



**SOCAR REFINERY AND
PETROCHEMICAL BUSINESS
UNIT**

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PETKİM PORT

DANGEROUS CARGO HANDLING GUIDE



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REVISION PAGE

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|-------------|-----------------|--|---------------|----------------------|-----------|
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| 1 | 01 | TYUB Regulation update | 01.12.2021 | EMRE SÖZEN | |
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| ANNEX -5 | Fire Plan of the Areas where Dangerous Goods are Handled |
| ANNEX -6 | General Fire Plan of the Facility |
| ANNEX -7 | Emergency Plan |
| ANNEX -8 | Emergency Assembly Places Plan |
| ANNEX -9 | Emergency Management Chart |
| ANNEX -10 | Dangerous Goods Handbook |
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| ANNEX -12 | Inventory of Port Service Ships |
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| ANNEX -19 | Dangerous Goods Handling Guide Additional Cargo Notification (necessary) |

ABBREVIATIONS

| Code | Definition |
|------------------|---|
| PETKİM | PETKİM Petrochemical Holding A.Ş. |
| SOCAR | State Oil Company of the Republic of Azerbaijan |
| PPE | Personal Protective Equipment |
| SOLAS | International Convention for the Safety of Life at Sea |
| SDS | Material Safety form |
| CSC | International Convention for safe containers |
| ISGOTT | International Safety Guidelines for Tankers and Terminals (The International Safety Guide for Oil Tankers and terminals) |
| UAY | Ministry of Transport and Infrastructure |
| HANDLE | "Material Resource Planning Program" in use |
| C&E | Device and Equipment |
| ADMP | Emergency Response Plan |
| TMGD | Dangerous Goods Safety Consultancy |
| TYER | Dangerous Cargo Handling Guide |
| IMDG Code | International Code of Dangerous Goods Transported by Sea |
| IBC Code | International code for the construction and equipment of ships carrying Dangerous Chemicals at sea |
| MARPOL | International Convention for the Prevention of Pollution from Ships, 1973/78 |
| IGC Code | International code for the construction and equipment of ships carrying Dangerous Liquefied Gases at sea |

DEFINITIONS

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

Packer: Real and real persons who place the dangerous goods in different types of containers including big packaging and intermediate bulk cargo containers and make the packages ready for transportation when necessary, pack the dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the instructions of the sender or his/her refers to legal persons and shore and shore facility personnel who actually perform this operation.

Packaging and intermediate bulk cargo containers and make the packages ready for transportation when necessary, pack the dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the instructions of the sender or his/her refers to legal persons and shore facility personnel who actually perform this operation.

Ministry: means the Ministry of Transport and Infrastructure.

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

Handling : It refers to the relocation of the dangerous cargo, transferring it from large containers to small containers, ventilating, separating, sifting , mixing, renewing, changing or repairing the cargo transport units and packages, and similar operations without changing its essential qualities.

Fumigation : It refers to the application of solid, liquid or gaseous chemical substances that act in gaseous form to a closed cargo transport unit or ship hold in order to destroy harmful organisms. Gas measurement: It means the determination of the gases and required amounts determined by the Administration within the scope of the relevant regulation in cargo transport units and/or closed areas by authorized institutions and persons using special devices and apparatus.

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

Purge: It refers to the work and operations performed with active or passive ventilation if it is determined that the cargo transport units, which are within the scope of fumigation and not within the scope of fumigation , but that may be harmful to life, property and the environment, are above the values in the relevant directive as a result of the risk assessment. Gas-forming products: Refers to the products that cause gas formation in the cargo transport units, which are caused by the products that release gas due to the characteristics of the transported product or the cargo transport unit, although no fumigant is used.

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

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

IGC Code: Refers to the International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk.

IMDG Code: Refers to the International Code for Dangerous Goods Transported by Sea. IMO: stands for the United Nations International Maritime Organization.

ISPS Code: Refers to the International Ship and Port Facility Security Code. Administration: Refers to the Dangerous Goods and Combined Transport Regulation General Directorate.

IMO: stands for the United Nations International Maritime Organization.

Administration: Refers to the General Directorate of Maritime Affairs.

Captain: Refers to the person who directs and manages the ship. Coastal facility: Queys, jetties, buoys, platforms and anchorages, approach areas, closed and open storage areas, buildings and services used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely take or take shelter of cargo or passengers. denotes structures.

Coastal facility: Queys, jetties, buoys, platforms and anchorages, approach areas, closed and open storage areas, buildings and services used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely take or take shelter of cargo or passengers. denotes structures.

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

Container: It refers to a cargo transport unit that has a certificate in accordance with the applicable standards within the scope of the CSC Contract.

SOLAS: Refers to the 1974 International Convention for the Safety of Life at Sea. Grain Code: Refers to the International Code for the Safe Transport of Bulk Grains.

Carrier: Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agency, who receives, submits, or accepts offers regarding the transportation of all kinds of dangerous goods on behalf of himself or on behalf of third parties, together with means the natural and legal persons who carry out the transportation with or without a contract with the railway.

Hazardous Waste: The cargo that is classified as specified in the Basel Convention and the transportation class and conditions of which are determined within the scope of SOLAS, of the cargo

or dangerous cargo that is not intended to be used directly, or of the packaging and cargo transport units carrying dangerous goods, transported for reprocessing, garbage, incineration or disposal by any other means. It refers to parts, solutions, mixtures and used packaging and cargo transport units.

Dangerous Goods (Dangerous Goods): Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1, packaged goods and objects given in Part 3 of the IMDG Code, characteristic of the cargoes given in Attachment 1 of the IMSBC Code bulk cargoes with the words "B" and "A and B" in the group box in the group box , liquid substances with the phrase "S" or "S/P" in the "d" column titled " hazards " of the table given in Chapter 17 of the IBC Code , gaseous substances given in GC Code Chapter 19, and substances that have not yet been included in these lists, but that have the potential to harm life, property, the environment or other materials during transportation due to their physical, chemical properties or mode of transport, refers to packages and freight transport units.

Toolbox Interviews: Refers to the interviews held on the job 15 minutes before the start of the shift, for the purpose of transferring experiences, raising motivation, raising awareness and informing, on topics such as general information about the port situation, special conditions, malfunctioning equipment, experienced accidents, extra situations.

UN Number: Indicates the four-digit identification number of dangerous goods or parts taken from United Nations sample regulations.

Cargo Loaded: The real person who loads dangerous cargoes and cargoes that pose danger in terms of loading safety to the ship or sea vehicle, vehicle or cargo transport unit in accordance with the instructions of the sender, and labels and plates the cargo transport unit, handles, stacks , unloads the cargo including the dangerous cargoes in the ship or cargo transport unit. or legal persons.

Cargo Person: Refers to the sender, receiver, representative and freight forwarder of the dangerous cargo. Cargo Transport Unit: It is designed and manufactured for the transport of packaged or bulk dangerous cargoes; refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway wagon and tank wagon, container and tank container.

Cargo Transport Unit: It is designed and manufactured for the transport of packaged or bulk dangerous cargoes; refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway wagon and tank wagon, container and tank container.

PRESENTATION

1. LOGIN

PETKİM Port Dangerous Goods Handling Guide is; It is to reveal the procedures and principles determined for the safe handling of Dangerous Goods in a general framework, and to explain the main lines of the measures to be taken in order to ensure the safety of life, property and environment in case of emergency that may occur at the coastal facility.

This guide covers Dangerous Goods Persons, Ship Related Persons who bring dangerous goods to the Port and Coastal Facility Operator (PETKİM Port).

1.1 GENERAL INFORMATION ABOUT THE SHORE FACILITY

Petkim Port; It was established in 1978 primarily for the evacuation of factory assembly materials brought from abroad during the construction-assembly of the Aliğa Complex, and for the purpose of evacuation in the raw material inputs (Import) when the Complex became operational, and loading (export) in the sale of finished products.



Discharging the liquid chemical raw materials required for production at the Petkim factories at the port facility from the ships and transporting them to the factories via pipes; Liquid chemical products obtained in PETKİM factories are taken from the storage tanks of the factories, transported to the jetties with pipes and loaded onto ships from there.

The idea of establishing a petrochemical industry in Turkey was adopted in 1962, the beginning of the First Five-Year Plan period, and as a result of the studies and researches, Petkim Petrokimya A.Ş. It was established on 03.04.1965 under the leadership of TPAO.

Petkim first opened 5 factories in the Yarımca Complex in 1970, and then other factories followed suit. III. During the Five-Year Development Plan period, it was decided to establish Petkim 's second complex in Aliğa. Aliğa Complex was established with the most advanced technologies and optimum capacities and was put into operation in 1985. The demand growth rate of petrochemical products, especially thermoplastics, is at least twice the world average in Turkey. The ratio of the rate of increase in plastic demand to the rate of increase in GNP is far above the world average.

Petkim continues its capacity-increasing expansion investments that it started in 1998. Within the framework of capacity increasing investments of approximately 450 million USD, the investments made to increase the production capacity by 120,000 tons/year in the Ethylene Factory, 120,000 tons/year in the Low Density Polyethylene Factory, and 64,000 tons/year in the Polypropylene Factory, in the Aromatics Factory. Improvement works aimed at increasing capacity utilization and Paraxylene product purity were completed in 2005.

Within the scope of these investments, 100 Million USD was spent in Steam Production - Electricity Production Units; The 57 MW Gas Turbine and its associated Waste Heat Recovery System were

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commissioned, thus increasing the installed power of electricity generation to 226 MW . Instead of fuel-oil in steam boilers , more economical and environmentally friendly natural gas has been used. As a result of new investments completed in 2005, Petkim Aliğa Complex achieved the highest production and sales in its history.



It is possible to load / unload petroleum product tankers, chemical tankers and liquefied gas tankers at our port.





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General information about Petkim Port is presented in the Facility Information Form below.

FACILITY INFORMATION FORM

| | | |
|----|---|--|
| 1 | Facility operator name/title | PETKİM PETROKİMYA HOLDİNG A.Ş. |
| 2 | Contact information of the facility operator (address, phone, fax, e-mail and web page) | Siteler Mahallesi Necmettin Giritlioglu Cad. SOCAR Turkey Aliğa Management Building No 6/1 Aliğa-İzmir/Turkey, petkim.loadingmaster@socar.com.tr Tel: +902326161240 |
| 3 | Facility name | PETKİM PORT |
| 4 | City where the facility is located | İZMİR |
| 5 | Contact information of the facility (phone, fax, e-mail and web page) | Ph on : +90 (232) 616 12 40 (8 Lines) - 616 32 40 (10 Lines) e Fax : +90 (232) 616 12 48 - 616 14 39 - 616 24 90 petkim.loadingmaster@socar.com.tr |
| 6 | Geographical region of the facility | AEGEAN REGION |
| 7 | Port Authority and contact details of the facility | Aliaga Regional Port Authority, Kültür Mahallesi Fevzipaşa cd . No:10 Aliaga / İZMİR, 0232 616 1993 |
| 8 | Mayor's Office and contact details of the facility | ALIAGA MUNICIPALITY, Kultur Mah. İstiklal Cad. No:66 Aliaga İZMİR, 0232 616 1980 |
| 9 | Name of the Free Zone or Organized Industrial Zone where the facility is located | - |
| 10 | Validity date of Coastal Facility Operation Permit / Temporary Operation Permit | 10.03.2024 |
| 11 | Operating status of the facility (X) | Own load and additional 3rd Party () Own Charge (X) 3rd Party (...) |
| 12 | Name and surname of the facility manager, contact details (phone, fax, e-mail) | Jetty Operations Manager Erdem KARAMAN Mobile: 0 537 659 37 46 Erdemir.karaman@socar.com.tr |
| 13 | Name and surname, contact details (phone, fax, e-mail) of the facility's dangerous goods operations officer | Jetty Operations Manager Erdem KARAMAN Mobile: 0 537 659 37 46 Erdemir.karaman@socar.com.tr |

| | | |
|----|--|---|
| 14 | Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail) | Kübra AKYILDIZ Tel: 0555 562 97 52 kubra.akyildiz@tmgddanismanlik.com |
| 15 | Marine coordinates of the facility | 38° 46' 36" N - 026° 55' 33" Harbor light at E position and 38° 46' 30" N - 026° 55' 30" E on land 38° 46' 30" N - 026° 55' 49" It was established in the area connecting to point E. |
| 16 | handled at the facility (loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads) | MARPOL APPENDIX-1, APPENDIX- 2: YES IGC CODE: YES IBC CODE: YES |
| 17 | handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate) | Petroleum and Petroleum Derivatives within the Scope of MARPOL APPENDIX 1 & APPENDIX 2 Propane , Butane, Liquefied Petroleum Gas and Ammonia within the scope of IGC CODE , Paraxylene , Acrylonitrile , Paygaz , Naphtha, C5, Orthoxylin , Acetic Acid, Heptane , Hexane , Meg , Aromatic Oil, Cuttersotck , VCM, EDC and Caustic within the scope of IBC CODE |
| 18 | Classes for cargo handled , subject to IMDG Code | Packaged cargo is not handled in our port, but IMDG Code classes of cargo handled under other codes are as follows: Class 2 / Class 3 / Class 6 / Class 8 / Class 9 |
| 19 | Groups in characteristic table for handled cargo subject to IMSBC Code | - |
| 20 | Types of ships that can approach the facility | Petroleum Product Tanker, Chemical Tanker, Liquefied Gas Tanker, Bulk Liquid Cargo Tanker |
| 21 | Distance of the facility to the main road (kilometers) | 1.5 km |
| 22 | The distance of the facility to the railway (kilometers) or the railway connection (Yes / No) | 1 km / None |

| | | | | | | |
|-----------------|---|---|----------------------|---------------------|---------------------|--------------------|
| 23 | Name of the nearest airport and its distance from the facility (kilometers) | ADNAN MEDERES AIRPORT / 85 km | | | | |
| 24 | Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year) | 7,000,000 tons/year (liquid load) | | | | |
| 25 | scrap handling is done at the facility | not done | | | | |
| 26 | Is there a border gate? (Yes No) | Yes | | | | |
| 27 | Is there a bonded area? (Yes No) | Yes | | | | |
| 28 | Cargo handling equipment and capacities | Transfer is made with filling arm and hoses. | | | | |
| 29 | Storage tank capacity (m3) | no | | | | |
| 30 | Open storage area (m2) | no | | | | |
| 31 | Semi-closed storage area (m2) | no | | | | |
| 32 | Closed storage area (m2) | no | | | | |
| 33 | Identified fumigation and/or de-fumigation area (m2) | no | | | | |
| 34 | Name/title contact details of pilotage and tugboat services provider | Petkim Pilotage and Tugboat Organization 0232 616 1240 / 3673 / 0554 537 09 57 | | | | |
| 35 | Has a Security Plan been created? (Yes No) | Yes | | | | |
| 36 | Waste Reception Facility Capacity | Waste Type | Capacity (m3) | | | |
| | | Oily Water | 4,818,000 m3/year | | | |
| | | Chemical Waste Water | 8.760.000 m3/year | | | |
| | | Dirty water | 1,314.000 m3/year | | | |
| | | Solid waste | 6,573 tons/year | | | |
| | | Oily Waste | 2,619 tons/year | | | |
| | | Waste Sludge | 8.308 tons/year | | | |
| 37 | Dock/jetty etc. properties of fields | | | | | |
| Quey / Jetty No | | Height (meter) | Width (meter) | Maximum Water Depth | Minimum Water Depth | Largest Ship Tonna |

| | | | (meters) | (meters) | ge (DWT) |
|------------------------------|--|----------------|-----------------|----------|----------|
| Quey-2 (liquid/gas cargo) | 175 | - | 10,5 | 10 | 25,000 |
| Jetty-5 (liquid/gas load) | 221 | - | 12 | 11 | 40,000 |
| Quey-3 | It is out of use due to the works carried out within the scope of modernization, and the Ship / Cargo operation is not carried out | | | | |
| Pipeline Name | Number (pcs) | Length (meter) | Diameter (inch) | | |
| C5 | one | 2760 | 12 | | |
| BENZENE | one | 3111 | 12 | | |
| PARAXYLENE | one | 3075 | 12 | | |
| ORTHOXYLENE | one | 2770 | 12 | | |
| ACETIC ACID | one | 1161 | 6 | | |
| HEGZAN - HEPTAN | one | 3313 | 8 | | |
| NAFTA | one | 2633 | 24 | | |
| VCM – EDC | one | 1892 | 6 | | |
| PENTAN | one | 2667 | 6 | | |
| ACN | one | 1780 | 10 | | |
| MEG – DEG | one | 599 | 12 | | |
| AROMATIC OIL - CUTTERSTOCK | one | 3029 | 8 | | |
| C4 | one | 3084 | 10 | | |
| C3 | one | 3094 | 8 | | |
| LPG | one | 4503 | 10 | | |
| AMMONIA | one | 2330 | 12 | | |
| CAUSTIC | one | 250 | 10 | | |
| ETHYLENE | one | 2989 | 8 | | |
| PY-GAS | one | 3081 | 12 | | |

1.2 LOADING/UNLOADING, HANDLING AND STORAGE PROCEDURES FOR HAZARDOUS LOADS HANDLED AND TEMPORARY STORAGE ON THE SHORE FACILITY

At Petkim Port, all bulk liquid and liquefied cargoes are transferred between existing pipelines and fixed shore tanks at the factories. There is no such thing as waiting in the terminal area.

Petkim port carries out its operations in accordance with the regulations made by national and international legislation.

The management of all loading / unloading operations in our terminal is in the Loading Master Management unit, and the hose and cargo arm connections of the ships on the jetty, hose and cargo arm sweeping, chimney preparation, line sweeping, line heating, line circulating and line maintenance in operations that require the use of chimneys. Detection and follow-up of the needs are provided by the Jetty Operations Management.

All liquid chemical cargo handling is done in bulk by pipeline. Pipelines and cargo arms and hoses used in ship transfers integrated with them are marked and used in this way. By using Chemical Compatibility Charts on ships and ship acceptances , it is ensured that interactive products are not taken into adjacent tanks. In fact, the responsibility in this matter primarily belongs to the ship. In order to avoid any interaction between reactivity and heated cargo tanks on ships , they make the necessary tank arrangement by taking into account the stability conditions. Similarly, the factor of the cargo to be taken compared to the previous cargoes is evaluated by the ship, terminal and surveys .

Loading, unloading, tank control, preparation for loading and unloading of chemical and gas tankers and tank washing activities when necessary ISGOTT (International Safety Guide for Oil Tankers and Terminals), IBC Code, IGC Code, Marpol and IMDG Code are carried out in accordance with the provisions.

After the ship docked at the terminal and the necessary checks are made regarding the Customs and Maritime Police, first the PFSO, then the Loading Master, boarded the ship with the necessary documents, and the First Officer (Chief) responsible for the cargo operations. Officer) makes a Security Meeting. At the Security Meeting, an agreement is reached between the Loading Master and the First Officer on the following documents.

- **LOADING**
 1. Ship & Coast Safety Checklist (edited according to ISGOTT)
 2. Ship & Shore Loading Protocol: A detailed protocol showing all kinds of operational data, hazards and points to be considered regarding the loading operation of the cargo.
 3. The MSDS (Material Safety Data Sheet) of the cargo is delivered to the ship, information is given about the hazards of the cargo and a signature is taken to confirm that it has been delivered.
 4. Inhibitor Certificate: Certificate issued by the relevant factory that produces for cargoes using inhibitors.
 5. Cargo Security Information Form (Shipping Document)
 6. Cargo Plan: Plan showing the tanks to be loaded on board at the terminal. Information about interactions is taken into account when creating cargo plans.

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- Terminal Rules: A booklet showing the rules to be followed for the terminal.
- Safety Notices (Smoking Notice, Prevention Pollution Notice, Safety letter etc.)

- DISCHARGING

- Ship & Coast Safety Checklist (edited according to ISGOTT)
- Ship & Shore Discharge Protocol: A detailed protocol showing all kinds of operational data, hazards and points to be considered regarding the evacuation operation of the cargo.
- MSDS (Material Safety Data Sheet) of the cargo and other loading port documents are received. Information is obtained about the dangers of the load and the points to be considered.
- Inhibitor Certificate: The certificate given to the ship at the loading port for cargoes using inhibitors.
- Cargo Security Information Form (Shipping Document)
- Cargo Plan: Plan showing the tanks to be discharged at the terminal on board the ship. Information about interactions is taken into account when creating cargo plans.
- Terminal Rules: A booklet showing the rules to be followed for the terminal.
- Safety Notices (Smoking Notice, Prevention Pollution Notice, Safety letter etc.)

2. RESPONSIBILITIES

General responsibilities

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

- They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when an accident occurs.

EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods .

- They 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 goods and the health problems caused by the accidents involving these cargoes.

Responsibilities of the cargo person

The responsibilities of the cargo person are as follows:

- It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
- It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

Carrier's responsibilities

The responsibilities of the carrier are as follows:

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

Controls the compliance of dangerous goods classified, packaged, marked, labeled and placarded by the cargo person with the legislation.

c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and cargo transport units, they are safely loaded and securely fastened to the cargo transport unit.

Responsibilities of the coastal facility operator

The responsibilities of the coastal facility operator are as follows:

a) Do not berth the ships carrying dangerous goods without the permission of the port authority.

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

c) It does not handle dangerous goods for which it has not received a handling permit from the Administration , and it does not make the ships that will berth suffer by planning in this context.

ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility .

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

e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the jetty and for handling

Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel who do not have the documents in these operations.

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

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

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

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- i) Equips the jettys and jetties reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant persons upon request.
- k) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
- l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- m) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- n) Provides the transport of Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage, out of the coastal facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
- o) Temporarily stores the cargo transport units in which dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.
- ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
- p) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- r) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

Responsibilities of the ship owner

Responsibilities of ship owners are as follows:

- a) It ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b) Requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.

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

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

Education

Procedures and principles regarding the trainings required by the personnel working in the coastal facilities handling the cargoes within the scope of this Regulation are determined by the Administration. These education listed as below:

- IMDG CODE
- INFORMATION ABOUT WORKING LEGISLATION
- LEGAL RIGHTS AND RESPONSIBILITIES OF EMPLOYEES
- WORKPLACE TIDENESS AND ORGANIZATION
- LEGAL CONSEQUENCES ARISING FROM WORK ACCIDENTS AND OCCUPATIONAL ILLNESS
- CAUSES OF OCCUPATIONAL DISEASES
- APPLICATION OF THE PRINCIPLES OF PROTECTION FROM DISEASE AND PROTECTION TECHNIQUES
- BIOLOGICAL AND PSYCHOSOCIAL RISK FACTORS
- FIRST AID
- DAMAGES AND PASSIVE AFFECTION OF TOBACCO PRODUCTS
- CHEMICAL, PHYSICAL AND ERGONOMIC RISK FACTORS
- WORKING WITH EQUIPMENTS WHICH HAVE MONITOR
- MANUAL LIFTING AND HANDLING
- RISKS AND PRECAUTIONS OF ELECTRIC HAZARDS

- SAFE USE OF WORK EQUIPMENT
- SAFETY AND HEALTH SIGNS
- GENERAL RULES OF OCCUPATIONAL HEALTH AND SAFETY AND SAFETY CULTURE
- USE OF PERSONAL PROTECTIVE EQUIPMENT
- CAUSES OF OCCUPATIONAL ACCIDENTS AND PROTECTION PRINCIPLES AND APPLICATION OF TECHNIQUES
- FLASH EXPLOSION AND FIRE PROTECTION
- EVACUATION AND RESCUE
- ROAD SAFETY
- WORK AUTHORIZATION / WORK PERMIT
- ENVIRONMENT
- PROCESS SAFETY
- ENCLOSED SPACE WORK PERMIT
- WORKING AT HEIGHT
- WORK ON AND NEAR WATER
- OHS PRACTICES (RULES) IN MARITIME BUSINESS
- WORKING IN AN ENVIRONMENT WITH RADIATION RISK
- EXCAVATION WORKS
- PRESSURIZED CONTAINERS
- JETTY WORKS
- BASIC INFORMATION ON PROTECTING PERSONAL DATA
- BASIC BUSINESS CONTINUITY
- ROAD SAFETY
- ADR TASK SPECIFIC
- BEHAVIOR-ORIENTED OCCUPATIONAL SAFETY (BBS)
- EMERGENCY ACTION PLAN
- FIRE DRILL
- EARTHQUAKE AND FLOOD EXERCISE
- ISPS CODE DRILL
- MARINE POLLUTION EMERGENCY RESPONSE
- ENVIRONMENTAL ACCIDENTAL, SPILL RESPONSE
- GAS LEAKAGE DRILL
- POWER CUT DRILL

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

c) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out at the coastal facilities, the Administration may request the repetition of the trainings.

d) For the practical applications of the trainings within the scope of this article, the opportunities of the Ministry are primarily utilized.

Duties to be assigned to subordinates

- Extinguishing teams, general fire extinguishing, shift unit fire extinguishing teams are available. As rescue measures, we have general safety team personnel. Night security guards are trained to act as rescue personnel.
- Petkim Petrochemical Holding A.Ş.' There is a fire department belonging to the Occupational Health, Safety and Environment Directorate of the Company. The fire extinguishing teams of the Occupational Health, Safety and Environment Directorate have the necessary information about which tools and equipment and how to act in the event of a fire, and the sample charts are posted on the boards in the units they are in charge of.
- Petkim Petrochemical Holding A.Ş. Fire extinguishing and rescue training activities are provided by the Occupational Health, Safety and Environment Directorate . The trainings to be taken by the personnel to be assigned are determined by this directorate. These trainings cover types of fire, extinguishers, intervention methods . Petkim Petrochemical Holding A.Ş. entering the borders and/or the port area 3 . Firefighting training is given to employees of sole proprietorships by the Occupational Health, Safety and Environment Directorate.

Coordination instruction, coordinator duties

- Coordination will be made with neighboring organizations in case of fire and on what issues will be helped.
- Contact will be made by phone. "Emergency Response and Evacuation Team Leader / Coordinator" will contact the Harbor Master and other relevant institutions and organizations.
- Coordination of tools, equipment and necessary human aid that can be requested from neighboring organizations in the event of a fire will be made.

Administrative considerations

- Petkim Petrochemical Holding A.Ş. Occupational Health, Safety and Environment Directorate fire teams have command and control and have been reported to the necessary units.
- Petkim Petrochemical Holding A.Ş. In the Occupational Health, Safety and Environment Directorate, there are those who are responsible for how to act in case of fire.
- Petkim Petrochemical Holding A.Ş. In the Occupational Health, Safety and Environment Directorate, when help comes from neighboring organizations, the authority and responsibility of using the incoming aid team is given to the necessary people.



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Liaison and communications

- Petkim Petrochemical Holding A.Ş. Announcement of the fire in Petkim Port will be made with electric siren.
- Petkim Petrochemical Holding A.Ş. Communication between the teams and neighboring organizations during fire extinguishing and rescue at Petkim Port will be made by telephone.

Emergencies at Sea

Emergencies at Sea are emergencies that occur on ships berthed in port. When the emergency alarm is given, the cargo operations of all ships carrying out loading / unloading operations will be stopped. In case of an emergency idling of ships from the port, all ships in the port will be instructed to "Start Preparations for Departure" by the person responsible for the loading of that ship (Cargo Operations Officer), simultaneously with the cessation of cargo operation. The Cargo Operations Officer will then forward this information to the Marine Coordinator or the radio operator.

Occurring on the Ship (fire, water intake, any emergency related to the cargo, etc.)

Fire on board

Notification that there is a fire on the ship is immediately made to the fire unit and the shore Operator by the Ship's Cargo Operations Officer and the "Emergency Response and Evacuation Team" is assembled. The Pilot keeps the Tug and Mooring boat and its personnel ready for intervention from the sea to the burning ship. If it is decided to intervene in the burning ship from the sea, the tugboat will intervene in the fire from the sea side.

Ship's Intake

When information is received from any of the berthed ships in the port, the Aliğa Regional Port Authority is immediately informed and the "Emergency Response and Evacuation Team" is assembled. The ship is constantly contacted via VHF Ch : 12, and the ship's captain is informed about the status of the ship. It is learned from the Captain of the Ship from where the ship receives water, whether the water can be pumped out with the ship's facilities at that moment;

- If the ship is able to press the water out by its own means, the possibility of the ship sinking at the jetty is minimized by making negotiations with the Aliğa Regional Port Authority and the Ship's Company to take measures (with the help of divers) to prevent the ship from getting water. After the ship's water intake is stopped, the ship is removed from the port with priority, following the Aliğa Regional Port Authority's permission for the ship to take off.
- If the ship cannot flood the water by its own means and the water intake of the ship cannot be prevented with the support given from outside, the ship's personnel is evacuated first in coordination with the Ship's Captain, and the necessary isolation works are started to prevent the formation of sea pollution and/or the pollution that may occur after the ship is sunk.

Deterioration of the Stability of the Ship During the Loading/Discharging Operation

Stability of the ship exceeds 1 degree during the loading/unloading operation, the cargo operation is stopped by the "Cargo Operation Officer" in coordination with the ship and the Sea and Shore coordinators are informed. If the ship's heel cannot be corrected, the continuation of the ship's cargo operation is not allowed.

Grounding of the Ship

Emergency Response and Evacuation team assembles when information comes that a docked ship has run aground for any reason. If the ship's cargo operation continues, it is stopped and the ship is contacted to get information about the latest status of the ship and the Aliğa Regional Port Authority is informed. Diver is called, where the ship sits, the condition of the underwater hull, etc. By obtaining information on the issues, works are started in coordination with the ship's captain to refloat the ship.

If the ship runs aground while not approaching the port during the maneuver, it is first determined whether the position of the ship prevents entry and exit to the port. Information about the ship is obtained by contacting the pilot on the ship. After the underwater control, works are started in coordination with the Ship's Captain to float the ship, including towing the ship to deeper waters with tugboats.

Incident on board resulting in death of ship's crew

In case of any death on the ship, no intervention should be made on the scene and the Marine Police and Aliğa Regional Port Authority should be informed first. Action will be taken in a coordinated manner according to future instructions.

Poisoning of Ship's Personnel During Cargo Operation

The cargo operation is stopped by the "Cargo Operation Officer" of the ship and the first aid teams are informed. Then, the necessary information is given to the Shore and Sea Coordinator. The possibility of the pollution causing the poisoning of the personnel to be effective outside the ship is evaluated by the Coordinators and measures are taken accordingly.

Accidents that occur when two ships collide with each other or a ship collides with a fixed object,

Collision of Two Ships with Each Other

It is forbidden to make berthing/departure maneuvers of two ships at the same time in the port. However, if a ship collides with another berthed ship during the maneuver, the cargo operation is interrupted immediately. The pilot on the ship reports the accident to the Maritime Coordinator and Aliğa Regional Port Authority and the "Emergency Management Team" is assembled. Meanwhile, the Pilot on board assigns the tugboat to isolate the scene from the sea in case of a risk of leakage into the sea, and to intervene from the sea in case of fire or fire.

The assembled "Emergency Management Team" evaluates the measures to be taken in the next phases in a meeting. In the event that one or more of the ships is decided to be evacuated, the evacuation of the ships from the port is started according to the "**Procedure for the Evacuation of One or All of the Ships in the Port**" in this plan.

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A Ship Crashing into a Fixed Object in the Harbor

In the event that a ship collides with a fixed object (floating pontoon-buoy, dock), the Pilot on the ship informs the Maritime Coordinator and Aliğa Regional Port Authority. If there is a risk of leakage and/or leakage into the sea, it assigns the mooring boat and its personnel to isolate the scene from the sea, and in case of fire or fire, it assigns the tugboat to intervene from the sea. The measures to be taken by the "Emergency Management Team" gathered in coordination with the Pilot and the Ship's Captain are decided according to the identified risks.

Pollution in the Sea with Leakage-Stream to be Composed from the Ship,

If any pollution that may occur in the sea enters the port area, the person who sees the pollution should inform the pilot. The pilot should inform the Aliğa Regional Port Authority as soon as possible and then the Marine Coordinator. The maritime coordinator and the Pilot ensure that the necessary measures are taken in coordination with the Emergency Environmental Response Team by assigning the mooring and tugboat to isolate the pollution as soon as possible.

Occurrence of Gas Leakage on the Ship,

In the event of a gas leak on the ship, the Cargo Operation Officer immediately stops the cargo operation and informs the Pilot on VHF Ch : 12 and the Shore Coordinator by shore radio-telephone. After the Pilot informs the Sea Coordinator, he immediately starts collecting information about the current weather (wind direction and strength, direction and intensity of the current in the sea, etc.). By determining the direction in which the gas leak will spread in the current weather conditions, the settlement units, factories, businesses, etc. , where human life may be in danger in the direction of the leakage , are contacted to warn and take precautions.

Intake of Marine Pollution Formed Outside the Port Area into the Port Area

If any pollution that may occur in the sea enters the port area, the person who sees the pollution should inform the pilot. The pilot should inform the Aliğa Regional Port Authority as soon as possible and then the Marine Coordinator. The maritime coordinator and the Pilot ensure that the necessary measures are taken in coordination with the Emergency Environmental Response Team by assigning the mooring and tugboat to isolate the pollution as soon as possible.

Emergency Situations Regarding Security, (bomb notification etc.)

In case of an emergency caused by sabotage or terrorism, the security unit is informed and necessary measures are taken according to the ISPS code.

Emergencies on Shore

Emergencies on shore are emergencies that occur at the jetty, quay and/or backyard where the ships are berthed, on the floating pontoon. When the emergency alarm is given, the cargo operations of all ships carrying out loading / unloading operations will be stopped. In case the ships are idler from the port, all ships in the port will be instructed to "Start Preparations for Departure" by the person responsible for the loading



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of that ship (Cargo Operations Officer) simultaneously with the cessation of cargo operation. The Cargo Operations Officer will then forward this information to the Marine Coordinator or the radio operator.

A Fire in the Harbor,

Fire Alarm should be given by the personnel at the jetty and/or the Ship's Captain for the fire occurring at the jetty. After the alarm is heard, Petkim Fire Fighting teams set out. If possible, the first intervention to the fire should be done by the personnel working in that area. The staff on duty, who are in the Emergency Response and Evacuation Team, inform their superiors, and the whole team gathers to monitor the response to the fire and evaluates the situation, and in case of need for support from the sea, the Pilot keeps the Tugboat ready at sea in the open of the fire area. Emergency First Aid Team is sent to the scene and kept ready. If it is decided to evacuate the ships in danger in the situation assessment made the “ The evacuation of the ships from the port is started according to the Procedure for the Evacuation of One or All of the Ships in the Port. Aliğa Regional Port Authority will be constantly informed by the Emergency Response and Evacuation Team about the impact of the fire on the ships.

Pollution on the Bert

In the event of a pollution occurring at the jetty, the person who sees the pollution informs the Cargo Operations Officer. The Cargo Operations Officer informs the Shore and Sea Coordinator and the Emergency Environmental Response Team arrives at the scene immediately. In the event that the pollution at the jetty leaks into the sea, in order to isolate this pollution from the sea, the relating boats, with the instruction of the Enviromental Coordinator, isolates the area around the quay with a barrier by means of marine vehicles.

Gas Leakage at the Bert (toxic cloud etc.)

In case of gas leakage to occur at the jetty, the Cargo Operation Officer stops the cargo operation at the berths and informs the Pilot on VHF Ch : 12 and the Shore Coordinator by shore radio-telephone. After the Pilot informs the Sea Coordinator, he immediately starts collecting information about the current weather (wind direction and strength, direction and intensity of the current in the sea, etc.). It is determined in which direction the gas leak will spread in the current weather conditions. Residents, factories, businesses, etc. , where human life may be in danger in the direction of the leakage, are contacted to warn and take precautions.

Procedure for Evacuation of One or All of the Ships in the Port

During the maneuvers of the ships to be lifted from the port, the Tug Master, the Master of the Mooring Boat and the mooring personnel receive their orders directly from the Pilot on board and implement them.

The Pilot, who will go to the ship to be lifted from the port, will embark by the sea unless otherwise decided by the Marine Coordinator. If necessary Ship ropes will be released by the release hooks or by cutting the ropes by the ship.

Tug ropes will not be provided during the lifting of the ships, instead wire ropes that the ships keep ready for emergencies after berthing will be used.

Evacuation of Ships in the Port



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-After the decision to evacuate some and/or all of the ships in the port by the Emergency Response and Evacuation Team management and/or Aliğa Harbor Master, the necessary instructions are given to the Marine Coordinator.

-As soon as the Maritime Coordinator receives the order to evacuate the port, he immediately calls the resting Pilots, Tugboat Personnel and Mooring personnel to duty.

-The Maritime Coordinator, by meeting with the Pilot on Duty, the tugboat captain and the captain of the mooring boat (if he has arrived, the other personnel who are at rest but called), evaluates the danger situation of the ships to be taken out of the port, when the ships will be ready, and determines the order of removal from the port.

-In line with the instruction he received from the Marine Coordinator, the radioman communicates with the ships in the port on VHF CH:12-16, instructs them to prepare and helps the communication between the ship-guide captain-sea coordinator to be carried out properly.

-The radio operator also provides information flow to the other Pilotage Station serving in Nemrut Koyun and warns the ships in the region on VHF Ch : 16.

-When the Pilot, who is dispatched to the ship to be lifted by sea vehicle is ready, he starts the maneuver and keeps the ship free from the quay. Pilot and auxiliary vessel masters will use VHF Ch:12 throughout the maneuver.

Measures to be Taken at the Port and Actions to be Taken

The products are transported to the tanks in the factory or common areas by connecting the filling arm or hose to the related pipelines. There are no tanks in the Petkim port area.

Filling arms, hoses and pipelines on the jetties are labeled to explain the product used. MSDS of the product is given to the personnel and the cargo tanker. In addition, promotional and MSDS information trainings are given to the personnel about the products. MSDS and transfer instructions are recorded in the electronic document archive and a copy is available where personnel can access it.

Protective clothing is given to the personnel working in the port area and there are debit cards related to them. In addition, gas masks, canister cabinets and life jackets are available for emergencies at the jetties . The protective equipment that should be used according to the sites and products are clearly specified in the jetty transfer instruction, and are available in the electronic document archive and in the places accessible to the personnel.

The controls of the fire tower and ground monitors on the jetties are periodically checked in cooperation with the PETKİM fire safety group and the operating group. In addition, fire tower and ground monitors are tested weekly by the personnel on duty at the jetty. Cabinets with fire fighting equipment are sealed in order to avoid any problems in emergencies after the controls. If any problems are observed in the seals in these cabinets during the daily field controls, the cabinets with the damaged seal are checked again and if there is a deficiency, they are completed and sealed again. First aid units are available at the jetties where personnel can reach them, and deficiencies are completed by being checked regularly by the infirmary teams. In addition, these cabinets have diphoterine eye shower and spray , which should be used in contact with

chemical products . Instructions for use for these products are available on the first aid cabinets and training on their use is given to the personnel.

Petkim Port Emergency Response and Evacuation Implementation Instructions have been prepared for the evacuation of ships and marine vessels in the port in case of an emergency at Petkim Port. This plan includes the measures to be taken by the Emergency Management Team. In every emergency that may occur, Aliğa Regional Port Authority will be informed, and Aliğa Regional Port Authority may participate in the Emergency Management Team if it deems necessary, and may directly decide on issues such as the evacuation of ships or vessels in the port and have it implemented. The personnel who will perform the tasks given in the plan are competent, knowledgeable about their duties and trained in the implementation of the plan.

Emergency response plans are available in the electronic document archive and accessible to personnel. Trainings on emergency response plans are given to the personnel and recorded in the system. At certain intervals, drills are held at the jetties and recorded.

Berting and lifting services provided to ships and marine vehicles are carried out in accordance with the port regulations. As the Petkim Pilotage and Tugboat Organization, safety is given priority in the services we provide. For this reason, great importance is attached to the quality, regular maintenance and modernization of the equipment used in all kinds of operations.

The prevailing winds are north and south, and the highest wind speeds in the region are NNE and SW. The tide level is about 0.30 meters. Current velocity in Nemrut Bay does not exceed 14.1 cm/s (0.14 m/s) .

Petkim harbor is protected from open sea waves by the existing breakwater. Only south-west open sea waves can reach the port after losing most of their energy in Nemrut Bay. Open sea waves in Nemrut Bay are 1.5 m. According to the 10-year statistical data, west and south-westerly waves can reach up to 4 meters .

the weather conditions outside the port exceed 5 beauforts (17–21 knots), the port entry/exit maneuver is in the pilot's option. In ships berthed in the port , the transfer is stopped when the weather conditions are 25 knots , and the cargo arm/hose is removed when it is 28 knots . At 30 knots , the ship can be suspended in the pilot option, depending on the safety situation.

(1) It prepares and has all mandatory documents, information and documents related to dangerous goods such as the Dangerous Goods Transport Document, and ensures that these documents are present with the cargo during the transportation activity. IMDG CODE Section 5.4 is based on the preparation of the relevant documents.

(2) Plating of dangerous goods in accordance with the legislation .

(3) It ensures safe loading, stacking, securing, transporting and unloading of dangerous goods to tankers in accordance with the rules in accordance with IMDG CODE Part 6-7.

(4) To train all relevant personnel for whom he is responsible, on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, safety and similar issues, in accordance with ANNEX-16 and IMDG CODE Section 1.3 and Table 1.3.1.6, and to keep the training records. keeps it.

(5) It ensures that the necessary safety measures are taken for dangerous goods that do not comply with the rules, are unsafe or pose a risk to people or the environment. In this context, dangerous goods with leakage

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or product loss that do not comply with the rules, or with the risk of product loss, are stored in a separate safe area by taking them into rescue packages and keeping their records. If the spill is in the sea area of the coastal facility or in the form of leaking from the jetty to the sea, it immediately informs the operator of the enterprise so that the spillage will be collected by the contracted emergency response company.

(6) Necessary information and support to the business management/ TMGD regarding the class of dangerous substance that spills/leaks or causes explosion in case of emergency or accident, the dangerous risks it creates, the amount of spilled/leaked, and the extinguishing/collection and disposal methods to be taken depending on the class . provides.

(7) Notifies the operation management/TMGD and the administration of the accidents related to the dangerous goods.

(8) Provides the information and documents requested in the controls made by the official authorities and ensures the necessary cooperation

BERTHING, MOORING OF SHIPS

Docking and lifting services given to ships and marine vehicles are carried out in accordance with the provisions of the ports regulation. Docking services are not provided to ships without seeing the berthing order received from the Port Authority.

Petkim Pilotage and Tugboat Organization; It provides 24/7 service with 7 pilots, mooring personnel, radio operators, 6 tugboats, 3 mooring boats and 1 pilot boat.

Petkim Pilotage and Tugboat Station VHF 12. It uses the Internet as a call channel and the radio conversations at the guidance station are recorded and archived in the computer environment.

Safety is prioritized in the services provided. For this reason, great importance is attached to the quality, regular maintenance and modernization of the equipment used in all kinds of operations.





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After the ships berth at the jetty, the Loading Master checks that a safe passage is provided between the ship and the jetty. For unsafe situations, the ship is allowed to board and exit after the necessary warning is given to the ship and safe passage is ensured.

Walkways in the terminal are painted yellow for the passage to the ships.

In accordance with the Regulation on the Procedures and Principles for Granting Operation Permits to Coastal Facilities, the jetties and jetties reserved for ships and marine vehicles that will load or unload are equipped with suitable installations and equipment for this work.

EMERGENCY REGULATIONS

Within the scope of any emergency that may occur at Petkim Port; "Port and Customs Services Emergency Response Plan", for the evacuation of ships and sea vehicles in the port in case of an emergency; "PETKİM Port Emergency Response and Evacuation Implementation Instruction" is available and available to all interested persons in our company's electronic archive.

Measures to be taken by the Emergency Management Team are included in the Emergency Response and Evacuation Implementation Instruction prepared for the evacuation of ships and marine vehicles in the port. In every emergency that may occur, Aliğa Regional Port Authority will be informed, and Aliğa Regional Port Authority may participate in the Emergency Management Team if it deems necessary, and may directly decide on issues such as the evacuation of ships or vessels in the port and have it implemented.

The personnel who will perform the tasks given in the plan are competent, knowledgeable and trained in the implementation of the plan.

The document, which was created within the scope of the emergency fight against marine pollution ;

- Identifying the potential pollution effects in coastal and marine areas and minimizing them with early prevention and collection interventions,
- Procedures for controlling the contamination threat that may occur in the facility,
- The institution/organization and/or person/persons and materials and equipment responsible for the coordination, administration and intervention regarding the execution of the plan,
- Cessation of the emergency; situations indicating the disappearance of the conditions under emergency response and the transition to normal order,
- Cleaning and rehabilitation procedures and methods to be carried out in order to clean and reopen the area affected by the accident after the emergency response situation is over,
- It includes the subjects of rehabilitating the living creatures affected by pollution and recreating the living environments of these creatures.

In case of an accident caused by dangerous cargoes, TMGD will issue an Accident Notification Report via e-government and notify it.



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

The products are transported to the tanks in the factory or common areas by connecting the filling arm or hose to the related pipelines. There are no tanks in the Petkim port area.

Filling arms, hoses and pipelines on the jetties are labeled to explain the product used. SDS of the product is given to the personnel and the cargo tanker. In addition, promotional and SDS information trainings about the products are given to the personnel. SDS and transfer instructions are recorded in the electronic document archive and a copy is available where personnel can access it.

Protective clothing is given to the personnel working in the port area and there are debit cards related to them. In addition, gas masks, canister cabinets and life jackets are available for emergencies at the jetties . The protective equipment that should be used according to the sites and products are clearly specified in the jetty transfer instruction, and are available in the electronic document archive and in the places accessible to the personnel.

The controls of the fire tower and ground monitors on the jetties are periodically checked in cooperation with the PETKİM fire safety group and the operating group. In addition, fire tower and ground monitors are tested weekly by the personnel on duty at the jetty. Cabinets with fire fighting equipment are sealed in order to avoid any problems in emergencies after the controls. If any problems are observed in the seals in these cabinets during the daily field controls, the cabinets with the damaged seal are checked again and if there is a deficiency, they are completed and sealed again. First aid units are available at the jetties where personnel can reach them, and deficiencies are completed by being checked regularly by the infirmary teams. In addition, these cabinets have diphoterine eye shower and spray, which should be used in contact with chemical products . Instructions for use for these products are available on the first aid cabinets and training on their use has been given to the personnel.

PETKİM Port Emergency Response and Evacuation Implementation Instructions have been prepared for the evacuation of ships and marine vehicles in the port in case of an emergency at Petkim Port. This plan includes the measures to be taken by the Emergency Management Team. In every emergency that may occur, Aliğa Regional Port Authority will be informed, and Aliğa Regional Port Authority may participate in the Emergency Management Team if it deems necessary, and may directly decide on issues such as the evacuation of ships or vessels in the port and have it implemented. The personnel who will perform the tasks given in the plan are competent, knowledgeable about their duties and trained in the implementation of the plan.

Emergency response plans are available in the electronic document archive and accessible to personnel. Trainings on emergency response plans are given to the personnel and recorded in the system. At certain intervals, drills are held at the jetties and recorded.

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Terminal rules;

- Persons affected by drugs or alcohol are prohibited from entering the jetty.
- Smoking is prohibited on the jetty and on the ship's deck. Smoking is allowed only in designated areas and areas agreed during the protocol.
- In order to combat the pollution that may occur on the ship and at sea, there should be sufficient materials and equipment ready to be used on the deck.
- Ship's deck fret holes should be kept closed so that any pollution on the deck does not go to sea.
- Emergency Towing Ropes: In case of any fire, steel towlines should be suspended in accordance with the rules at the stern and forward sides of the ship in order to move the ship away from the jetty.
- Radio and Electrical Devices: It is forbidden to use radar, medium and high frequency radios, non -exp-proof radios, telephones and electrical devices after the ship has berthed to the pier .
- While the ship is at the pier, ex-proof lights and flashlights will be used and the use of welding and open fire is prohibited.
- Tank cleaning works are not allowed while the ship is at the pier.
- Repair and maintenance works cannot be done while the ship is at the pier. If necessary, permission should be obtained from the terminal authority.
- No vehicle may be kept around the ship for the purpose of supply, unless the permission of the loading master is obtained .
- As long as the ship is at the pier, fire fighting and emergency equipment will be kept ready for use at any time.
- The ship will keep its machinery ready for operation in order to leave the pier in a short time.

4. CLASSES OF HAZARDOUS LOADS, TRANSPORTATION, LOADING / DISCHARGE, HANDLING, SEPERATION, STACKING AND STORAGE

After the ship approaches the terminal and the necessary customs checks are completed, the Loading Master completes the necessary checks at the terminal area and goes to the ship. After the necessary basic checks are completed on the ship, the Safety Meeting (Safety and 2nd Captain (Chief) for Key Meeting Officer) and mutually necessary protocols, checklists and documents are exchanged.

Safety Guide for Safety and operational issues) Oil Tankers and Terminals) document, Ship Coast Guard Checklist (Ship and shore safety Check List) is filled mutually.

Procedures and detailed information regarding the handling of all kinds of dangerous chemicals are included in the Ship & Shore Loading / Discharge Protocols prepared by the Loading Master Management in order to carry out safe transfer operations according to the physical and chemical properties of all cargoes handled at Petkim port .

The parts of this protocol that should be filled by the ship are also filled by the ship, and an agreement is reached on the restrictions and operational issues related to the ship.

Classes of dangerous goods, transportation, loading / unloading, handling , separation, etc. information “Ship Shore It is explained in detail for each load with the “ Loading-Discharging Protocol”.

4.1 CLASSES OF DANGEROUS LOADS

As explained in IMDG Code Volume 1 Part 2, Dangerous Goods Classes and Subdivisions are as follows:

| IMDG Code | Danger | Hazard Class Name |
|-------------|------------------|---|
| Chapter 2.0 | | General |
| Chapter 2.1 | Class 1 | explosives |
| Section 2.2 | Class 2 | gases |
| Section 2.3 | Class 3 | Flammable Liquids |
| Section 2.4 | Class 4.1 | Combustible Solids |
| | Class 4.2 | Self-Burning Solids |
| | Class 4.3 | Solids Emitting Flammable Gases in Contact with Water |
| Section 2.5 | Class 5.1 | Oxidizing Agents |
| | Class 5.2 | Organic Peroxides |
| Section 2.6 | Class 6.1 | Toxic (Toxic) Substances |
| | Class 6.2 | Infectious Substances |
| Chapter 2.7 | Class 7 | Radioactive Substances |
| Section 2.8 | Class 8 | Corrosive (Corrosive) Substances |
| Section 2.9 | Class 9 | Different Hazardous Substances and Objects and Environmentally Harmful Substances |

Hazardous Substance Classification Table

Hazardous Subdivisions:

Class 1 Explosives:

Class 1.1 explosives capable of mass destruction

Class 1.2 Explosives not capable of mass destruction but with fragmentation effect

Class 1.3 Explosives that will not cause mass destruction, but will cause fire or partial fragmentation or explosion, or both.

Class 1.4 Substances without a significant explosion hazard

Class 1.5 Substances with mass destruction effect but not very sensitive

Class 1.6 Substances not capable of mass destruction and not very sensitive

The subsections from most dangerous to least dangerous are as follows: **1.1, 1.5, 1.2, 1.3, 1.6, 1.4**

There are Compatibility Groups for each Subsection (IMDG Code Section 2.1.2). The meaning of Compatibility Groups and which Subsection they apply to is explained below:

- a) Primary explosive substance (1.1)
- b) Article containing a primary explosive substance and not containing two or more effective protective properties. Some objects such as detonation detonators , detonators for detonation and initiation charges , capsule type are included in this scope even if they do not contain a primary explosive (1.1, 1.2, 1.4).
- c) Propellant explosives or other flammable explosive substances or articles containing such explosive substances (1.1, 1.2, 1.3, 1.4)
- d) Secondary detonation explosive or article containing black powder or secondary detonation explosive; substance or articles that do not explode without, in all cases, the ignition device and the propellant charge, the primary explosive substance, and the article containing two or more effective protective features (1.1, 1.2, 1.4, 1.5)
- e) Article containing secondary detonating explosive substance without means of ignition, with propelling charge, (excluding flammable liquid or gel or hypergolic liquids) (1.1, 1.2, 1.4)
- f) Article containing secondary detonator capable of initiating ignition, with propellant charge (except flammable liquid or gel or hypergolic liquids) or without propellant charge (1.1, 1.2, 1.3, 1.4).
- g) Pyrotechnic substance or an article containing a pyrotechnic substance, or an article containing both an explosive substance and an illuminating, incendiary, tear or smoke-producing substance, (water-reactive substance or in it white phosphorus, phosphites , pyrophobic substance, flammable liquid or gel, or hypergolic liquids) excluding) (1.1, 1.2, 1.3, 1.4)
- h) Both the explosive substance and the article containing white phosphorus (1.2, 1.3)
- i) Article containing both explosive substance and flammable liquid or gel (1.1, 1.2, 1.3)
- j) Object containing both explosive substance and toxic chemical substance (1.2, 1.3)
- k) Explosive substance or object containing explosive substance and presenting a special risk (e.g. reaction with water or presence of hypergolic liquid, phosphites or pyrophobic substances) and each type must be insulated (1.1, 1.2, 1.3)
- l) Articles containing only extremely insensitive substances (1.6)
- m) Substance or article packaged or designed in such a way that all blast and scattering effects do not significantly hinder firefighting or other emergency response efforts in the immediate vicinity of the package, even where the hazardous effects that may occur if accidentally activated are limited to the inside of the package and the package loses its properties as a result of fire (1.4)

Class 2 Gases

Class 2.1 Combustible Gases

Class 2.2 Non-Flammable and Non-Toxic Gases

Class 2.3 Toxic Gases

Class 3 Flammable Liquids

Class 4 Flammable Solids

Class 4.1 Flammable Solids

Class 4.2 Self Combustible Solids

Class 4.3 Solids Emitting Flammable Gases in Contact with Water

Class 5 Oxidizing Agents and Organic Peroxides

Class 5.1 Oxidizing Substances

Class 5.2 Organic Peroxides

Class 6 Toxic (Toxic) and Infectious Substances

Class 6.1 Toxic (Toxic) Substances

Class 6.2 Infectious Substances

There are no Subdivisions for Class 3, Class 7, Class 8 and Class 9.

4.2 PACKAGING AND PACKAGING OF DANGEROUS LOADS

Packing is not done in PETKİM Port Shore Facility.

4.3 PLACARDS, PLATES, BRANDS AND LABELS RELATING TO HAZARDOUS LOADS

Plated as shown below within the scope of IMDG Code Sections 5.2 and 5.3 .



Tankers Carrying Dangerous Goods



Transport units with individual tank divisions



Packaged Dangerous Goods



Transport units with multiple tank divisions

Class 2 Gases

Combustible Gases



Non-Flammable and Non-Toxic Gases



Toxic Gases



Class 3 Flammable Liquids



Class 6.1 Toxic (Toxic) Substances



Class 8 Corrosive Substances



Class 9 Different Hazardous Substances and Objects and Environmentally Harmful Substances



Marine Pollutants



4.4 SIGNS OF DANGEROUS LOADS AND PACKAGING GROUPS

a. Marking of Dangerous Goods

There is no vehicle marking at PETKİM Port. Vehicles that will come to the operation area outside the port area to take dangerous goods are checked according to their markings at the entrance and exit of the facility.

b. Packaging Groups

There are Packaging (Packaging) Groups (PG) specified in IMDG CODE Section 3.2 for Dangerous Goods.

These groups and their meanings are given below:

| PACKAGING GROUP | DEGREE |
|-----------------|-----------------|
| I | High Danger |
| II | Moderate Hazard |
| III | Low Hazard |

However, there is no packing group for self-reactive substances in Classes 1, 2, 5.2, 6.2, 7 and 4.1, and there is no PG I for Class 9.

4.5 SEPARATION TABLES ACCORDING TO THE CLASSES OF HAZARDOUS LOADS ON BOARD AND ON COAST FACILITY

Since ships berthing at PETKİM Port handle bulk liquid dangerous goods , sorting tables are not used.

4.6 SEPARATION DISTANCES AND TERMS OF DANGEROUS LOADS IN WAREHOUSES

PETKİM Port handle bulk liquid dangerous goods , separation distances and terms are not used.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

Dangerous goods classes, packages, packages, labels, signs and packaging groups of dangerous goods, dangerous cargo documents, dangerous goods emergency response action flow diagram, emergency contact information, location of emergency equipment and instructions for use and coastal facility rule issues. A Dangerous Goods Handbook has been prepared in different dimensions and is presented in APPENDIX-10. The operational issues to be considered in the handling of dangerous goods are also specified in the Ship & Shore Loading / Discharge Protocols

6. OPERATIONAL MATTERS

Berthing and lifting services provided to ships and marine vehicles are carried out in accordance with the port regulations.

The prevailing winds are north and south, and the highest wind speeds in the region are NNE and SW. The tide level is about 0.30 meters. Current velocity in Nemrut Bay does not exceed 14.1 cm/s (0.14 m/s) .

PETKİM Port is protected from open sea waves by the existing breakwater. Only south-west open sea waves can reach the port after losing most of their energy in Nemrut Bay. Open sea waves in Nemrut Bay are 1.5 m. According to the 10-year statistical data, west and south-westerly waves can reach up to 4 meters .

the weather conditions outside the port exceed 5 beauforts (17–21 knots), the port entry/exit maneuver is in the pilot's option. In ships berthed in the port , the transfer is stopped when the weather conditions are 25 knots , and the cargo arm/hose is removed when it is 28 knots . At 30 knots , the ship can be suspended in the pilot option, depending on the safety situation.

6.1 PROCEDURES FOR VESSELS CARRYING DANGEROUS LOADS SAFELY BERTHING, MOORING, LOADING/ DISCHARGE, SHOOTING OR ANCHORING DAY AND NIGHT

Entry to the Port Area:

Before entering the Port Area, the captain of a ship carrying dangerous goods must:

- He and his staff should be prepared for the legal and administrative obligations regarding the handling of dangerous goods in the port area or the ships carrying dangerous goods.
- It checks the ship's suitability in terms of machinery, equipment and equipment.

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- It checks for possible damage or leakage of dangerous cargo and its contents.
- It informs the relevant port authority about the unsuitability of machinery, equipment and equipment on its ship, damage or leakage of dangerous cargo, and faults in the protection system that will endanger the environment, property and life.

While entering the Port Area, the captain of a ship carrying dangerous goods must do the following, unless otherwise requested by the Port Authority:

- It maintains the communication by establishing communication with the port authorities on the relevant VHF channel.
- As long as it is on the pier in the port area, it must constantly display the appropriate distress signs. During the day BRAVO shall display an all-round red light at night.
- For emergencies, the ship with sufficient slack at the fore and aft of the ship should have a spare rope attached to the side of the ship with a thin hand and which can be easily dribbled in an emergency. One end of the tow rope should be extended from the deck to the water level and should be kept free and secured for use in any dangerous situation.
- Anchorage equipment should be available to anchor in any emergency.

The ship must do the following during its mooring at the Wharf/Wharf:

- The master of the ship should establish appropriate navigational watch at the entrance/exit of the port and deck and machinery safety watch during handling .
- The ship's captain should make arrangements for safe surveillance shifts, taking into account all aspects of the issue and the amount of dangerous cargo stored.
- The ship's master should keep the ship's machinery ready at all times for the safety of the ship or the proper storage of the cargo or ship's ballast and should not allow smoke from any gas or boiler pipes unless permitted by the port authorities.
- The ship's captain must provide safe entry and exit between the ship and the shore.
- While the ship's master is at the berth, he must keep himself, the watch's officers and crew ready to properly implement the emergency response procedures he will establish.
- The captain of the ship should consider the necessary arrangements for safe and quick escape, taking into account the nature (content) of the dangerous cargo and any special situation that may occur on the deck.
- The ship's master should establish emergency response procedures on board to control/prevent incidents involving dangerous cargo carried or carried on deck, and should also ensure that his officers and personnel are properly trained to perform/achieve such emergency response procedures in the best possible way.

Emergency Information Procedures;

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In addition to the information specified in paragraph II-2/15.2.4.2 of the SOLAS contract, the captain of a ship carrying dangerous goods should keep the following information in the same place:

- * A list of dangerous cargo carried on board, and
- * A list of dangerous cargo unloaded in the port area
- The master of the ship should keep the appropriate safety information easily accessible in addition to the necessary emergency response procedures for dangerous cargo. Such information includes, for example, the Ems Guide (Emergency Response Procedures for Ships Carrying Dangerous Goods), the Medical First Aid Guide (MFAG) used in incidents involving Dangerous Goods, and safety information sheets used in conjunction with the transport document.
- The master of the ship should ensure that the deck officer is aware of the situation/exact number of the crew and passengers / visitors on board or on the shore. (This measure ensures that the exact number of personnel on board or on shore or at rest in cabins is known in the event of an accident or emergency.)

Ship Captain;

- It should ensure the identification of areas where smoking is prohibited.
- It should ensure that the areas where smoking is prohibited are hung as clearly visible pictorial diagrams in important places and that the areas where smoking is free do not pose a danger. (Considering that the dangerous cargo carried is a fire and explosion risk, it should be taken into account that empty tanks that still contain residues contain flammable vapors and hazard risks.)
- The master of the ship should make sure that the equipment or tools used to check for flammable or explosive in an area or empty space do not cause fire or explosion.
- If there is a possibility of flammable or explosive in an area or in an empty place, the ship's captain should make sure that the equipment or instruments to be used, including any sampling or measurement, are safe portable electrical equipment that can be used in a flammable atmosphere without causing fire or explosion.
- The ship's master must ensure that electrical equipment is not used indiscriminately or accidentally in areas where flammable atmospheres may occur.
- The ship's captain ensures that an adequate and appropriately tested fire station is established and ready for the dangerous cargo on the ship and that the relevant personnel are trained in firefighting and practice and practice in this regard.

Environmental Protection ;

- The captain of the ship carrying dangerous cargo must make sure that every precaution has been taken to prevent the accidental release of the dangerous cargo into the environment.
- The master must ensure that all syphilis holes are well closed and that the absorbent and disposal material is available and appropriately ready for use, taking into account the safety of the ship and its personnel. During the cleaning of the spill area, it should be ensured that appropriate measures are taken for the spilled dangerous substance. In order to prevent the accidental release of dangerous cargo to the

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environment, the use of well-qualified and trained personnel who have sufficient knowledge of the risks arising from the dangerous cargo carried and the use of correct and safe response procedures in dangerous goods accidents are of high importance. Personnel should be regularly trained in the correct and safe use of equipment.

6.2 PROCEDURES REGARDING ADDITIONAL MEASURES TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR LOADING AND DISCHARGE OF DANGEROUS LOADS

Hazardous materials can be affected by high temperatures (in summer) and rain, strong winds (all year) depending on the seasons. Due to its geographical location, the port facility is rarely exposed to the effects of snow and icing during the winter months. Daily weather reports are shared by the relevant unit and meteorological conditions are constantly followed as the port operator. Pre-emergency weather conditions are also shared with all parties along with the measures to be taken.

- In case of severe storm notifications, port foremen, technicians and ships moored at the quay/pier are informed.
- According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.
- In heavy rainy weather, filling / unloading activities are suspended, taking into account personnel safety.
- Loading and unloading operations are interrupted in case of storms and sudden strong winds and lightning strikes.
- In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.
- The relevant procedures are specified in the ship-shore checklist.
- In the event that the ship under operation leaves the pier for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

6.3 KEEPING FLAMMABLE, FLAMMABLE AND EXPLOSIVE LOADS AWAY FROM SPARK GENERATION/CAN GENERATE OPERATIONS AND AT HAZARDOUS LOAD HANDLING, STACKING AND STORAGE AREAS, PROVISIONS CAN WORK AND PRODUCE PROCESSES, EQUIPMENT

All hot works to be done in the port area or on the ship are subject to permission. All subcontractors or ship personnel who will work in the Petkim Port area or on the ship are informed about a mechanism that will provide isolation and isolation in terms of security, information boards regarding the work to be done, a limited work area, evacuation plan and, if necessary, requesting work permits at height. If it is necessary to work in places where the risk of danger is high, loads containing dangerous substances are transported to a safe distance before starting the work. Smoking is strictly prohibited in the presence of dangerous substances. Permits in this context will be obtained within the framework of the Petkim Port work permit

procedures document. In addition, on-the-job trainings are provided for terminal employees in order to be able to work safely with dangerous cargoes, and IMDG Code Awareness and IMDG Duty-Oriented Trainings are provided for employees from authorized organizations

7. DOCUMENTATION, CONTROL AND REGISTRATION

All mandatory documents, information and documents related to dangerous goods are prepared, prepared and these documents are provided with the cargo during the transportation activity. Classification, identification, safe loading, transportation and unloading of dangerous goods in accordance with the regulations are ensured.

Loading Master in Petkim boarded the ship with the necessary documents , and the Second Captain (Chief) who was responsible for the load operations. Officer) makes a Security Meeting. At the Security Meeting , an agreement is reached between the Loading Master and the First Officer on the following documents .

Pre-arrival control documents, berthing and operation documents and all documents at the end of the operation of all ships that will call at Petkim port are kept both electronically and in print. It is the responsibility of archiving and tracking these documents . masters tastes .

| | Ships Coming to Loading |
|-----------|--|
| 1 | Stowage Plan |
| 2 | Crew List |
| 3 | pre Arrival Form (Signature and Stamped) (Trash must be filled or Waste Form) |
| 4 | vessel Dimensions Form (Signature and Stamped) |
| 5 | Ship Particular |
| 6 | waste Notification Form and Separation Form (signed and stamped) |
| 7 | Certificate of Registry |
| 8 | waste Notification Form (signed and stamped) |
| 9 | last 3 cargo and cleaning procedure certificate |
| 10 | Tank Purging Report(If vessel inert) |
| 11 | For C4/PGP Gas Tankers questionarie form (with sign&stamp) |
| 12 | Dew Point and O2 Measurement Report for Tank Presentation and Cargo Compressor capacity cert . (if any certificate by Independent Survey or vessel calculation)(For Gas carriers only) |

| | Ships Arriving for Evacuation |
|--|--------------------------------------|
|--|--------------------------------------|

| | |
|-----------|---|
| 1 | Stowage Plan |
| 2 | Crew List |
| 3 | pre Arrival Form (Signature and Stamped) (Trash must be filled or Waste Form) |
| 4 | vessel Dimensions Form (Signature and Stamped) |
| 5 | Ship Particular |
| 6 | Cargo Manifest (Signed by the Captain) |
| 7 | Certificate of Registry |
| 8 | Waste Notification Form (signed and stamped) |
| 9 | Cargo MSDS |
| 10 | BL (Signed by Captain) |

7.1 PROCEDURES REGARDING ALL MANDATORY DOCUMENTS, INFORMATION AND DOCUMENTS RELATING TO DANGEROUS LOADS, PROCESSING AND CONTROLLING THEM BY THEIR RELATED PARTS

During the ship planning process, the documents of the ships expected to berth are provided together with the pre-arrival form processes. Dangerous goods are handled in the port area . The SDS (safety data sheet) form is available from the ship for evacuation ships. It is supplied from the relevant factories for the products to be loaded.

The documents that are beneficial to have at the port facility for dangerous cargo handling are listed below:

- o IMDG Code (with fixes)
- o IBC Code
- o IGC Code
- o ISGOTT
- o the EmS Guide: Emergency response procedures for Ships Carrying Dangerous Goods , (with corrections)
- o Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), (with fixes)
- o Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas
- o International Convention for the Safety of Life at Sea (SOLAS) 1974,
- o International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78), (with attachments)
- o Regulation on Transport of Dangerous Goods by Sea and Cargo Safety
- o Ports Regulation

Relevant laws, statutes, regulations, circulars, communiqués, directives and application instructions.

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7.2 PROCEDURES FOR KEEPING THE CURRENT LIST AND OTHER RELATED INFORMATION OF ALL HAZARDOUS LOADS ON THE COAST FACILITY AREA REGULAR AND COMPLETE

Records of incoming dangerous goods are kept within the framework of the port ship tracking file. All ships arriving at the port are listed both on the LBS system and by our unit.

7.3 PROCEDURES OF CONTROL AND CONTROL OF THE CONTROL OF THE DANGEROUS LOADS COMING TO THE FACILITY, THAT THE CORRECT SHIPMENT NAMES OF THE DANGEROUS LOADS ARE USED, THAT THEY ARE CERTIFIED, PACKAGED / PACKAGED, LABELING AND DECLARED AND TRANSPORTED TO THE PACKAGING, CONTAINER OR LOAD TRANSPORT UNIT IN ACCORDANCE WITH THE RULES AND THE CONTROL RESULTS OF THE CONTROL RESULTS

The following notification rules are valid for dangerous goods entering the port facility. When the loads arrive, checks will be made at the control points within the scope of Petkim Port operation procedure.

Before arriving at the port by Shore:

It is not foreseen to transport Dangerous Goods to Petkim Port by road. Regarding the transportation of Hazardous Wastes, action will be taken within the framework of the Waste Management Regulation.

Before arriving at the port by ship:

Before the ship arrives at the port, Petkim Planning and Sales Department will determine the dangerous cargoes based on the ship's loading plan. Proper shipping name, hazard class, packing group and UN number of dangerous goods will be defined and entered into the port operating system. When the cargo is discharged, it will be transferred to the appropriate refinery tanks or storage areas allocated for storage.

7.4 PROCEDURES FOR PROCESSING AND MAINTAINING SAFETY DATA SHEET (SDS)

In addition to the general precautions taken within the scope of dangerous goods activities at Petkim Port, a Safety Data Sheet is requested from the cargo officer regarding every dangerous cargo or dangerous goods or cargo with dangerous content coming to the port facility from the sea. A Safety Data Sheet is prepared for the products to be loaded by the relevant factories. It is the general standard for every cargo with dangerous content entering and sent to the port facility to have a Safety Data Sheet. The precautions specified in the Safety Data Sheet for storage, transportation and in case of emergency are taken immediately by Petkim Port authorities. Relevant safety data sheets are stored in a digital or physical environment for a minimum of 1 year.

7.5 PROCEDURES FOR KEEPING RECORD AND STATISTICS OF DANGEROUS LOADS

Information about dangerous goods is kept regularly and statistical information is prepared and reported as requested by the competent authorities. Reports are stored in a soft environment so that they can be accessed when requested. In the Petkim Port Operations Program list, data is entered and archived for the same purpose every time a ship arrives.

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7.6 INFORMATION ABOUT QUALITY MANAGEMENT SYSTEM

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

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

Within the scope of any emergency that may occur at Petkim Port; “Port and Customs Services Emergency Response Plan”, for the evacuation of ships and sea vehicles in the port in case of an emergency; “PETKİM Port Emergency Response and Evacuation Implementation Instruction” is available and available to all interested persons in our company's electronic archive.

Measures to be taken by the Emergency Management Team are included in the Emergency Response and Evacuation Implementation Instruction prepared for the evacuation of ships and marine vehicles in the port. In every emergency that may occur, Aliğa Regional Port Authority will be informed, and Aliğa Regional Port Authority may participate in the Emergency Management Team if it deems necessary, and may directly decide on issues such as the evacuation of ships or vessels in the port and have it implemented.

The personnel who will perform the tasks given in the plan are competent, knowledgeable and trained in the implementation of the plan.

The document, which was created within the scope of the emergency fight against marine pollution ;

- Identifying the potential pollution effects in coastal and marine areas and minimizing them with early prevention and collection interventions,
- Procedures for controlling the contamination threat that may occur in the facility,
- The institution/organization and/or person/persons and materials and equipment responsible for the coordination, administration and intervention regarding the execution of the plan,
- cessation of the emergency; situations indicating the disappearance of the conditions under emergency intervention and the transition to normal order,
- Cleaning and rehabilitation procedures and methods to be carried out in order to clean and reopen the area affected by the accident after the emergency response situation is over,
- It includes the subjects of rehabilitating the living creatures affected by pollution and recreating the living environments of these creatures.

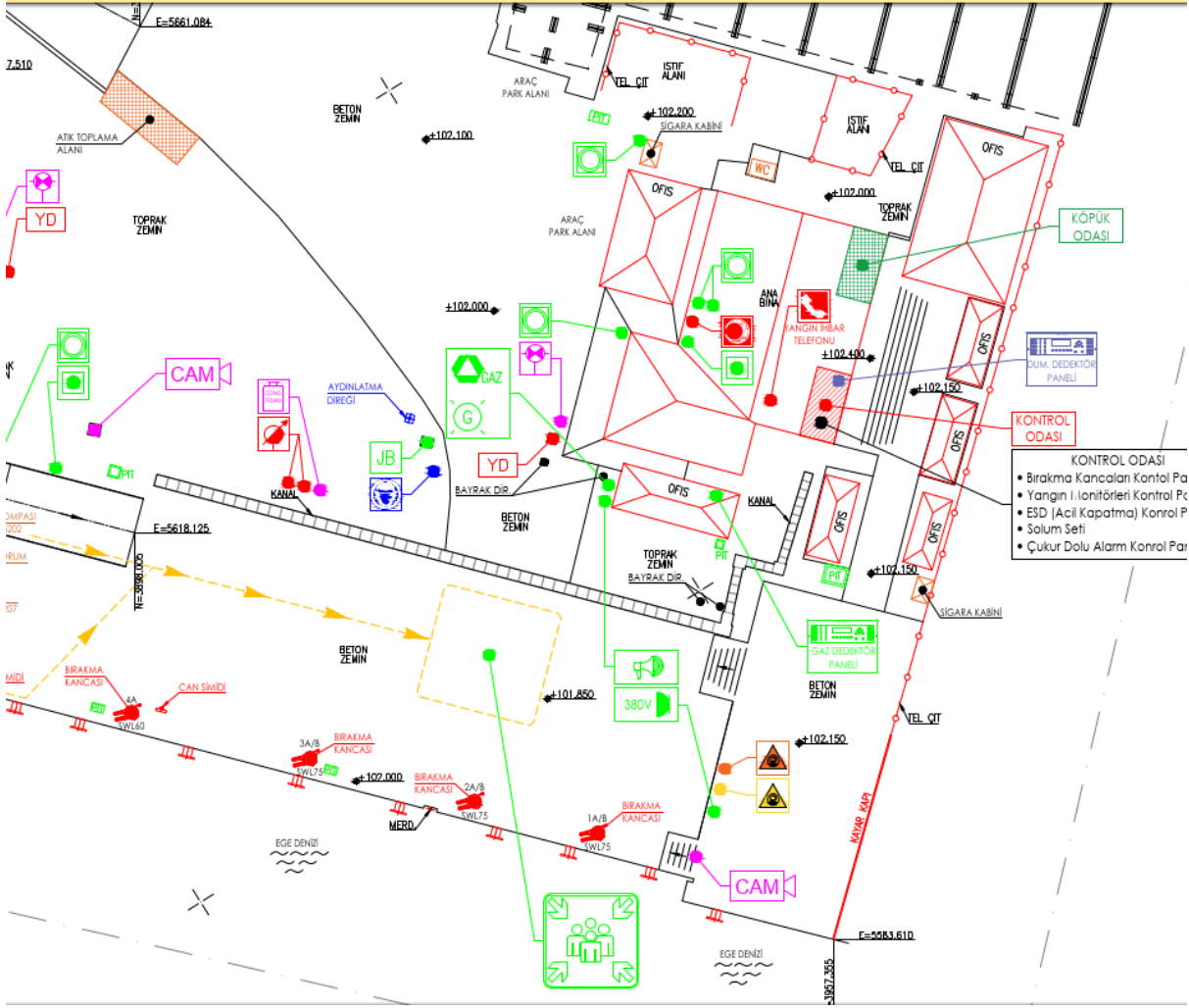
Possibility , capability and capacity of Petkim Port to respond to emergencies is as follows;

Equipment, Alarm Button, Fire Extinguisher, Eye Bath Shower, Intercom and Fixed Fire Extinguishing Systems to be Used by the Personnel in case of Emergency

- a- nozzles to spray the extinguishing agent on the sea surface under it . (Sprinkler system)

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- b- with a 4" fire water line. In cases where fire, gas leakage or cooling is required, the water can be used as fog or jet.
- c- In addition, 7 units in berth 1-2; 9 at Pier 5; There are 19 Hydrants in total, 3 of which are on bert 4 . There are two ball sleeve 2½" valves on top of each hydrant . (NPT standard – threaded)
- d- Again, in addition to the above fire safety measures, there are 8 Fire Brigade vehicles that can be used in case of fire with the connection to be made to the hydrant valves available on the piers.



Quay-2

Services Directorate operates 24/7 in the entire Private Industry Zone. It serves on the basis of and to respond to emergencies as quickly as possible.

In case of emergencies or accidents, first aid supplies are kept in places that are known and easily accessible to personnel when used for intervention. Their locations are covered in the site plan, and the content list is below.

| Materials Required in the Medicine Cabinet | | Amount |
|---|-----------------|--------|
| 1 | Baticon | 1 |
| 2 | Plaster | 1 |
| 3 | Bepanthol Cream | 1 |
| 4 | Bandage | 2 |
| 5 | Gauze | 2 |

8.1 RESPONSE PROCEDURES TO DANGEROUS LOADS AND DANGEROUS SITUATIONS THAT RISK TO LIFE, PROPERTY AND/OR THE ENVIRONMENT

8.1.1 PETKİM PORT SITE EMERGENCY AND RESPONSE PLAN

The plan has been prepared in line with the following objectives in order to specify the precautions to be taken for emergencies that may occur at the Petkim port facility and what to do in case of an emergency.

- Minimizing and controlling the negative effects of emergencies that may occur,
- Preventing or minimizing adverse effects on life, property and environmental safety,
- Taking the necessary measures for the protection of human health and the environment,
- Transmitting the necessary information to the relevant institutions/organizations,
- Providing the necessary restoration procedures after the accident.

8.1.2 PETKİM PORT EMERGENCY RESPONSE AND EVACUATION IMPLEMENTATION INSTRUCTIONS

For the evacuation of ships and marine vessels in the port in case of an emergency at Petkim Port; “PETKİM Port Emergency Response and Evacuation Implementation Instruction” is available There are two separate documents as PETKİM PORT EMERGENCY PLAN and EMERGENCY EVACUATION PLAN OF VESSELS FROM SHORE FACILITY PLAN. Available to all interested persons in our company's electronic archive. This instruction also includes the measures to be taken by the Emergency Management Team. The entire plan is given in Annex-7.

8.2 INFORMATION ON THE OPPORTUNITY, CAPABILITY AND CAPACITY OF THE COASTAL FACILITY TO RESPONSE TO EMERGENCIES

The possibility of responding to emergencies that may be encountered during 24 hours is limited by the technical possibilities and manpower of the facility. In natural disasters or in emergencies where the facilities of the facility may be insufficient, public or other private sector facilities are utilized. Facilities to be used in case of fire are as in 8.11 and equipment to be used in case of spillage is as in Chapter 8 and APPENDIX-14.

8.3 REGULATIONS REGARDING FIRST RESPONSE TO ACCIDENTS INVOLVING DANGEROUS LOADS (METHODS OF PERFORMING FIRST AID, FIRST AID OPPORTUNITIES AND CAPABILITIES, ETC.)

In any accident or incident, the following rules will be observed:

- When the injury is caused by any dangerous substance, the first aid measures written in Section 4 of the Safety Data Sheet of the dangerous substance are applied. At the same time, the toxicological effects of the substance in Chapter 11 should be considered.
- When any person is injured, first aid rules are applied according to the nature of the substance or a health personnel who can provide the closest first aid is called, but the injured person is definitely not moved if it is not necessary.
- The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. If the injured person is affected by the environment (toxic gas, airless or smoky environment) by persons with appropriate protective equipment, they should be taken out of this environment as soon as possible.
- injured has come into contact with a corrosive substance, he must get rid of the contaminated clothes as soon as possible.
- From the phones specified in Section 8.6, the necessary ones are called and expert support or an ambulance is called.
- Although it may seem insignificant, all injuries that require first aid and accidents and incidents that do not cause injury must be reported to PETKİM port Chief Engineering.

8.4 NOTICES TO BE MADE IN AND OUT OF THE FACILITY IN EMERGENCIES

Emergency contact information to be used within the facility in case of emergency is as in Annex-3. In addition, the information for unit employees is as follows.

| | | |
|-------------------|--------------------------------|------------|
| ULAŞ SİNAN CENGİZ | Director | 5360269563 |
| ERDEM KARAMAN | Jetty Operations Manager | 5376593746 |
| EMRE SÖZEN | Lead Engineer Jetty Operations | 5373977198 |
| MAZLUM MADAK | Loading Master | 5498326086 |
| ALİ SAMED ATAMAN | Loading Master | 5498317586 |



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|-------------------|---------------------------------|------------|
| ÖZLEM YAĞMUR ACAR | Loading Master | 5498385573 |
| TUNAY TÜM | Loading Master | 5498326119 |
| SERCAN ÇEVİKAYAK | Loading Master | 5360755767 |
| NEBAHAT TAHRACI | Chief Engineer Jetty Operations | 5498317531 |

8.5 ACCIDENTS REPORTING PROCEDURES

In the event of an emergency and/or an accident, the numbers in sections 8.4 and/or 8.6 should be called and information will be given, the area where the emergency is located, the building, the contact number of the caller and the type of emergency should be briefly explained to the called person. It is of great importance that the information to be given at this stage is accurate and understandable, and within the scope of this information, a decision will be made about what the first response will be. Written notifications are made with the Incident / Accident Notification Form specified in ANNEX-16.

8.6 METHOD OF COORDINATION, SUPPORT AND COOPERATION WITH OFFICIAL AUTHORITIES

The organizational structure that will manage the emergency and provide coordination, support and/or cooperation with official authorities when there is an emergency response requirement is given in and Annex code.

Institutions that can be contacted, coordinated, requested for support or just given information in case of emergency, and their contact details are as follows:

| INSTITUTIONS TO CONTACT IN EMERGENCIES | TELEPHONE |
|---|--------------------------------|
| Aliaga District Governorate | 0232 616 1001 |
| Aliaga Chief Public Prosecutor's Office | 0232616 2882 |
| Aliaga District Gendarme Command | 0232 616 1982 |
| Aliaga Coast Guard Command | 0232 366 6667 (ALO 158)/VHF 08 |
| Aliaga Police Department | 0232617 0697 |
| Aliaga Regional Port Authority | 0232 616 1993 |
| Aliaga Customs Directorate | 0232625 52 33 |
| Aliaga Municipality | 0232616 1980 |
| Hello Fire Brigade | ALO 112 |
| Emergency Ambulance Service | ALO 112 |
| Aliaga State Hospital | 0232616 2839 |
| Aliaga District Health Directorate | 0232616 8989 |
| Aliaga Coastal Health Inspection Center | 0232 616 2706 |
| AFAD İZMİR | 0232 478 17 01 |

Table:1

8.7 EMERGENCY RELEASE PLAN FOR EMERGENCY REMOVAL OF SHIPS AND VEHICLES FROM THE COAST FACILITY

The Emergency Evacuation Plan should be submitted to the port authority and approved. The emergency situations that may occur for the removal of ships and marine vehicles from the coastal facility and the notifications and operation plans to be made before, during and after the evacuation are as follows:

Fire on the ship or at the pier and shore facilities under operation:

The first porter to see or hear of the fire (ship operation workers, quay security personnel, CCTV personnel, technical personnel or any port worker who is on the quay/pier due to his duty) is the fastest to use the numbers in article 8.6 of this document during working hours or out of working hours. He makes an emergency notification by calling the Shift Supervisor. If the ship needs to leave the port with the notification, the ship's captain decides on the size and development of the event and in consultation with the PETKİM port Personnel and the following processes are completed:

- If the operation is continuing, it is stopped and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the shore connections on or near the ship are closed safely and quickly.
- Firefighters and firefighting teams are informed about the fire extinguishing operations at the quay, and the operation personnel are informed about the location of the fire and the entry of the fire extinguishing vehicles into the port area.
- and tugboat organization and the mooring operators are informed and the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can be idle.
- Tugboats equipped with fire extinguishing equipment are also requested to come to the scene of the incident in order to respond to the fire from the sea.
- At the first availability The Port Authority is called and informed that the ship will leave the port due to an emergency. If the ship's machinery is in working condition and can be freed from the berth by its own means, it is ensured that the quay ropes are released and leave the port as soon as possible.
- All operations will be reported to the Shift Supervisor.

The rope cutting of the ship moored to the quay due to a sudden strong wind or storm:

- As a port operator, meteorological conditions are constantly followed. In case of severe storm notifications, the operation staff, operators and the duty personnel of the ships moored at the pier are informed. Primarily, it is ensured that the ship's ropes are increased under all conditions and that the ship's machinery is always ready for action according to the severity of the upcoming storm. In case the ship connected to the quay cuts the rope and starts to leave the quay before the operation is stopped or while it is still in progress, the following processes are followed:
- If the loading or unloading of the ship continues, then the shore connections are closed quickly and safely, and the radio is informed that the ship will leave the pier.
- Although the ship has informed via the VHF call channel of the pilotage and tugboat organization, an emergency call is made by radio or telephone as the port operator and the tugboats serving are requested to reach the location of the ship to leave the pier as soon as possible.

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- Based on the ship's captain's decision, a new rope can be placed on the pier and the ship can be reconnected, or the existing ropes can be loosened and the ship can be separated from the pier.
- In case the ship under operation leaves the pier for compelling reasons before the operation is completed, Aliğa Regional Port Authority is informed.
- Other issues related to the subject are as in the EMERGENCY EVACUATION PLAN OF VESSELS FROM SHORE FACILITY PLAN.

8.8 PROCEDURES FOR HANDLING AND DISPOSAL OF DAMAGED HAZARDOUS LOADS AND WASTE CONTAINED IN DANGEROUS LOADS

Cargo is handled with pipes and hoses , dangerous goods with damaged packages are not handled . It will be managed within the facility within the framework of the Waste Management Plan. The refinery will be temporarily stored in the waste storage area and its final disposal will be made by facilities authorized by the Ministry of Environment and Urbanization.

The IMDG Code divides dangerous substances into different hazard classes, and each hazard class carries its own hazards and risks. In case of leakage of any dangerous substance during unloading operations, the following hazards may occur:

- suffocating, suffocating effect,
- Poisoning,
- Infection and burning effect on living tissues,
- Corrosion and skin burns,
- Fire in work areas
- The effect of increasing or spreading the fire,
- Explosion

handled safely and securely , the protective materials and equipment are complete, complete and in working condition, leak cases are reported appropriately, leaking flanges , connection unions, piping circuits are checked and the leak is eliminated and finally In addition, it is necessary to ensure that the leak area is professionally cleaned in accordance with the rules and regulations. The methods and steps to be followed until the end of the process, including cleaning the leak, are outlined in the following work flow chart:

Role of the Environmental Unit in the handling of dangerous goods and materials with a risk of leakage :

- Environmental Officer checks the situation in the leak area.
- In case of serious leaks and spills, the Safety Data Sheet of the spilled dangerous substance must be obtained before the leakage is checked.
- The Environment Officer decides on the type of activity to be carried out according to the hazard class of the dangerous substance and the nature of the substance.
- When necessary, the fire truck is kept ready.
- Leaking hazardous material or waste contaminated with hazardous materials are removed from the leaking area when the exit procedures from the door are ready.
- Records regarding leakage and shipment are kept for access when necessary.

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- The area where the leak is first detected is also checked by the Environmental Officer and if environmental pollution has occurred, it should be cleaned properly.
- If necessary, suitable personal protective materials are used during the operation according to the nature of the material.
- After the leakage is stopped, every area contaminated by the leak is cleaned appropriately, either by the emergency equipment of the facility or by the Emergency Response Company, depending on the level of the spill.

The general processes and provisions to be followed according to the IMDG Code are as follows:

- After the leak is detected, the crime scene will be surrounded first:
- The area where the leak occurred is surrounded by a security strip, preventing unauthorized personnel entry and informing the relevant units.
- The risk is determined by making a risk assessment.
- The type of leaked or spilled material, the source and amount of the leak are determined. IMDG data and Safety Data Sheet about dangerous goods are provided.
- Necessary Personal Protective Equipment is provided.
- Appropriate personal protective equipment and materials are provided before responding to the leak.
- Where possible, leakage is limited and its spread is prevented: First of all, it is surrounded by barriers to prevent the leakage from spreading further.
- If possible, it is ensured that the leakage is stopped:
- The cleanup of the leak is initiated:
- The leak is never cleaned with flammable materials such as sawdust; absorbent kit, sand, sorbent Dry, neutral absorbent materials such as pads are used.
- In small amount of liquid spills, absorption is made by adding absorbent substance/material on it. In large spills, a border/barrier is created around it.
- It is prevented that the leaked/spill material mixes with the soil, underground and surface waters.
- Waste Disposal
- in which the dangerous goods will be placed and sent for disposal must be UN type approved. The cleaned hazardous material is collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area within the port facility.
- It is delivered to companies with hazardous waste transport license to be disposed of in hazardous waste disposal facilities licensed in accordance with the regulations regarding Environmental Law and Waste Disposal and taken out of the port.

8.9 EMERGENCY DRILLS AND THEIR RECORDS

Emergency Response drills will be held with the relevant participants at intervals specified in the legislation. The exercises and controls will be recorded by the PETKİM port, distributed to the relevant participants, kept for 3 years, and then the records will be destroyed.

8.10 INFORMATION ON FIRE PROTECTION SYSTEMS

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors in Fields, Emergency Warning Lamps
- Fire Pumps

Fire pumps are located in the water pre-treatment plant.

| Pumps name | Capacity | Quantity |
|--------------------------------------|---|----------|
| G-102 A/B/C Electric Motor | 455 m ³ /h - 10.5 kg/cm | 3 |
| G-103 A/B/C Diesel Motor | 455 m ³ /h - 10.5 kg/cm ² | 3 |
| G-101 Electric Motorized Jockey Pump | 68 m ³ /h - 10.5 kg/cm ² | 1 |

PETKİM Complex is equipped with underground fire water network in loop. Pipe diameters in the network range from 20"-16"-14"- 12"- 10"-8" to the most extreme points. Fire water is ready for use in hydrant valves with 6" lines taken from the mains. There are 2 2" valves in the 6" body. There are 18 hydrants in total throughout the port. Fire Cabinets have one each next to the fire hydrants. There are hoses, adjustable nozzles, wrenches, adapters, and foam and foam lances in some areas in the cabinets. Cabinet doors are kept sealed

Emergency documents and supplies

- Emergency Phone Lists
- Pier/Wharf Fire Plan
- Emergency Safety Signs

8.11 PROCEDURES FOR APPROVAL, INSPECTION, TESTING, MAINTENANCE AND MAINTAINING OF FIRE PROTECTION SYSTEMS

Emergency and Fire Equipment:

- Fire Hydrants : PETKİM Port will keep a list of all fire hydrants . Port Chief Engineering is responsible for quarterly controls and tests and monthly controls, and Maintenance Department is responsible for repairs and maintenance. Control records will be kept by PETKİM Port Chief Engineering.
- Fire Extinguishers : PETKİM Port Chief Engineering will keep a list of all fire extinguishers and is responsible for monthly control. All fire extinguishers will have a label on which the last control date and the identification number of the PETKİM Port control personnel are written.

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- Control of fire extinguisher cylinders: It will be done by independent third parties authorized by the Turkish authorities. Valid certificates and control records received will be kept and maintained by the PETKİM Port.
- Fire Cabinets and Fire Hoses: PETKİM Port will keep a list of all fire cabinets. PETKİM Port is responsible for quarterly controls and tests and monthly controls, and Maintenance Department is responsible for repairs and maintenance. Control records will be kept by PETKİM Port.
- Fire Alarm Detectors, Emergency Warning Lamps in the Fields: Maintenance and attitudes will be made by the Maintenance Department as scheduled and all records will be kept by this department.
- Electric Fire Pumps: Maintenance and attitudes will be made by the Maintenance Department according to the maintenance schedule and all records will be kept by the Maintenance Department.

Other emergency supplies:

- Emergency Telephone Lists: PETKİM Port is responsible for ensuring that the relevant departments and emergency telephone lists are correct and up-to-date.
- Harbor Fire Plan: A copy of the Fire Plan will be placed on the alarm panel when applicable. It is the responsibility of the PETKİM Port or the relevant unit manager to keep the fire plan up-to-date at all times.
- Emergency Safety Signs: The manager of each department or unit manager is responsible for ensuring that all safety signs are at the location of the unit they are attached to. PETKİM Port is responsible for determining "Escape Routes" and "Assembly Places" and posting these documents in appropriate places

8.12 MEASURES TO BE TAKEN WHEN FIRE PROTECTION SYSTEMS DON'T WORK

When there is a need for an emergency response and the fire protection systems are not working, the closest team is informed by calling the phone numbers written in Section 8.6.

8.13 OTHER RISK CONTROL EQUIPMENT

Combating sea fires (Ports Regulation Article 32):

1) In case of sea fires that may occur in the administrative area of the port, with fires that may occur on shore which came into force with the decision of the Council of Ministers dated 06/8/1975 and numbered 7/10357, Fires that can reach and spread on shore or that can reach the coast, port and sea from the shore

All public and private institutions intervene in accordance with the provisions of the Regulation on Prevention, Extinguishing and Rescue Measures that can be taken against. Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready and working condition in coastal facilities.

2) Extinguishing fires that may occur in coastal facilities are carried out by fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant legislation. Organizations engaged in tugboat operations also participate in extinguishing activities in line with the instructions of the port authority

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9. OCCUPATIONAL HEALTH AND SAFETY

Hard hat, work clothes (Nomex), work safety glasses and work safety boots are the basic “Personal Protective Equipment (PPE)” materials that must be used in the Refinery and Petrochemical Business Unit work area. Apart from these, other PPE materials must be used specifically for the work done. Before entering the working environment, PPE materials that comply with the specified symbols should be used, paying attention to the "Health and Safety" signs (blue-white plates).

Minimum Personal Protective Equipments and their Features to be Used in SOCAR Turkey Refinery and Petrochemical Business Unit Work Areas

- **Helmet:** It protects the head against the risk of hitting, against objects falling from above and against the dangers that may occur as a result of falling. Although helmets are considered to be protective against heavy objects that can fall on the head, they are also protective against dangers such as bad weather conditions, electric shocks, and UV rays.
- **Work Wear:** Fire and high temperature resistant work clothes; It should be used in work areas where sudden fire, arc flash or explosion may be caused by flammable gas. High temperature resistant workwear is used to protect our body in case we are exposed to any flammable/irritating gas, steam and chemical.
- **Occupational Safety Goggles:** Occupational Safety Goggles provide useful protection against various hazards, especially against low-speed impacts from the front. Occupational Safety glasses have a solid frame and impact resistant glasses (polycarbonate glasses) and provide ultraviolet protection (UV) with full side protection. Eyeglass frames should be tight, sturdy and comfortable; must also be set accordingly by the user.
- **Occupational Safety Boot:** **When** choosing safety shoes, different hazard possibilities such as contact with chemicals, extreme cold and heat, slippery surfaces, punctures caused by nails and other sharp objects, and electrical hazards (under voltage and static) are considered.
- **Gloves:** Work gloves are the most important personal protective equipment that protects our hands against external factors and prevents them from being damaged. It protects hands from cold, heat, injuries and cuts that may occur as a result of splashing chemicals. Gloves are produced in many different types, styles and materials and are made to protect our hands from different risks. The most suitable glove should be chosen according to the work done and the risks that may be encountered.
- **Escape Mask:** Escape masks are a filter device that you will use when moving away from the danger area to save ourselves from suddenly emerging organic or inorganic gas/vapor, sulfur dioxide, hydrochloride , acidic gases, ammonia and organic ammonia derivatives. The escape mask can not be reused because it loses its air-proof feature after the safety seal is opened.



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EYE AND FACE PROTECTION; eyes; must be protected against the ingress of dust, steam, metal burrs and welding sparks. For example, welding goggles or welding face shield should be used in welding works, while in laboratory work, Google type glasses should be used to protect the eyes as a result of chemical splashes or direct sprays into the eyes. Face shields are used to protect the face in works with the risk of hammering, chipping, sanding and/or chemical splashes. Face shields alone are not sufficient to protect the eyes, they should be used together with appropriate work glasses.

PROTECTION OF HEARING; Ear protectors should be available when ambient noise is 80 decibels according to legislation. When the intensity reaches 85 decibels, it is mandatory to use ear protectors. For example, when working in and around the pumping station, full acoustic earplugs should be used.

HAND PROTECTION; Gloves can protect our hands from chemicals, cuts, heat and cold. However, it is not enough to use one type of gloves against all hazards. Appropriate protective gloves should be worn for specific jobs. For welding works, models with long wrists, reinforced palms, strips on the seams and gloves suitable for the welding method should be used. Gloves prepared with fiber materials with high heat resistance such as Kevlarr , Normexr , Zetexr , Pbir protect from temperatures between 100 °C and 800 °C. In order to protect from cuts, gloves with high cut resistance should be preferred, and chemical protective gloves should be used when working with chemicals. However, due to the large number of chemicals encountered, it is necessary to use specially produced gloves against each of them. Gloves with nitrile coating for oils and hydrocarbons , neoprene for batteries and some diluted acids , and neoprene and latex blend coated gloves for diluted chemicals provide protection.

RESPIRATORY PROTECTORS; Respirators are resistant to dangerous airborne contaminants in the form of dust, gas, smoke and vapour. They are designed for use in conditions where collective protection methods are not sufficient to reduce the possibility of exposure and where work is essential. It is generally used in places where the atmosphere is very polluted or oxygen deficient. Respirators can be briefly classified as dust masks, half and full face masks according to the protection stages. Dust masks are used for short periods in work areas where thicker dust particles such as metal dust, wood dust, sand are exposed. Half and full face masks are more effective than dust masks. In the works carried out with nitrogen, breathing sets with fresh air supply should be used.

Alcoholic beverages and drugs are strictly not allowed in the port facility.










It is forbidden to use portable radio or other electronic devices, entertainment tools, headphones or similar tools and devices within the port facility.

| Things to Consider in terms of Occupational Health and Safety | Personal Protective Equipment to be Used | Environmental Considerations | Environmental Impact |
|---|--|------------------------------|----------------------|
|---|--|------------------------------|----------------------|










| | | | |
|--|---|--|--|
| <p>BENZEN, PARAXYLENE , TOLUENE, ORTHOXYLENE, NAFTA, HEG/HEP, LPG, MEG/DEG, ETHYLENE, C3/C4/C5, PY- GAS, AROMATIC OIL, CLARIFIED OIL: They are flammable. They can ignite. Avoid breathing the vapour. Avoid skin contact. Take precautions against static electricity.</p> | <ul style="list-style-type: none"> • Glove • Glasses • Gasmask • safety shoes • Helmet | <p>Prevent spillage of liquid product into soil and water.</p> | <p>It is harmful to the environment. It has flammable feature.</p> |
| <p>CAUSTIC: Harmful by inhalation, in contact with skin and if swallowed.</p> | <ul style="list-style-type: none"> • Glove • Glasses • Gasmask • safety shoes • Helmet | <p>Spread to the environment should be prevented.</p> | <p>It is harmful to the environment. It is corrosive .</p> |
| <p>AMMONIA: It has a sharp odor. Avoid breathing. When heated to vapor/gas May explode with air.</p> | <ul style="list-style-type: none"> • Glove • Glasses • Gasmask • safety shoes • Helmet | <p>Spread to the environment should be prevented.</p> | <p>It is dangerous for the environment. It is poisonous and corrosive.</p> |
| <p>ACN: It can cause cancer. It is flammable. It is toxic by inhalation, in contact with the skin and if swallowed . Irritating to respiratory system and skin. It is highly flammable in the presence of heat, sparks, flames. Explosive in the presence of oxidizers.</p> | <ul style="list-style-type: none"> • Glove • Glasses • Gasmask • safety shoes • Helmet | <p>Spread to the environment should be prevented.</p> | <p>It is harmful to the environment. It is toxic . Easily flammable.</p> |





INFORMATION TABLES


























Meanings of Symbols;

| Symbol | Meaning | Symbol | Meaning |
|---|---|---|--|
|  | TOXIC |  | HARMFUL-IRRITING |
|  | EXPLOSIVE |  | CORROSIVE |
|  | FLAMMABLE, INFLAMMABLE |  | HARMFUL TO THE ENVIRONMENT |
|  | OXIDIZING |  | PRESSURIZED OR LIQUEFIED GAS. CAN EXPLODE IF HEATED - CAN CAUSE COLD BURNS ON CONTACT. |
|  | CAN DAMAGE THE RESPIRATORY SYSTEM. MAY HAVE A CANCEROGENIC EFFECT. CAN CAUSE GENETIC DISORDERS. | | |







































INFORMATION TABLE OF TRANSFERRED CHEMICALS

| Symbol | Meaning | Symbol | Meaning |
|---|--|---|--|
|  | USE GLOVES |  | WASH YOUR EYES WITH LOTS OF WATER FOR 15 MINUTES. |
|  | WEAR GLASSES. |  | GO UNDER THE SHOWER IMMEDIATELY. |
|  | USE A POWDER MASK |  | WEAR SAFETY SHOES |
|  | USE GAS MASK |  | IF SWALLOWED OR UNEXPECTED CONSULT THE DOCTOR IMMEDIATELY. |
|  | WEAR AIR MASK. |  | CALL AN AMBULANCE OR GO TO THE DOCTOR IMMEDIATELY. |
|  | WORKING WITHOUT HELMET IS DANGEROUS AND PROHIBITED |  | WEAR A SEAT BELT |

| Chemical Name | Apperance | Feature |
|---------------|------------------|--|
| Light Naphtha | colorless liquid |     |

| | | |
|--------------------|---------------------------------------|--|
| Heavy Naphtha | colorless liquid |  |
| Full-Range Naphtha | colorless liquid |  |
| Py -Gas | yellow colored liquid |  |
| Benzene | colorless liquid |  |
| paraxylene | colorless liquid |  |
| Orthoxylin | colorless liquid |  |
| Toluene | colorless liquid |  |
| C5 Blend | colorless liquid |  |
| LPG | colorless gas |  |
| Hydrogen | colorless gas |  |
| Gas Nitrogen | colorless gas |  |
| C4 | Colorless gas (liquid under pressure) |  |
| C3 | Colorless gas (liquid under pressure) |  |
| CAUSTIC | transparent liquid |  |
| ACN | colorless liquid |  |
| MEG | colorless liquid |  |
| DEG | colorless liquid |  |
| ETHYLENE | Colorless gas (liquid under pressure) |  |
| AMMONIA | Colorless gas (liquid under pressure) |  |
| VCM | Colorless gas (liquid under pressure) |  |
| HEPTAN | colorless liquid |  |
| HEGZAN | colorless liquid |  |
| ACETIC ACID | colorless liquid |  |
| EDC | colorless liquid |  |
| CLARIFIED OIL | dark flowing liquid |  |

| | | |
|--------------|---------------------|--|
| CUTTER STOCK | dark flowing liquid |  |
|--------------|---------------------|--|

| Chemical Name | Equipment needed to protect | What to do in case of exposure |
|---------------------|---|--|
| Heavy Naphtha |  |  |
| Full- Range Naphtha |  |  |
| Py -Gas |  |  |
| Benzene |  |  |
| paraxylene |  |  |
| Orthoxylin |  |  |
| Toluene |  |  |
| C5 Blend |  |  |
| LPG |  |  |
| Hydrogen |  |  |
| Gas Nitrogen |  |  |
| C4 |  |  |
| C3 |  |  |
| CAUSTIC |  |  |
| ACN |  |  |
| MEG |  |  |
| DEG |  |  |
| ETHYLENE |  |  |
| AMMONIA |  |  |

| | | |
|---------------|---|--|
| VCM |     |   |
| HEPTAN |     |   |
| HEGZAN |     |   |
| ACETIC ACID |     |    |
| EDC |     |   |
| CLARIFIED OIL |     |    |
| CUTTER STOCK |     |    |

| Chemical Name | Tools to be used in fire | Environmental impact disposal information and special cases |
|----------------------------|---|---|
| Heavy Naphtha | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools |
| Full- Range Naphtha | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools |
| Py -Gas | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools |
| Benzene | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools. |
| Paraxylene | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools. |

| | | |
|---------------------|--|---|
| Orthoxylin | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools. |
| Toluene | FOAM, CO2, KKT, Sand, Soil (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools. |
| C5 Blend | FOAM, CO2, KKT, Steam (Surface cooling can be done with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools. |
| LPG | CO2, KKT, Steam, nitrogen (Surface cooling can be done with water.) | It turns into a gas under atmospheric conditions. Unusable product flare can also be burned . It evaporates rapidly from soil and water environment. |
| Hydrogen | CO2, KKT, Steam, nitrogen (Surface cooling can be done with water.) Water jet should not be applied directly. | vented to the atmosphere by suffocating with steam . |
| Gas Nitrogen | not flammable | It is harmless under normal conditions, but it is suffocating when the oxygen level in the air drops below 19%. It can lead to fatal accidents. |
| C4 | CO2, KKT, Steam, nitrogen (Surface cooling can be done with water.) | It turns into a gas under atmospheric conditions. Unusable product flare can also be burned . It evaporates rapidly from soil and water environment. |
| C3 | WATER,CO2 | The most important danger is the ignition of vapor clouds formed by liquid and vapor leaks. |
| CAUSTIC | FOAM, CO2, KKT, Steam (Surface cooling can be done with water.) | Dispose of caustic according to all regional, national and international regulations. In certain places this is accomplished by neutralizing with hydrochloric acid, bringing the pH to 7 and draining it into the sewer. |
| ACN | CO2 , WATER , FOAM | Acrylonitrile is a very reactive and toxic chemical . It is toxic if swallowed , inhaled vapor or absorbed through the skin . Acrylonitrile its antidote is Amyl Nitrile . |
| MEG | Water spray, Foam, CO2, KKT | It is infinitely soluble in water and should not be discharged in the aquatic environment. |

| | | |
|----------------------|---|---|
| DEG | Water spray, Foam, CO2, KKT | It is infinitely soluble in water and should not be discharged in the aquatic environment. |
| ETHYLENE | DO NOT extinguish fugitive gas flames UNLESS ABSOLUTELY NEEDED. If possible, ethylene should be stopped and the fire should be left to extinguish on its own. | It should not be thrown into the environment. It is disposed of by incineration in licensed facilities in accordance with national regulations. All commercial cylinders must be returned to the supplier. |
| AMMONIA | FOAM, CO2, KKT, Water Spray (It is difficult to extinguish with water as it does not mix with water.) | Dispose of caustic according to all regional, national and international regulations. In certain places, this is done by neutralizing it with hydrochloric acid, bringing the pH to 7 and discharging into the sewer. |
| VCM | FOAM, CO2, KKT, WATER SPRAY. (It is difficult to extinguish because it does not mix with water.) | Contact the manufacturer for recycling. Dispose of in accordance with national hazardous waste regulations. |
| HEPTAN | CO2, KKT, Steam, nitrogen (Surface cooling can be done with water.) | The product floats on the water surface, disperses with the water, causing the fire to grow. Use water in the cooling process after the fire is out. |
| HEGZAN | CO2, KKT, Steam, nitrogen (Surface cooling can be done with water.) | Make the exposed person vomit. In case of loss of consciousness, oxygen should be given. |
| ACETIC ACID | CO2, KKT, Alcohol resistant foam (Surface cooling can be done with water.) | Avoid waste generation. Dispose in accordance with waste regulations. |
| EDC | FOAM, CO2, KKT, WATER SPRAY. (It is difficult to extinguish because it does not mix with water.) | Contact the manufacturer for recycling. Dispose of in accordance with national hazardous waste regulations. |
| CLARIFIED OIL | FOAM, CO2, KKT, WATER SPRAY. (It is difficult to extinguish because it does not mix with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and contaminated soil are transported to concrete pools |
| CUTTER STOCK | FOAM, CO2, KKT, WATER SPRAY. (It is difficult to extinguish because it does not mix with water.) | Due to its flammable and poisonous nature, precautions are taken against fire . It is not allowed to mix with water and soil . Product and |



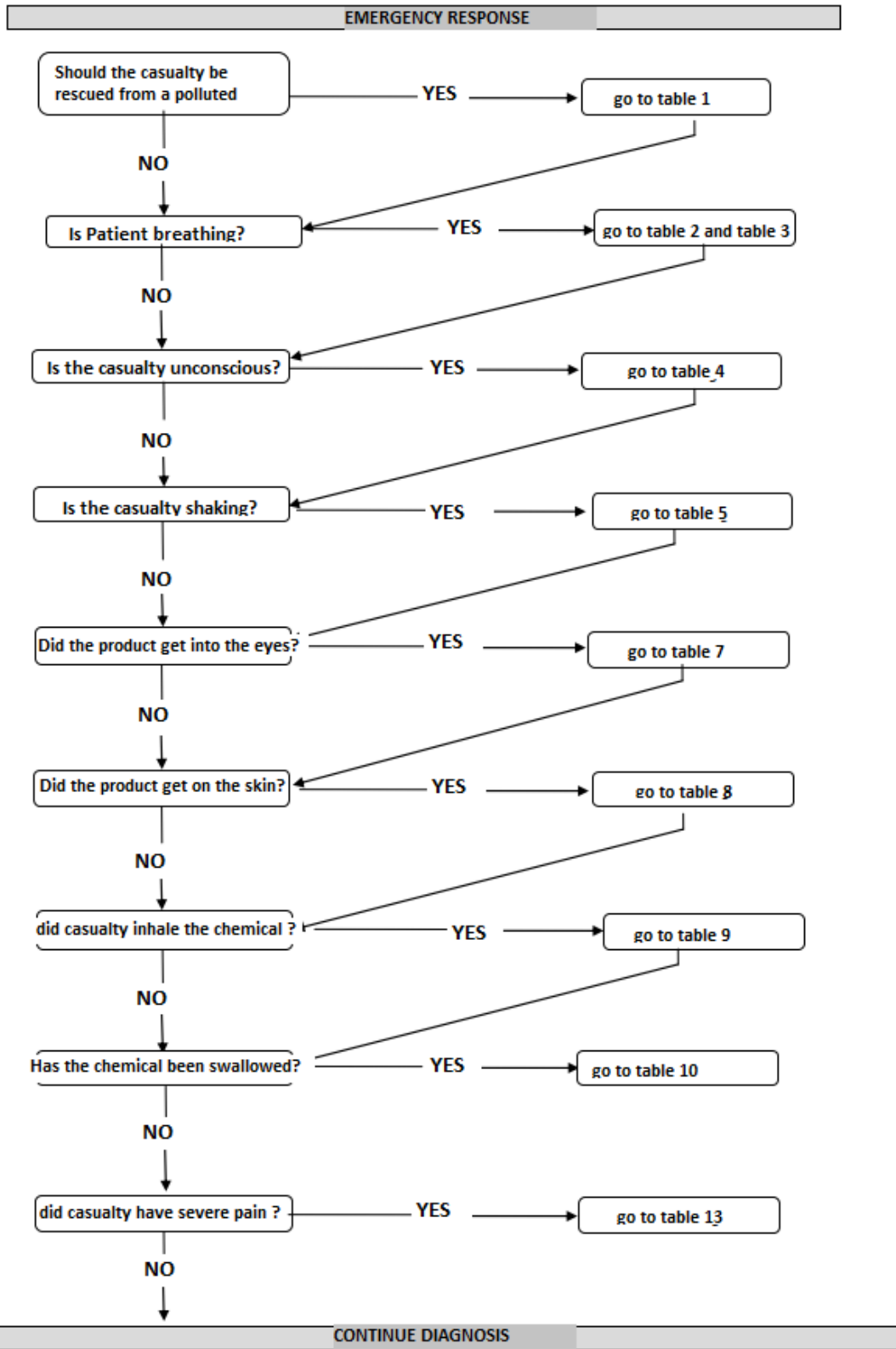
DANGEROUS CARGO HANDLING GUIDE

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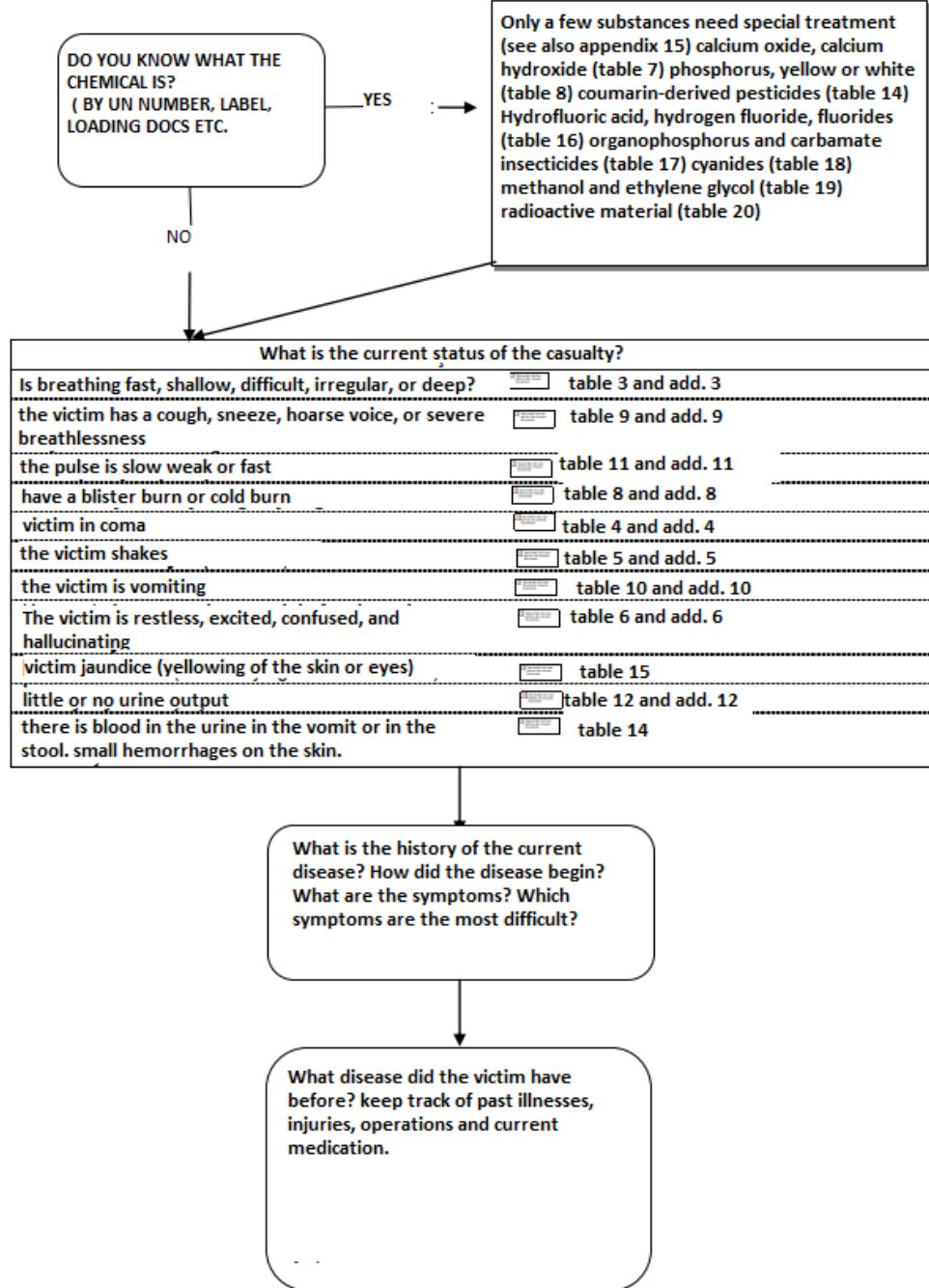
| | | |
|--|--|---|
| | | contaminated soil are transported to concrete pools |
|--|--|---|

USING MFAG

Dangerous your loads including is accidents for medical first aid guide (MFAG) chemical of poisoning diagnosis and initial treatment reference aspect used .
of MFAG itself can be encountered likely toxic effects about general information gives . In This Guide get informed treatment appropriate in the tables specified and suffixes relating to in sections is even more comprehensive . in this guide treatments dangerous the goods of transport accident results emerge may come out to the results appeal it does . Toxic substances accidentally swallowing it is rare . guideline willful to swallow does not cover . Chemical substances including small accidents , proper first aid of the measures receiving on condition Generally serious to the effects Why? it won't . reported serious of accidents number little by being together , toxic or caustic the one which... chemicals including accidents dangerous it could be and affected person completely until you get better until on the contrary medical information until you get until potential aspect serious should be counted .



DIAGNOSIS



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9.1 OCCUPATIONAL HEALTH AND SAFETY MEASURES

All occupational health and safety rules are valid and strictly enforced inside the terminal. Success in this regard depends on the understanding, acceptance, and active participation and implementation of the port facility's health, safety, security and environmental protection management system. It should not be forgotten that others, as well as the environment, may be adversely affected by your work or mistakes. The following rules and prohibitions should be observed in order to pay attention to these and not to cause any unsafe event, accident or injury:



The use of alcohol and drugs with inside the port facility is strictly prohibited.



It is forbidden to use portable radio and other electronic devices ,entertainment tools, headphones and similar devices within the port facility.

The personal protective materials that should be used at the minimum level in the port facility are as follows:

- Reflective vest or high- visibility clothing
- Helmet
- safety shoes

Symbolic Safety Signs

Symbolic safety signs are used to inform people around or to indicate instructions, thanks to their size, color and appropriate symbols. Images and pictures (pictograms) are used for the practical solution of the problems encountered in giving information for the purpose of health, safety and protection of the environment, and especially for overcoming different language barriers . These types of signs are used to protect everyone:

- Do not ignore the symbolic safety signs!
- If you are not a person authorized to do your duty, use symbolic safety signs.
do not disassemble !
- Do not scribble, erase, paint or falsify symbolic safety signs!

Prohibition Signs

These symbolic safety signs are round, the underside is white, the circumference is red in a ring, and there is a diagonal stripe. The pictogram is black, located in the center of the sign and below the diagonal strip. This

sign means that something should not be done. Some prohibition signs, including but not limited to, are as follows: These signs will be used when and where necessary.



Figure 1: Some Prohibition Signs

Warning Signs

These symbolic safety signs are triangular in shape, with a yellow underside and black around the perimeter. The pictogram is black, located in the center of the sign. This sign warns of a particular risk or danger. Some warning signs include, but are not limited to:

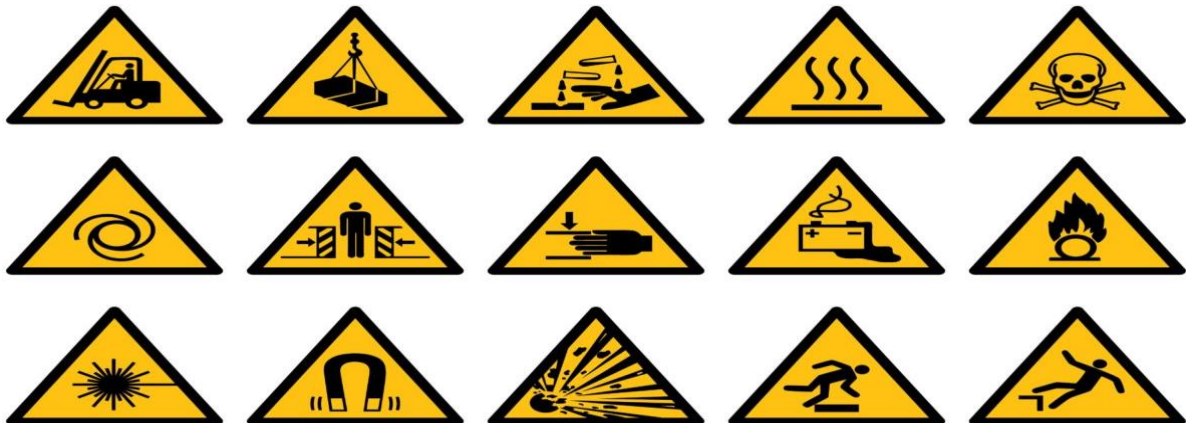


Figure 2: Some Warning Signs

Signs of Obligation

These symbolic safety signs are round and the underside is blue. The pictogram is white, located in the center of the sign. This sign indicates what specific behavior or action is required or expected, or determines what personal protective equipment should be used to avoid hazards. This sign means that something needs to be done.

MANDATORY SAFETY SIGNS

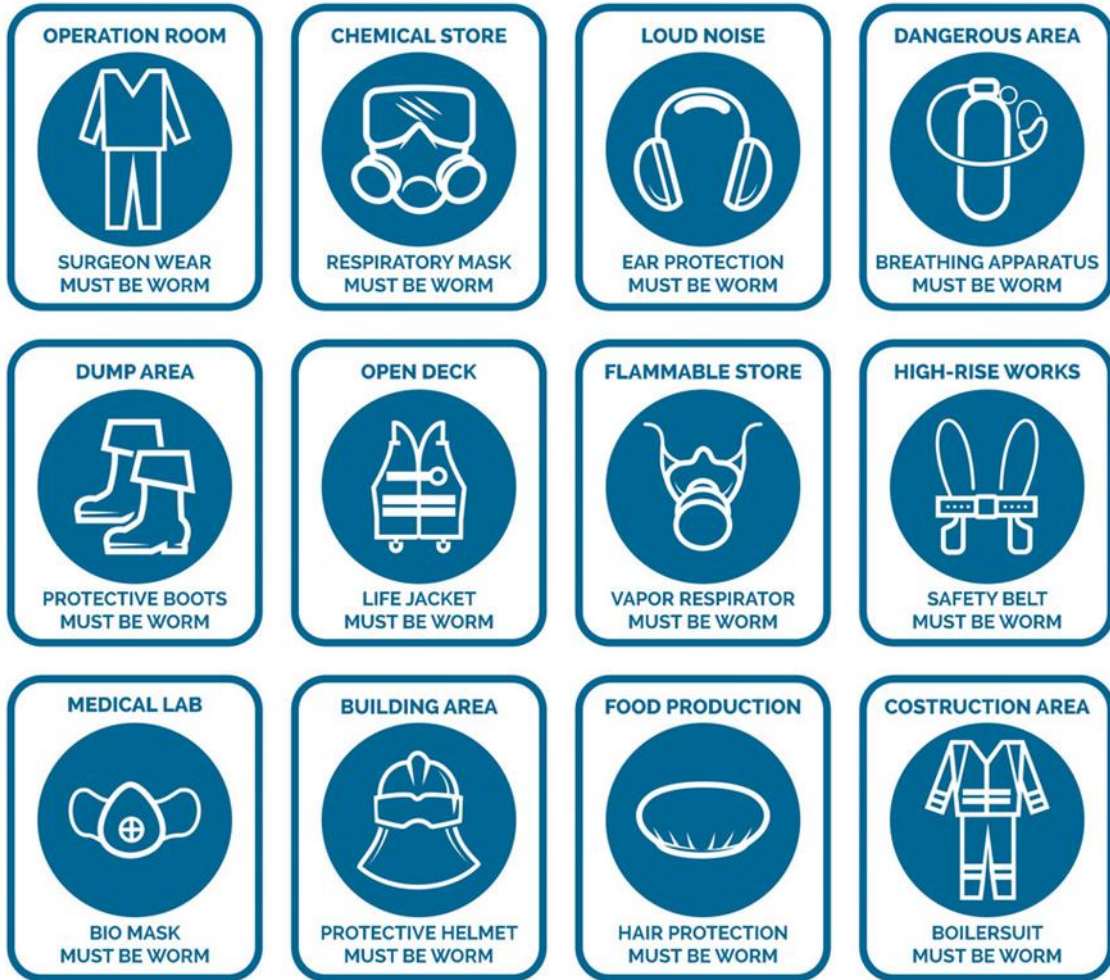


Figure 3: Some Mandatory Signs

General Information Signs

These symbolic safety signs are square or rectangular and have a green subfloor. The pictogram is white, located in the center of the sign. This sign provides specific information. For example, certain facilities, centers, emergency routes and exits, first aid and rescue equipment, etc. locations are indicated by these signs.



Figure 4: Some General Information Signs

Fire Prevention and Fire Protection

These symbolic safety signs are square or rectangular, the underside is white with yellow and the circumference is red. The pictogram is red and is located in the center of the sign. This sign indicates the location of fire fighting equipment and fire centers.



Figure 5: Fire Prevention and Fire Protection Signs

Work Permit:

Work permit documents should include the following topics:

- Details of the work to be done
- Precautions to be taken when the work is done
- Situations of foreseen hazards
- Conditions of control measures to be applied

Permission should be used for work to be done on subjects not covered by standard operational procedures.

A work permit is required for routine and non-standard works that carry potential risks and dangers in workshops, terminal area, quay, on the sea or anywhere in the facility. Work permits are available for different jobs. Issues that require work permits, including but not limited to the following jobs:

- Work to be done in limited areas
- hot works
- Work to be done on dangerous substances

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- Works to be done on or near the sea
- Work to be done in pressurized systems
- Excavation works throughout the terminal
- Electrical work
- working at height

All routine non- works , all subcontractors _ work permission without work they can't .

9.2 INFORMATION ABOUT PERSONAL PROTECTIVE CLOTHES AND PROCEDURES FOR USING THEM

Types of Personal Protective Equipment, standards, places of use, methods of use to be used to protect employees from dangers in the work environment and from the dangers caused by the activity. It is as in the Personal Protective Equipment Instructions for Use.

9.3 CLOSED AREA ENTRANCE PERMIT MEASURES AND PROCEDURES

As the jetty operations unit, there is no enclosed area in the Port Site area. However, the procedure and checklist (ABU-HSM-LST-0002 ENCLOSE SPACE CHECKLIST) prepared for use within the entire SOCAR has been prepared in accordance with all national and international rules regarding entry into closed areas. In the case of entering a closed space, the process proceeds as follows; When the entrance to the closed area is found appropriate, the checklist is signed by the authorized persons and the person/persons who will enter the closed area, and entry permit is given. No personnel, including ship personnel, who have not received the necessary training can be allowed into closed areas at the coastal facility. Records of entry permits to closed areas are kept by the coastal facility for three years. Personnel who have been working at the coastal facility for less than six months are not allowed to enter closed areas

Closed Space Entry Permit Measures and Procedures It is explained in detail in the ENTRY STANDARD guide to CLOSED AREAS in the OHS Internal Regulation. Records of entry permits to closed areas are kept for at least three years. Personnel who have been working at the coastal facility for less than six months are not allowed to enter closed areas.

10. OTHER MATTERS

It is forbidden to use, have or be under the influence of alcoholic beverages in the terminal. The use and possession of all kinds of drugs is prohibited by the laws of the Republic of Turkey.

Legal traffic rules are applied in the terminal area. The maximum speed limit for passenger vehicles in the facility and workplace is 40 km/h on main roads and 20 km/h inside units. forklift etc. The speed limit for construction machines is 20 km/h. The unit is 10 km/h in them. Vehicles should be parked towards the escape route and keys should be left inside the vehicle. Seat belts should always be fastened by all passengers while the vehicle is in motion. The places where vehicle entry is not allowed on the piers are closed with barriers and chains. Vehicles must be parked at the designated parking spaces at the piers.

While the ship is at the pier, hot works and any maintenance work that may pose a risk in the terminal are prohibited. Permission will be obtained from the Terminal for maintenance works that may be deemed essential.

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sail with its main engine (ready for operation) and auxiliary engines so that it can leave the pier at any time . If the ship is immobilized in any way , it will immediately inform the Terminal.

In case of any malfunction or failure of any equipment that assists the operation during ship loading/unloading operations, it shall immediately notify the Terminal.

It is obligatory to obtain a work permit for all works at the terminal. Work permits are canceled at any emergency siren and it is necessary to obtain a new work permit after everything is safe again

10.1 DANGEROUS LOAD DOCUMENT OF CONFORMITY

Obligation to Obtain Documents and Permits (General)

- Within the framework of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, coastal facilities that handle dangerous goods must obtain a Dangerous Goods Conformity Certificate.
- In case of temporary non-compliance with the provisions of the relevant directive, it is obligatory to obtain special permission from the Administration.

Obligation to have Dangerous Goods Conformity Certificate

Handling , loading, unloading, labeling, marking works and operations related to dangerous goods . In this respect, a Dangerous Goods Compliance Certificate will be obtained within the framework of the Directive on Coastal Facility Dangerous Goods Conformity Certificate to be published by the Administration.

10.2 DEFINED TASKS FOR DANGEROUS GOODS SAFETY ADVISOR

The main task of the Consultant is, under the responsibility of the Operating Officer, to identify the appropriate tools and activities within the limits of the enterprise and to facilitate the management of these activities in the safest way appropriate. In terms of activities within the business, the specific duties of a consultant are:

According to the 6th article of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, Coastal Facilities must have a Dangerous Goods Safety Advisor.

Responsibilities and duties are listed as follows;

The main task of the consultant is to facilitate the management of these activities in the safest way, by determining and using the most appropriate tools and activities within the scope of the requirements of the work, under the responsibility of the person at the head of the business. A TMGD consultant mainly performs the following duties:

- To monitor compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.
- It offers suggestions to the business in the transportation of dangerous goods according to the provisions of ADR / IMDG.

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- To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first three months as of the end of the year and submit it to the Administration in electronic environment.
- Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the IMDG/ADR regarding this substance .
- Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.
- To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.
- To provide or provide training to the employees of the enterprise about the national and international legislation and the amendments made therein, and to keep the records of this training.
- To determine the emergency procedures to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of dangerous goods,
- To have the employees periodically perform exercises related to these and keep their records.
- To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
- To ensure that the special conditions stipulated by the legislation on the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
- employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.
- To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.
- To create instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.
- To record all kinds of work, including training, audit and control on activities, to keep these records for 5 years and to submit them to the Administration if requested.
- To prepare and enforce the business security plan specified in ADR/IMDG 1.10.3.2.
- In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR); To determine procedures for work and operations related to packaging, labeling, marking and loading .
- In the inspections to be carried out in relation to his duties in the enterprise; To keep records by specifying the date and time of the audited persons and works.
- In case of any danger, to stop the work until the danger is eliminated, to start the work with its own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.
- TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes damage to life, property and the environment; collects

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information about the accident and gives an accident report to the enterprise management or the Administration. This report, prepared by TMGD, is sent to the Administration via the address www.turkiye.gov.tr by the enterprise or TMGDK within one month. This report does not replace the report that should be written within the scope of international or national legislation.

- To prepare the annual activity report of the enterprise on the transportation of dangerous goods in accordance with the format determined by the Administration, within the first three months as of the end of the year, and to submit it to the TMGDK, which it works for, and to the business providing consultancy services, to send it to the Administration via www.turkiye.gov.tr when requested.
- TMGDs authorized within the scope of the IMDG Code prepare a quarterly report for the responsibilities determined in the Regulation on the Maritime Transport of Dangerous Goods and Loading Safety of the coastal facilities they serve or serve , and submit this report to the Administration.
- Except for the coastal facilities that will receive PIUB for the first time, TMGD is present at the coastal facility during the PIUB audits and actively participates in the audits.
- handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. TMGD 's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage .
- In addition to the IMDG Code , within the scope of dangerous goods handled at the coastal facility, he/she will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility. Whether the dangerous goods handled at the coastal facility are handled in accordance with the rules It notifies the coastal facility operator in writing, with the period agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, of its assessments that the facility is not handled .

10.3 ISSUES FOR THOSE CARRYING DANGEROUS LOADS TO THE COASTAL FACILITY TO THE COASTAL FACILITY AND THE COASTAL FACILITY (THE DOCUMENTS THAT SHOULD HAVE DANGEROUS LOAD VEHICLES CARRYING TO THE PORT OR COASTAL FACILITY AREA/OUTPUT AT THE ENTRANCE/OUTPUT, THE EQUIPMENT AND EQUIPMENT THAT THESE VEHICLES HAVE TO HAVE)

These are the documents that road vehicles carrying dangerous goods must keep at the entrance / exit to the port or coastal facility area, the equipment and equipment that these vehicles must have; speed limits in the port area, etc. These issues include the precautions to be taken regarding the dangers, threats and attacks from shore and sea . There is no dangerous goods entry or exit to PETKİM Port by road. The dangers, threats and attacks from shore and sea and the precautions to be taken are included in the port ISPS plan. Within the framework of the approved ISPS Port security plan against threats from shore and sea action will be taken.

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Vehicles that bring/take dangerous goods to the Petkim facility are controlled at the entrance and exit of the facility, and they are not allowed to enter or exit the facility in case of any non-compliance.

10.4 ISSUES FOR THOSE CARRYING DANGEROUS LOADS COMING TO THE COASTAL FACILITY/LEAVING FROM THE COAST FACILITY (SHIPS CARRYING DANGEROUS LOADS AND SEA VEHICLES IN THE PORT OR SURFACE FACILITY, SURFACE STRATEGY AND SURFACE SUPPLY)

will participate or participate in an operation related to the transportation or handling of dangerous goods in the port area, a special sign that can be seen day and night will be used. The reason for using the day or night signal is to inform the maritime traffic and personnel within the port area about the increased danger due to the presence and handling of dangerous goods.

The signals and signs to be used are as follows:

- Daytime: “B” flag (I am taking, unloading or carrying dangerous cargo) and
- At night, a strobe -free red light , visible from 360°

Cold and Hot Working Procedures for Ships Carrying Dangerous Goods in the Port:

Ships and marine vehicles that will carry out degassing operations for maintenance or repair with hot and cold processes shall comply with the provisions of the Regulation on Degassing in the Construction, Modification, Maintenance, Repair and Dismantling of Ships and Marine Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677. . Hot work and gas- free operation are not allowed at PETKİM Port, except for special circumstances that will be allowed

10.5 ADDITIONAL MATTERS TO BE ADDED BY THE COASTAL FACILITY

Prohibited Activities (Article 21 of the Ports Regulation):

- 1) In the approach channels of the coastal facilities, at the mouths of the moles, at the berthing and mooring areas and at the anchorage areas; Fishing, sailing, rowing or other water sports activities and swimming are prohibited.
- 2) Boats for sports, recreational and recreational purposes must navigate at a speed that does not interfere with the activities of other ships and sea vehicles in the port area, within the area limited by the breakwaters and in the bays. The Port Authority determines the appropriate speed limit when and where it deems necessary.
- 3) Ships and marine vehicles arriving or leaving the buoy to be moored, and ships and marine vehicles other than those used in coastal facility services cannot pass between buoys and buoy lines.
- 4) Ships and marine vessels cannot be moored or berthed to places that do not have a coastal facility operation permit or to places that are not operated or owned by any institution/organization. However, the

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Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency.

5) excessive trim or dangerous inclination and that have the risk of environmental pollution due to any damage, vessels and marine vehicles that do not have the documents related to towing and carrying dangerous cargo but carrying dangerous goods cannot approach the coastal facilities without the permission of the port authority, or inseparable.

Other matters subject to the permission of the port authority (Ports Regulation Article 22):

- 1) After the necessary permits and approvals are obtained from the relevant institutions/organizations, before the construction of the coastal structures and the establishment of aquaculture production areas, the relevant persons get permission from the port authority to start the activity.
- 2) buoying , diving, seabed and underwater studies, seabed dredging and similar activities. Ships and marine vehicles used in such activities show the daytime signs and sound signals with a light in accordance with the legislation.
- 3) It is obligatory to request permission to the port authority at least 15 days before for races that will start from one port administrative area and end at another port administrative area, and at least 7 days before for other competitions and activities.
- 4) Unless permission is obtained from the port authority, races and similar activities or organizations cannot be organized in the port administrative area.
- 5) are carried out within the scope of the Regulation on Sportive Activities for Tourism Purposes and other relevant legislation published in the Official Gazette dated 23/2/2011 and numbered 27855 . The powers of the port authority to ensure the safety and security of life, property, navigation and environment related to water sports for tourism purposes are reserved. The port authority is authorized to make all kinds of restrictions in these activities and to stop these activities, taking into account the safety and security of life, property, navigation and the environment.
- 6) Unless permission is obtained from the port authority, other ships and marine vehicles cannot aboard the ships and marine vehicles located at anchor or in coastal facilities. The abode of agency and supply engines, public vessels, refueling vessels, water tankers and coastal facility service vessels is outside the scope of this paragraph, and these types of vessels carry out their services in coordination with the coastal facilities operators, with the knowledge of the port manager.
- 7) The ship's captain or agent, who will supply fuel, oil and water, notifies the relevant port authority before the supply operation.fishing boats and yachts; In coastal facilities, they can be adjacent to each other's sides, they cannot tie in double rows.
- 8) Ships and marine vessels in the port areas unless permission is obtained from the port authority; repair, blasting and painting, welding and other hot work cannot be carried out to sea lifeboat and/or boat lowering

or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management.

9) Coastal facilities located in the administrative area of the port make a notification to the Naval Forces Command Navigational Hydrography and Oceanography Department for their geographical location to be recorded on the relevant nautical charts.

10) Ships and marine vessels cannot change their anchorage areas without permission from the port authority. However, those who cannot stay where they are due to adverse weather and sea conditions can leave their places and anchor at safer anchorage areas. Those concerned shall notify the port authority as soon as possible. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a ship traffic services center.

11) Ships and marine vehicles that will not carry out any activity in the coastal facilities but anchor in the anchorage areas due to force majeure reasons such as adverse weather conditions and situations that may endanger navigation, life, property, and environmental safety, shall promptly notify the relevant port authority and/or the pilotage organization. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Ship Traffic Services Center.

12) Ships and marine vehicles cannot approach the bow of the ships and marine vehicles approaching from the stern.

13) The floating equipment to be used in the beach areas within the port borders, in coastal hotels, motels, holiday villages, in front of the sites, in sea areas up to 200 meters from the shore, to determine the boundaries of the swimming area, shall be determined by the relevant authorities and shall be completed between April 1st and November 15th every year. prepared and preserved. Ships and marine vehicles cannot enter the designated swimming areas. The port authority is authorized to make changes in the boundaries of the swimming area based on the safety and security of navigation, life, property and the environment.

14) Limbo activities in the port administrative area are subject to the permission of the port authority.

15) The backup process is carried out with the permission of the port authority within the framework of the procedures and principles determined by the Administration.

16) Vault mooring and mooring requirements and related arrangements at each port are made by the port authority, operating procedures and principles are determined by the Administration.

17) Providing pilotage services to ships and marine vehicles that do not have a permit to berth at the coastal facilities, and to ships and marine vehicles that do not have a port exit certificate or an anchorage order is subject to the permission of the port master.

18) The daily excursion (delight) boats; Issues regarding the determination of mooring, sheltering and navigation routes are determined by the port authority, taking into account waste reception and other services, and approved by the Administration. The port master may impose restrictions on the capacity, entry-exit and usage in case the capacity of mooring and sheltering places is exceeded.