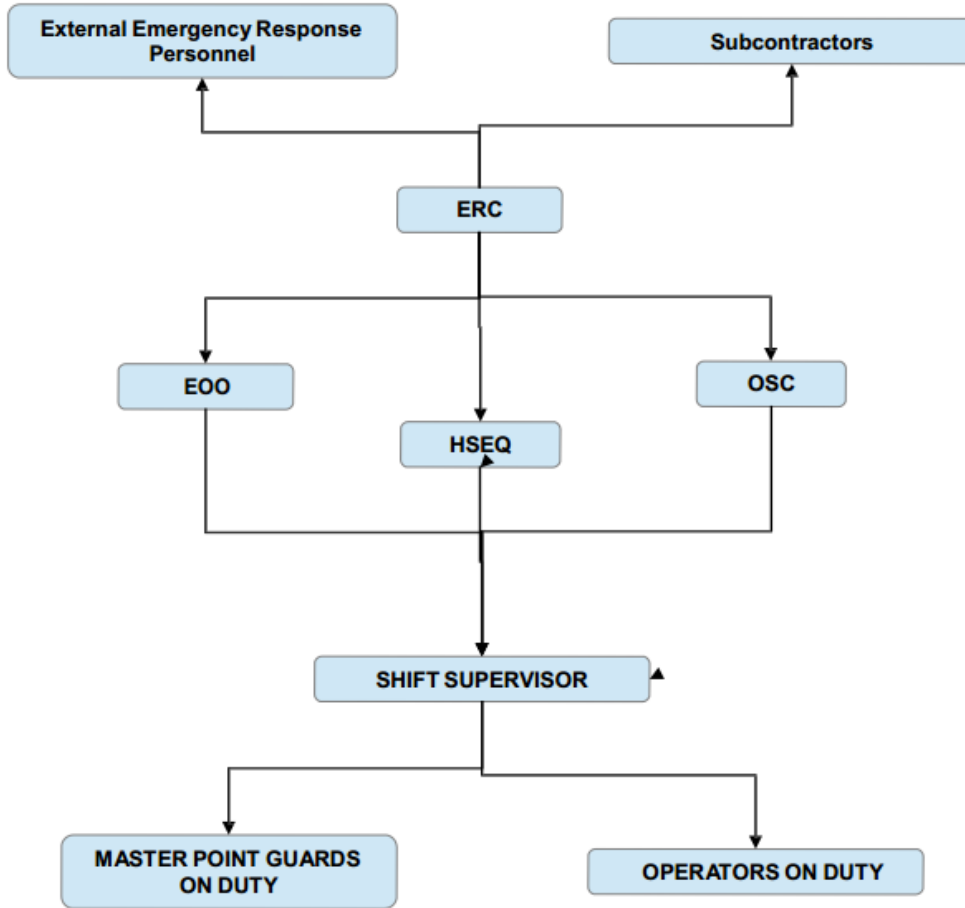
## ANNEX-8 EMERGENCY MEETING POINT PLAN



8-1


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**ANNEX-9 EMERGENCY MANAGEMENT PLAN**




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Emergency Response Coordinator (ERC)	Primary:	Terminal Director
	Alternate:	Marine Operations Manager
	2nd Alternate	Deputy Shift Supervisor on Duty
	Duties:	See Duty Card Appendix G
Health, Safety and Environmental Supervisor (HSEQ)	Primary:	HSEQ Supervisor
	Alternate:	Deputy Shift Supervisor on Duty
	Duties:	See Duty Card Appendix G
Emergency Operations Officer (EOO)	Primary:	Marine Operations Manager
	Alternate:	Deputy Shift Supervisor on Duty
	Duties:	See Duty Card Appendix G
On-Scene Commander (OSC)	Primary:	Operations Manager
	Alternate:	Deputy Shift Supervisor on Duty
	Duties:	See Duty Card Appendix G
Field Response Team (FRT)	Team members:	Operations Manager Shift Supervisor on Duty Operator on Duty
	Duties:	See Duty Card Appendix G
Muster Point Guard	Primary:	Nominated and trained guards
	Alternate:	As per delegation for each appointed person
	Duties:	Attend Muster Point and account for and direct personnel to area of safety as required by circumstances
Supervisors	Primary:	Shift Supervisor on Duty
	Alternate:	Operator on Duty
	Duties:	See Duty Card Appendix G
Operators	Duties:	Operators
Subcontractor Medical Team	Duties:	As per medical protocols established for terminal
Evacuation Management Group (EMG)	Participants:	Marine Operations Manager led by Terminal Director
	Duties:	To determine the need, timing and process of evacuation of personnel to an off-site location in the event of a Major Emergency

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**ANNEX-10 DANGEROUS CARGO HANDLING MANUAL**

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**ANNEX-11 LEAKAGE AREAS, EQUIPMENT, ENTRANCE/EXIT DRAWING  
FOR CTU AND PACKAGES**


**THE FOUNDATION IS NOT AVAILABLE TO THE  
SPREADING AREAS IN A HANDLING LOAD.**

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### ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

<b>Name</b>	<b>Duty</b>	<b>IMO:</b>
ETKİ	Licensed Waste Disposal Ship (Marpol Annex 1, Annex 4 ve Annex 5)	8866163

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**ANNEX-13 LIMITATIONS OF ADMINISTRATIVE PRESIDENCY**

**A) Limit of the administrative area of the port**

The port administrative area of Aliaga Harbor Presidency is located on the line connecting the following coordinates (a) and (b) and the line connecting the coordinates (c) and (d) with the line drawn to the true west (270°) Is the sea and coastal area between the line drawn to the west (270°) and bounded by the adjacent Turkish territorial waters.

- A) 38 ° 55 '00 "K - 026 ° 51' 12" D (Cape Kemikli)
- B) 38 ° 54 '00 "K - 026 ° 50' 21" D (Kara Island)
- C) 38 ° 45 '12 "K - 026 ° 51' 24" D
- D) 38 ° 46 '30 "K - 026 ° 51' 24" D

**B) Anchors**

A) Anchorage area 1: Anchorage area of vessels carrying fuel oil and military tankers working on cabotage line, is the sea area formed by the following coordinates.

- 1) 38° 49' 00" K – 026° 57' 48" D
- 2) 38° 49' 00" K – 026° 58' 24" D
- 3) 38° 49' 39" K – 026° 58' 24" D
- 4) 38° 49' 39" K – 026° 57' 48" D

B) Anchorage area 2: Anchorage area for ships not carrying hazardous cargo and military vessels, the following coordinates of the sea area.

- 1) 38° 53' 00" K – 026° 59' 30" D
- 2) 38° 52' 12" K – 026° 59' 30" D
- 3) 38° 51' 36" K – 026° 57' 48" D
- 4) 38° 53' 00" K – 026° 57' 48" D

C) Anchorage area 3: The marine area for ships containing dangerous cargo, nuclear-powered military vessels and vessels to be quarantined and anchorage to the vessels to perform gas free operation.


- 1) 38° 53' 42" K – 026° 57' 48" D
- 2) 38° 51' 36" K – 026° 57' 48" D
- 3) 38° 53' 00" K – 026° 56' 00" D
- 4) 38° 53' 42" K – 026° 56' 00" D

Ç) Anchorage area 4: Anchorage area for ships not carrying dangerous cargo and military vessels is the sea area formed by the following coordinates.

- 1) 38° 46' 15" K – 026° 54' 21" D
- 2) 38° 46' 00" K – 026° 53' 54" D
- 3) 38° 45' 15" K – 026° 53' 54" D
- 4) 38° 46' 35" K – 026° 51' 56" D
- 5) 38° 46' 51" K – 026° 52' 24" D

D) Anchorage area 5: Anchorage area for vessels not carrying dangerous cargo and military vessels, the following coordinates are the area of the sea which is formed by the following coordinates:

- 1) 38° 47' 39" K – 026° 52' 30" D
- 2) 38° 48' 24" K – 026° 52' 18" D

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3) 38° 48' 24" K – 026° 53' 42" D

4) 38° 47' 39" K – 026° 54' 12" D

E) Anchorage area 6: The marine area for ships containing dangerous cargo, nuclear-powered military vessels and vessels to be quarantined and anchorage to the vessels to perform gas free operation.

1) 38° 49' 12" K - 026° 52' 03" D

2) 38° 48' 24" K – 026° 52' 18" D

3) 38° 48' 24" K – 026° 53' 42" D

4) 38° 49' 12" K - 026° 53' 00" D

F) Anchorage area 7: Anchorage area for ships arriving at the Shipwrecking Zone is the area of the sea which is formed by the following coordinates:

1) 38° 51' 30" K – 026° 53' 30" D

2) 38° 51' 20" K – 026° 54' 12" D

3) 38° 51' 00" K – 026° 53' 24" D


G) Anchorage area 8: Anchorage area for vessels carrying dangerous cargo, the following coordinates are the area of the sea which is formed by the following coordinates:

1) 38° 52' 12" K – 026° 59' 30" D

2) 38° 52' 36" K – 027° 00' 48" D

3) 38° 53' 00" K – 027° 00' 48" D

4) 38° 53' 00" K – 026° 59' 30" D

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**ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY**

With regard to marine pollution, the service was purchased by Uzmar Uzmanlar Denizcilik Tic.ve San.Ltd.Şti. And the emergency response equipment in our facility is as below.

**Oil Spill Kit Inventory**

- 4 sets Oil pad
- 2 Sets Roll Absorbing Pad
- 2 Shovels
- 2 Brushes
- 2 Pieces of Faras
- 2 Buckets
- 6 Drawing
- 6 Disposable Overalls
- 6 Gloves
- 6 Glasses
- 1 Roll of Garbage Bag
- 1 Sack
- 1 Spray Pump
- 1 Surface Cleaner Detergent (5 lt)
- 2 Surface Cleaner Detergent (30 lt)
- 1 Oil Spill Dispersant (25 lt)

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## **ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP**

### **MATERIALS TO BE PROVIDED TO ALL STAFF**

1. Business Gloves (will be changed in case of getting old)
2. Rain (will be changed in case of getting old)
3. The helmet (according to expiration date)
4. Safety shoes (summer and winter pairs)
5. Jacket or coat (every three years)

### **MATERIALS TO BE PROVIDED BY TECHNICAL STAFF**

1. Work clothes (flame-proof) (summer and winter suit)
2. Coat (non-flammable) (every two years)
3. Snow mask or beret (once a year)
4. Neoprene gloves (quarterly)

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### ANNEX-16 NOTIFICATION FORM FOR DANGEROUS CARGO INCIDENT

1.	Local date and time of emergency
2.	Location of accident
3.	Emergency type (Eg: Fire, Fuel spilling, personnel injury) and accident occurrence (Eg: what happened?)
4.	Control measurement damages. What is carried out to control emergency?
5.	Deceased/injured/Loss-number of company employees in accident
6.	Deceased/injured/Loss-number of contractor employees/drivers in accident
7.	Damage of terminal or equipment owned by company
8.	Quantity of Product loss/recovered product owned by company
9.	Damage of terminal and equipment of contractor
10.	Other damaged suffered by the contractor
11.	Impact on company operations
12.	Authorities affected by the accident and forwarded to
13.	Reaction of field occur or expected to occur
14.	Quality checks of equipment and/or product
15.	Review undertaken by Center
16.	Result of corrective actions against causes of emergency

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**ANNEX-17 NOTIFICATION FORM FOR CONTROL RESULTS OF  
DANGEROUS CARGO CARGO TRANSPORT UNITS (CTUS)**


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

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**ANNEX-18 MULTIMODAL DANGEROUS CARGO FORM**


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

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**ANNEX-19 DANGEROUS MATERIAL OPERATION RESPONSIBLE TASK DEFINITION**

1. Dangerous Cargo Operation Officer is required to have the following qualifications.
  - a. Stopping the ship operation, handling dangerous items in the starting matters and instructing the port staff / subcontractors etc. Must be duly authorized in writing.
  - b. The IMDG code should be trained and have relevant certificates.
  - c. It should have sufficient experience in the port operations.
2. Examining the documents coming to the acceptance facility before arriving at the port facility by the dangerous cargo coming to the port facility:
  - a. Identify the name of the Hazardous Material /
  - b. Handling of Hazardous Material will observe the procedures related to the drilling / extraction.
  - c. Determines the necessary safety precautions to be taken by studying the hazards that may arise from the dangerous material.
  - d. It specifies the protective equipment for staff to handle / evacuate and handle with respect to the dangerous substance.
  - e. It informs them by coordinating meetings with persons who will handle / handle and handle hazardous materials.
3. Prevention of accidents that may occur during the handling of dangerous cargo will help to implement the "Accident Prevention Policy" determined at the port facility in order to minimize the damage to people and the environment by ensuring safety of life, property and environment and possible accidents.
4. The handling operation is stopped when a nonconformity is detected in the handling of the dangerous cargo, thereby ensuring that the nonconformity is removed.
5. It constantly checks the fire, safety and safety measures measured and ensures that the deficiencies are eliminated immediately.

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6. Provide coastal facility personnel and crew members wearing protective clothing during loading, unloading and storage when handling dangerous cargo.
7. Hazardous substance handling equipment provides firefighting equipment for persons to fight fire and ensures that fire extinguishers and first aid units and equipment are ready for use at any time.
8. Coordinates the operation with the practices in the emergency evacuation plan for evacuation of ships and marine vessels from coastal facilities in an emergency.
9. It checks that persons engaged in the loading, unloading and handling of dangerous cargo are trained and certified. Inadequate staff only allows short-term working of staff with sufficient certifications.
10. Ensures that hazardous cargo is carried, handled, disassembled, stacked, temporarily suspended and inspected in a safe and proper manner by appropriately qualified, trained, occupational safety precautions personnel.
11. All mandatory documents, information and documents that need to be found in relation to dangerous cargo are checked for loading. It does not allow handling of the burden when it detects a deficiency.
12. Inspects the relevant documents to confirm that the dangerous cargo entering the facilities has been properly identified, classified, certified, packaged, labeled, declared, safely loaded and moved.
13. Keeps an up-to-date list of all dangerous cargo on the premises.
14. Takes necessary safety precautions for unsafe, unprotected, or dangerous persons or persons.
15. Ensure that emergency arrangements are made and that all relevant persons are informed.
16. Notify the port authority of dangerous cargo accidents.
17. Provide the necessary support and cooperation in the controls made by the official authorities.
18. Prevents vessels and marine vessels carrying dangerous cargo from approaching berths and climbers without the permission of the port authority.
19. In case of an accident arising from dangerous cargos, it shall initiate the necessary emergency response taking into account EmS and Emergency Plan.

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20. IMDG CODE and other documents are available at any time with regard to the handled cargo at the port facilities.

21. Allows the hot work and process procedure to be implemented taking into account the procedure for hot operations to be carried out during the handling and / or storage of hazardous materials at the port facility.

22. Take necessary measures and precautions to prevent the dangerous cargo handled at the port facility from infecting the sea, soil, water or water drainage areas.

23. Medical First Aid taking into consideration the persons affected by the damages of dangerous cargo and the "Medical First Aid Guide (MFAG)" attached to the IMDG Code for those who need first aid after accidents involving these cargo are transferred to the nearest hospital as soon as possible.

24. Hazardous substance handling and stacking operations shall be carried out to ensure that all equipment which is not operated with power operated by power is used and maintained under the conditions specified in the instructions and transmit the faults to the relevant units.

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**ANNEX-20 DEFINITION OF POSITION OF RESPONSIBLE PERSONNEL FOR HAZARDOUS LIQUID CASTING CARGO**

1. It is the intention of the responsible person to keep a separate person's record of dangerous liquid bulk cargo at the port facility in order to keep all the documents of dangerous liquid bulk in the registration system and to prevent the lack of records. This does not mean that other people can not access these records.
2. The person responsible for maintaining the records of dangerous liquid bulk cargo shall not be held responsible for the operation of bulk cargo at the same time.
3. When the Dangerous cargos Registration Officer is assigned, he / she is requested to have the following qualifications.
4. It must be authorized in writing to keep the records of dangerous substances and to submit them in case of emergency.
5. The IMDG Code should be trained and have relevant certificates.
6. Prevention of accidents that may occur during the handling of dangerous cargo helps to implement the "Accident Prevention Policy" determined at the port facility to minimize the harm to people and the environment by ensuring the safety of life, property and the environment and possible accidents.
7. Keep records of dangerous cargos ready to be given to the recipient or the requesting authority to deliver the dangerous cargo under normal circumstances
8. It keeps up-to-date and ready-to-reproduce gadgets that will precisely place dangerous substances, such as fire / leak, in addition to other dangerous substances.
9. Check all the compulsory documents, information and documents that need to be found in relation to the dangerous cargo. When it detects a deficiency, it notifies interested parties to stop handling the load.
10. inspects the relevant documents to confirm that the dangerous cargo entering the facilities has been properly identified, classified, certified, packaged, labeled and declared. During this inspection, it also checks whether the dangerous substances are marine pollutants at the same time and ensures that deficiencies / faults are eliminated.
11. Provides all kinds of assistance in the control of official authorities and ensures immediate and complete delivery of requested information.