



**NERGIS MERSIN TERMINAL
DANGEROUS CARGO HANDLING GUIDE
NERGİS PETROL MADENCİLİK SAN. VETİC.
LTD.ŞTİ.**



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(See Revision Page for Revisions)

ENGİN AKSU

COASTAL FACILITY MANAGER

SIGNATURE SEAL

CONTENTS

- 1 INTRODUCTION..... 1**
- 1.1 Facility Information Form..... 2
- 1.2 Relating to Dangerous Cargo Handled and Temporarily Stored at a Port Facility
Collection/Discharge, Handling and Storage Procedures..... 5
- 1.2.1 General.....5
- 1.3 Procedure for the Safe Handling of Dangerous Liquid Bulk Cargo 6
- 1.3.1 Application.....6
- 1.3.2 Necessity..... 7
- 1.3.3 Piping systems for hazardous bulk liquid loads..... 8
- 1.3.4 By Operations Officer..... 9
- 1.3.5 Ignition sources..... 9
- 1.3.6 Retention of Spills..... 9
- 1.3.7 Handling..... 9
- 1.3.8 Initial measures..... 10
- 1.3.9 Pumping..... 11
- 1.3.10 Completion of the operation..... 11

- 2 RESPONSIBILITY..... 12**
- 2.1 Responsibilities of the cargo handler12
- 2.2 Responsibilities of the coastal facility operator12
- 2.3 Responsibilities of the Ship's Owner14
- 2.4 Dangerous Goods Safety Advisor responsibilities15
- 2.5 rd parties operating in the port facility, cargo/ship agency, etc. Responsibilities16

- 3 RULES AND MEASURES TO BE FOLLOWED/APPLIED BY THE COASTAL
FACILITY..... 17**
- 3.1 Docking.....17
- 3.2 Investigation.....17
- 3.3 Identification, packaging, labeling and documentation17
- 3.4 Secure loading and sorting17
- 3.5 Emergency operations17
- 3.6 Emergency information18
- 3.7 Fire precautions19
- 3.8 Firefighting19
- 3.9 Environmental measures19
- 3.10 Fighting pollution20
- 3.11 Reporting of Incidents20
- 3.12 Controls20
- 3.13 Hot work and other repair or maintenance work21
- 3.14 Contaminated waste21
- 3.15 Alcohol and drug use21
- 3.16 Weather conditions21
- 3.17 Lighting Lighting21
- 3.18 Handling Equipment21
- 3.19 Protective equipment22
- 3.20 Signs22
- 3.21 Communication22
- 3.22 Fields23
- 3.22.1 Dangerous cargo areas23

3.22.2 Special areas for damaged hazardous loads and waste contaminated by hazardous loads.....	23
3.22.3 Repair/cleaning facilities	23
3.22.4 Procurement activities.....	24
3.23 Education	24
4 CLASSES OF DANGEROUS GOODS, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SORTING, STACKING AND STORAGE	25
4.1 Classes of Dangerous Goods	25
4.2 Packages and packaging of dangerous goods.	25
4.3 Plates, plates, brands and labels related to dangerous goods.....	25
4.4 Signs and packaging groups of dangerous goods.	26
4.5 Tables of separation of dangerous cargoes on board and at the port according to their classes.	26
4.6 Dangerous goods documents.	26
5 HANDBOOK ON DANGEROUS CARGOES HANDLED AT A COASTAL FACILITY	27
6 OPERATIONAL CONSIDERATIONS	28
6.1 Procedures for the safe berthing, docking, loading/unloading, sheltering or anchoring of ships carrying dangerous cargo day and night.	28
6.2 Procedures for additional measures to be taken according to seasonal conditions for the loading and unloading of dangerous cargoes.	29
6.3 Procedures for keeping flammable, flammable and explosive substances away from sparking/potentially sparking operations and not operating sparking/potentially sparking tools, equipment or tools in hazardous cargo handling, stacking and storage areas.	29
6.4 Procedures for fumigation, gas metering and degassing work and operations.....	30
7 DOCUMENTATION, CONTROL AND REGISTRATION	31
7.1 What are all the mandatory documents, information and documents related to dangerous Jul-ances, procedures for their supply and control by interested parties.....	31
7.2 Procedures for regularly and completely maintaining an up-to-date list of all dangerous cargoes and other relevant information at the coastal facility site.	31
7.3 hazardous loads that are defined from the facility appropriately, it was named of dangerous goods proper shipping name, sertifikalandirild that packaged/packed that has been tagged and that the observance of the declarant approved and appropriate packaging, containers or cargo transport unit is securely installed and that the results of raporlanma he moved away and checking procedures.	32
7.4 Procedures for the supply and possession of the safety data sheet (SDS). Jul.....	32
7.5 Procedures for keeping records and statistics of dangerous goods.	33
7.6 Information about the Quality Management System.....	33
8 EMERGENCY SITUATIONS, EMERGENCY PREPAREDNESS AND RESPONSE	34
8.1 Procedure for responding to dangerous cargoes and dangerous situations involving dangerous cargoes that pose/may pose a risk to life, Property and/ or the environment.	34
8.1.1 Decision-Making;	34
8.1.2 Protective Actions and Intervention	35

8.1.3 Evacuation	35
8.1.4 Protection at the Scene	35
8.2 Information on the ability, capability and capacity of the coastal facility to respond to emergency situations.	36
8.3 Regulations on the first response to accidents involving dangerous goods (Procedures for conducting first intervention, first aid facilities and capabilities, etc. considerations).....	37
8.4 Notifications that must be made on and off-site in case of emergency.	38
8.5 Accident reporting procedures.	39
8.5.1 Communication	39
8.5.2 Reports	39
8.6 Method of coordination, support and cooperation with official authorities.	40
8.7 Emergency evacuation plan for the removal of ships and marine vehicles from the Port facility in case of emergency.	41
8.7.1 Emergency Separation System Preparation.....	41
8.7.2 Realization of Emergency Separation	41
8.7.3 After Emergency Separation	42
8.8 Procedures for handling and disposal of damaged dangerous goods and waste contaminated with dangerous goods.	43
8.8.1 Waste Collection and Transportation	43
8.8.2 Disposal of Waste	43
8.8.3 Contaminated Packaging;	43
8.9 Emergency exercises and their recordings.	44
8.9.1 Training Applications;	44
8.9.2 Training Scenarios;	44
8.9.3 Emergency Exercises to be held within the port port facility;	44
8.10 Information on fire protection systems.	45
8.11 Procedures for the approval, inspection, testing, maintenance and ready-to-use of fire protection systems.	46
8.11.1 Fire Water Tanks and Fire Water	46
8.11.2 Fire Water Pumps	46
8.11.3 Sprinkler Installation	47
8.11.4 Fire Hydrant Installation	47
8.11.5 Mobile Fire Extinguishers	48
8.11.6 Frost Protection	48
8.12 Precautions to be taken in cases where fire protection systems are not working.....	49
8.13 Other risk control equipment.	50
9 OCCUPATIONAL HEALTH and SAFETY	51
9.1 Occupational health and safety measures.	51
9.1.1 Risk assessment	51
9.1.2 Emergency situations	53
9.1.3 Training and informing of employees.....	53
9.2 Information about personal protective clothing and the procedures for using them...55	
9.3 Closed area entry permit measures and procedures.....	56
9.3.1 Entrance to the closed area	56
10 OTHER CONSIDERATIONS	62
10.1 Validity of the Dangerous Goods Conformity Certificate.....	62
10.2 Defined tasks for the Hazardous Materials Safety Consultant.....	63

10.3 Considerations for those carrying dangerous goods that will arrive at the coastal facility / leave the port facility by land (the presence of road vehicles carrying dangerous goods at the entrance / exit from the port or coastal facility site / site.

the required documents, the equipment and equipment that these vehicles must have; speed limits in the port area, etc. considerations)64

10.3.1 Documents that must be present..... 64

10.3.2 Speed Limit at the Coastal Facility 64

10.4 by the Sea coastal plant next to/leaving the port facility considerations for carrying dangerous cargo (hazardous cargo ships and vessels in Port or port facility they show the day/night marks, ships, cold and hot operating procedures, etc. considerations).65

10.4.1 Arrival by Sea 65

10.4.2 Movement by Sea 65

10.5 Additional considerations to be added by the coastal resort.66

10.5.1 Education 66

10.5.2 Educational content 66

10.5.3 Accident Prevention Policy 67

10.5.4 Procedure of Hot Working Work and Operations 68

10.5.5 Responsibilities of the Personnel in Charge of the Operation..... 72

10.5.6 Chief Operating Officer 72

10.5.7 Shift Supervisor 72

10.5.8 Select Responsible 73

10.5.9 Operation Procedure Checklist for the Safe Handling of Dangerous Goods..... 74

10.5.10 EmS (Emergency Procedures for Ships Carrying Dangerous Goods) and MFAG (Medical First Aid Guide) 84

10.5.11 MFAG 85

11 Appendices 86

11.1 General layout plan of the coastal facility86

11.2 General view photos of the coastal resort87

11.3 Emergency Contact Points and Contact Information88

11.3.1 INTRA-FACILITY COMMUNICATION LIST88

11.3.2 OFF-SITE COMMUNICATION LIST88

11.4 General Layout Plan of the Areas where Dangerous Goods Are Handled90

11.5 Fire Plan of the Areas Where Dangerous Goods Are Handled91

11.6 General Fire Plan of the Facility91

11.7 Emergency Plan92

11.8 Emergency Gathering Places Plan93

11.9 Emergency Management Scheme94

11.10 Dangerous Goods Manual Guide95

11.11 Leakage Areas and Equipment For CTU and Packages,Input/OutputDrawings.....97

11.12 Inventory of Port Service Vessels98

11.13 Administrative boundaries of the Regional Port Authority, anchorage locations and maritime coordinates of the landing / boarding points of the guide captain99

11.14 Emergency Response Equipment Against Marine Pollution at the Port facility100


11.15 Personal protective equipment (PPE) usage map101

11.16 Hazardous Cargo Accident/Incident Notification Form102

11.17 Control Results Notification Form for Dangerous Goods Transport Units (CTUs).103

12 ABBREVIATIONS104

13 DEFINITIONS105

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	1
	DANGEROUS CARGO HANDLING GUIDE				

1 INTRODUCTION

1.1 The entry and possession of dangerous cargoes in the Coastal Facility, the subsequent handling of these operations, the general safety and protection of the area, the protection of the cargoes, the safety of everyone in or near the coastal facility and the protection of the environment should be checked.

1.2 Life safety at sea is also related to the safety and storage of a ship, its cargo and crew in a coastal facility, measures taken directly before loading / unloading and during handling of dangerous cargo.

1.3 The recommendations in this guide are limited to dangerous cargoes located in the port area as part of the transport chain. The recommendations in this guide do not apply to dangerous goods generally held for storage in the port area or used in the port area, but the Administration may wish to check whether the use and storage processes in question comply with the legal national requirements.


1.4 Safe transportation of dangerous goods is an important prerequisite for the installation and if the proper identification of these loads, protection, packaging, packing, securing, Marking, Labeling, and documentation installing plate is made of. This will apply regardless of whether the transactions are performed at the onshore facility or at facilities away from the onshore facility.

1.5 Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the issues specified in 1.4 take all kinds of precautions and that all relevant information is provided to the people involved in the transport chain as well as to the final consignment. Attention should be paid to the possible different requirements for different transport methods.

1.6 The safe transportation and loading of dangerous goods is based on the correct and precise application of the regulations for the transportation and loading of such goods, and depends on the judgment of everyone who knows the regulations in full and detail and has information about the existing risks related to these issues. This can only be achieved through the training and retraining of the persons concerned, which has been properly planned and carried out.

1.7 Laws, regulations and related publications are under constant evaluation and are regularly revised. It is very important to use only the current versions. The content of these Laws, regulations and related publications has been repeated in the recommendations in this guide only to the extent necessary.

1.8 In the preparation of this guide, IMDG CODE, ERG 2016 and IMO 1216 circus documents have been consulted and information has been used.


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	2
	DANGEROUS CARGO HANDLING GUIDE				

1.1 Facility Information Form

The general information of the property is as follow in the property information form provided below

Facility Information Form

1	Facility operator name/title	NERGİSPETROLMADENCİLİK SAN. VETİ C.LTD.ŞTİ.		
2	Contact details of the property operator (address, telephone, fax, e-mail and web page)	Kazanlı Mah. Mersin Caddesi No:94 PK33281 Akdeniz/Mersin Tel: 03244513303 Fax:03244513301- info@noil.com.tr www.noil.com.tr		
3	Name of the facility	NERGİSMERSİNTERMINAL		
4	The province where the facility is located	MERSİN		
5	Contact details of the property (address, telephone, fax, email and web page)	KAZANLI MAHALLESİ MERSİN CADESİ NO:94 AKDENİZ/MERSİN TEL:03244513303 FAX:03244513301 WEB:www.noil.com.tr		
6	Geographical area where the property is located	AKDENİZ		
7	Regional Port Authority to which the facility is connected and contact details	MERSİN REGIONAL PORT PRESIDENCY		
8	The Municipality to which the facility is affiliated and contact details	AKDENİZ		
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 Certificate	12.02.2026		
11	Operating status of the plant (X)	Own cargo and additional 3rd party (X)	Owner (...)	3. Person (...)
12	Name and surname of the property manager, contact details (telephone, fax, e-mail)	ENGİN AKSU EMAIL : engin.aksu@noil.com.tr TEL: +90 3244513303 FAX: +903244513301 GSM: +905334820927		
13	Name and surname of the facility's hazardous cargo operations officer, contact details (telephone, fax, e-mail)	AHMET AYARDI EMAIL : ahmet.ayardi@noil.com.tr TEL: +90324451 3303 FAX: +903244513301 GSM: +905304077136		
14	Name and surname of the facility's Dangerous Goods Safety Consultant, contact details (telephone, fax, e-mail)	Serkan KILIÇÇIOĞLU Tel: 05326269856 e-posta: serkan@adrel.com.tr		
15	Tesisindeniz koordinatları	Nergis Terminal Coordinates 36°46'25"N-034°45'15"E		
16	Property's sea coordinates Types of dangerous cargoes handled at the plant (MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap loads)	MARPOLEK-I UN 1202 MOTORİN UN1203 BENZİN		


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	3
	DANGEROUS CARGO HANDLING GUIDE				

17	Dangerous cargoes handled at the plant (loads other than the IMDG Code, from the types of cargo in Article 16))	---	
18	Classes for handling cargo subject to IMDG Code	Packaged Dangerous Goods (IMDG Code) are not handled.	
19	IMSBC Subject to Code, groups in the characteristic table for Cargo handled	Dangerous Solid Bulk Cargo (IMSBC Code) is not handled.	
20	Types of ships that can dock at the facility	TANKER	
21	Distance of the property from the main road (kilometers)	3 KM	
22	Distance of the property to the railway (kilometers) or railway connection (Yes/None)	15KM/NO CONNECTION	
23	Name of the nearest airport and distance from the property (kilometers)	ÇUKUROVA AIRPORT 42 KM	
24	Load handling capacity of the plant (Tons/Year; TEU/Year; Vehicle/Year)	350.000TON/YEAR	
25	Whether scrap handling is carried out at the plant	No	
26	Is there a border crossing? (Yes/No)	No	
27	Is there a bonded field? (Yes/No)	Yes	
28	Load handling equipment and capacities	Electric Pump:2x600 m3/s	
29	Storage tank capacity (m3)	154.650m3	
30	Outdoor storage (m ²)	60.146m2	
31	Semi-closed storage area (m2)	--	
32	Indoor storage (m ²)	--	
33	Designated fumigation and/or fumigation clearance area (m ²)	--	
34	Name/title of the pilotage and trailer services provider contact details	GENERAL DIRECTORATE OF COASTAL SAFETY MERSINDIRECTORATE TEL:0324 23303 09 FAX:03242330309	
35	Has a Security Plan been established? (Yes/No)	YES	
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	Waste Type	Capacity (m ³)
		---	---



Document No	Release Date	Rev. No	Revision Date	Page No
	22.09.2022	04	29.05.2025	4
DANGEROUS CARGO HANDLING GUIDE				

37	Features of docks/piers, etc.				
Dock/Pier No	Height (meters)	Width (meters)	Maximum ship draft (meters)	Water depth (meters)	Largest ship tonnage and length to dock (DWT or GRT - meters)
BUOY	180	50	11	12,00	25.000DWT
Name of the pipeline (if available at the plant)			Number (pcs)	Length (meters)	Diameter (inch)
MARINE PIPELINE			1	6.300mt	10
MARINE PIPELINE			1	6.300mt	12
MARINE PIPELINE			1	6.100	14

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	5
	DANGEROUS CARGO HANDLING GUIDE				

1.2 Loading/Unloading, Handling and Storage Procedures for Dangerous Cargoes Handled and Temporarily Stored at the Port facility

1.2.1 General

1.2.1.1 Petroleum and Petroleum Products Diesel (UN 1202) and Gasoline (UN 1203) are handled from Dangerous Liquid Bulk Cargoes in our Coastal Facility.

1.2.1.2 The following issues will be ensured in terms of the safety of the coastal facility, employees and ships in the coastal facility in matters such as handling dangerous cargoes to the coastal facility, temporarily holding them in the coastal facility, stacking and sorting, storage.

1.2.1.2.1 In case of need, a coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the coastal facility and the participation of Operations, Site planning, HSE, TMGD and other interested parties will be ensured in this meeting.

1.2.1.2.2 At the coordination meeting; In relation to the dangerous cargoes to be accepted into the port;

1. Risk from dangerous cargo
2. Interaction with dangerous cargoes present in the coastal facility,
3. Interaction with cargoes planned to be accepted to the coastal facility in the near future,
4. The need for materials and equipment in terms of Emergency Response
5. Competence of Emergency Response teams
6. Interaction with neighboring facilities/den


The issues are discussed within the scope of the current IMDG CODE, Marpol Annex -1 documents and accepted / rejection or executive decision is taken.

1.2.1.2.3 If a decision has been taken to accept the dangerous cargo at the meeting, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated.

1.2.1.2.4 In case of the need to inform the Regional Port Authority on admission to the coastal facility, the Mersin Regional Port Authority is notified in writing together with the reasons for the situation.

1.2.1.2.5 All correspondence is submitted by NERGIS PETROL MADENCILIK SAN. and tic. ltd.Şti. it is done by the official.

1.2.1.2.6 The cargo notification, which is not specified in the Dangerous Cargo Handling Guide in force at the Coastal Facility and is planned to be handled at the facility, is made to the Regional Port Authority with the relevant form. Informs the Regional Port Authority that updates have been made to the Dangerous Goods Handling Guide and procedures in which the equipment and measures required to be present in the facility have been implemented according to the code and MSDS information to which the cargo is subject.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	6
	 DANGEROUS CARGO HANDLING GUIDE 				

1.3 Operation Procedure for the Safe Handling of Dangerous Liquid Bulk Cargoes

1.3.1 Application

1.3.1.1 Dangerous Liquid Bulk Cargoes are handled by float and pipeline system in our port facility. Storage is carried out at the Nergis Mersin Terminal.

1.3.1.2 The cargo notification, which is not specified in the Dangerous Cargo Handling Guide in force at the Coastal Facility and is planned to be handled at the facility, is made to the Regional Port Authority with the relevant form.

Proper Shipping Name		
Un number and class ID, if any/ Groups in the Characterism table		
The type of payload and the code to which it is subject	Dangerous Liquid bulk cargoes (Oil and Petroleum derivatives MARPOL Annex-1	
	Dangerous Liquid bulk cargoes (Chemical and similar IBC code)	
	Dangerous Liquid bulk cargoes (Liquefied gas-IGC code)	
	Packaged dangerous loads (IMGDkod)	
	Dangerous solid bulk cargo(IMSBC code)	

Ek: Safety Data Sheet (SDS)

Dangerous Goods Safety Advisor

Coastal Facility Authority

Name Surname/signature


Name Surname/signature

1.3.1.3 The equipment to be used, the number of mails and the team are determined at the operation meeting held the day before. The SDS form for the cargo is given to the HSE unit by the agency at least 3 days in advance of the ship notification.

1.3.1.4 After the ship is securely attached to the platform with the help of the pilot and mooring, a safety inspection is carried out on board. If there is an unsafe situation, the situation is communicated to the ship concerned and it is ensured that it takes precautions. The selection of discharge equipment and pipes suitable for the load is made by the operation supervisor. The ISGOTT Ship/Coast Safety Checklist is mutually signed. A communication network is established between the Deckhouse and the Port facility.

1.3.1.5 Employees are present next to the flexible hoses that will be connected to the ship. It acts together with the ship's personnel in connecting liquid cargoes to the ship's inlet and outlet manifolds.

1.3.1.6 Appropriate pressure adjustment is made with the ship. The overflow of the tanks is prevented and the line is cut by informing the ship's personnel in case of danger.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	7
	 DANGEROUS CARGO HANDLING GUIDE 				

1.3.2 Necessity

1.3.2.1 For the purpose of detecting gas leaks that may occur in the coastal facility, gas detectors have been calibrated and will be kept ready for use.

1.3.2.2 All kinds of vehicles coming to the filling / unloading platform in the facility will be completely free of static electricity, flame arrester devices will be installed on their exhausts and grounding will be carried out. Flame arrester devices will be provided by the Land Tanker operator. Land Tankers that are not flame retardant will not be taken to the port facility. This feature will not be required for tankers in ADR standards.

1.3.2.3 The necessary warnings and warning signs will be placed around the area where the handling is carried out. In places and situations that pose a danger, the relevant personnel will wear personal protective clothing and equipment in accordance with the criteria of occupational safety and occupational health. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and work areas will not be employed.

1.3.2.4 Periodic maintenance-repair and calibration of the devices used will be carried out, and the certificate, journal or registry documenting this situation will be kept up-to-date.

1.3.2.5 In case of emergencies or accidents, the first aid materials to be used for intervention will be stored in places known to the staff and easily accessible.

1.3.2.6 Communication equipment used in the coastal facility radios that can be used safely in flammable or explosive environments will be used in the discharge / discharge operations of dangerous liquid bulk cargoes.


1.3.2.7 Flexible hoses used in the discharge / discharge of dangerous Liquid bulk cargoes; It will be checked that they are type approved and have a certificate indicating the type of pipe, the maximum working pressure of the pipe, the month and year of production. Tests and maintenance and repairs of the pipes in question will be carried out in accordance with the criteria specified in ISGOTT, and test reports and maintenance and repair records will be kept on them. Hoses that will be used in evacuation / evacuation operations but are not in service will be maintained in accordance with the criteria specified in ISGOTT.

1.3.2.8 A sufficient number of electrical insulation flanges will be provided for flexible hoses used in the discharge/discharge of dangerous liquid bulk cargoes.

1.3.2.9 The operators of the coastal facilities where dangerous liquid bulk cargoes are handled are responsible for the additional safety and security measures to be taken at the coastal facilities by the Operation Officer, supervisor, chief and Employee.

1.3.2.10 In our port facility, the Operations Officer, supervisor, chief is responsible for the handling of dangerous liquid bulk cargoes and his duties are defined in the quality management system and he will act within the framework of these responsibilities.

1.3.2.11 In cargo operations and emergency situations, according to their area of responsibility, the ship's captain and Operations Officer will provide the following information

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	8
	 DANGEROUS CARGO HANDLING GUIDE 				

Regional Port Authority and other interested parties regarding dangerous liquid bulk cargoes that are being loaded / unloaded or transported, if necessary.

1.3.2.11.1 By the ship's captain;

1.3.2.11.1.1 Description of the appropriate transport name of the dangerous goods, UN number and physical and chemical properties (including reactivity).

1.3.2.11.1.2 Load transfer, slop transfer, degassing, inert, ballast removal, ballast unloading and tank cleaning procedures.

1.3.2.11.2 By the Chief Operating Officer;

1.3.2.11.2.1 Information on the special equipment required for the safe handling and loading/unloading of cargoes, as well as emergency response procedures, including the following aspects:

- 1) What needs to be done in the event of a spill or leak specified in the Emergency Plans,
- 2) Measures to be taken to prevent accidental contact of persons with dangerous goods in the Emergency Drum Plan and within the scope of Occupational health and Safety,
- 3) Fire fighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.

1.3.2.12 Before the start of the handling and loading / unloading operations of dangerous liquid bulk cargoes and during the operation, it will be checked that the necessary warning notices / signs have been placed in written and illustrated (pictogram) at all entrances where this operation will be carried out.

1.3.2.13 During the handling and loading/unloading of dangerous Liquid Bulk cargoes, continuous communication will be provided from the Marine Band channel 16 and the working channel specified in the protocol, and the effectiveness of communication will be ensured during cargo operations.


1.3.3 Pipe installations used for hazardous bulk liquid loads

1.3.3.1 Flexible hose:

1.3.3.1.1 It will not be used for loads other than those for which it is suitable, taking into account the temperature and suitability of such loads

1.3.3.1.2 If it is prone to damage by impact, it will be properly protected,

1.3.3.1.3 In load handling, it shall be ensured that it is electrically continuous, except that it contains an isolated flange or a non-conductive spool part. The pipeline on the sea side of the insulation section will be electrically continuous to the ship, and the land side will also be electrically continuous to the grounding system. The Decoupled flange shall be tested in accordance with chapter 17 of the International Safety Manual (ISGOTT) for Fuel Tankers and Terminals.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	9
	DANGEROUS CARGO HANDLING GUIDE				

1.3.4 By the Chief Operating Officer

1.3.4.1 Will take adequate measures to prevent the occurrence of a short circuit in the insulation section,

1.3.4.2 Ensure that insulation and grounding systems are inspected and tested at appropriate December intervals to ensure their effectiveness,

1.3.4.3 To ensure that there is no possibility of an activating spark that could form a flammable atmosphere, it will ensure that other metallic connections between the interface and the Deckhouse are protected or regulated.

1.3.4.4 Will act in accordance with the appropriate checklists in the International Safety Manual (ISGOTT) for Fuel Tankers and Terminals. Dec.

1.3.5 Sources of ignition

1.3.5.1 The Operations Officer shall ensure that the ship's captain is informed about the conditions that may require taking measures regarding ignition sources such as January stoves or cooking appliances on board.

1.3.6 Containment of Spills


1.3.6.1 In case of spillage or leakage of dangerous Bulk liquid cargoes, the Operation Supervisor ensures that all discharge holes and pipes located at the interface and all types of drains are closed before the start of the loading / unloading operation of dangerous liquid bulk cargoes and kept closed during the operation. In addition, in the event of any cargo spill, proper collection and disposal of spilled cargo by the shore facility is also provided.

1.3.7 Handling

1.3.7.1 Flexible hoses

1.3.7.1.1 Ship Captain and Operations Officer within the relevant areas of responsibility:

- .1** Shall ensure that a Flexible hose is not used at any working pressure other than the loads for which it is suitable or for which it is not suitable in relation to the temperature and suitability of such loads.
- 2.** It will be checked that each type of Flexible hose with 2 end fittings has been tested and has a certificate indicating the burst pressure.
- 3.** Before being placed in service, each Flexible hose will be checked from the documentation that it has been hydrostatically tested in accordance with the Administration requirements.
- 4.** Before the flexible hoses are put into use, they will be visually inspected. Flexible hoses will be inspected at frequent December intervals during operation.
- 5** Flexible hose, documents indicating the type of hose, the specified maximum working pressure and the month and year of manufacture will be kept at the facility.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	10
DANGEROUS CARGO HANDLING GUIDE					

6. Since it has sufficient electrical insulation and the length of the flexible hose will be sufficient to operate satisfactorily within the defined operating December without overloading the terminal connections.

7. A Flexible hose equipped for the transport of dangerous liquid bulk cargoes shall be kept under adequate supervision.

8. In order to protect the environment, personal safety and equipment in the event of an emergency, procedures will be applied adequately to separate the flexible hose connection so that it does not leak.

1.3.8 Initial measures

1.3.8.1 Within the relevant areas of responsibility, the Ship's Captain and the Operations Officer will test the cargo handling controls, measurement systems, emergency shutdown and alarm systems before starting the cargo transfer operation and make sure that they are sufficient.

Before starting operation 1.3.8.2 hazardous liquid bulk cargo, the ship's captain and operations officer considers that the maximum transport time loading or offloading containing the following points in writing speeds will agree.

1.3.8.2.1 Capacity and maximum allowable pressure of ship cargo lines and flexible hose;

1.3.8.2.2 Steam ventilation system layout and maximum loading or unloading speeds;

1.3.8.2.3 Possible pressure increases according to emergency shutdown procedures;

1.3.8.2.4 Possible electrostatic charge accumulation; and

1.3.8.2.5 The presence of responsible persons on board and on the beach during launch operations


1.3.8.3 An appropriate security checklist showing the main security measures to be taken before and during such transfer operations will be completed and signed.

1.3.8.4 The steps to be taken in the event of an emergency that may occur during handling operations and the signs to be used will be accepted in writing.

1.3.8.5 Ensure that appropriate safety precautions and clothing are used.

1.3.8.6 The operations supervisor shall ensure that the start-up controls on bulk liquid transfer pumps are locked in the 'off' position or located in a place accessible only to authorized personnel.

1.3.8.7 The operation supervisor will check that the loading/unloading connections of the flexible hose are not in use or that they are securely and hermetically sealed when they are in standby service.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	11
	DANGEROUS CARGO HANDLING GUIDE				

1.3.8.8 The “Ship / Coast Safety Checklist” contained in the International Safety Manual for Tankers and Terminals (ISGOTT) will be filled in and signed in accordance with the “Guide for Completing the Ship / Coast Safety Checklist” also contained in ISGOTT.

1.3.9 Pumping

1.3.9.1 Ship Captain and Operations Officer within the relevant areas of responsibility:

1.3.9.1.1 Checks shall be carried out at agreed periods to ensure that the accepted back pressures and loading or unloading speeds are not exceeded.;

1.3.9.1.2 Ensure that all relevant pipes, flexible hoses and connected equipment on board and on shore are taken with all necessary care to prevent leakage and that adequate supervision is carried out during the transfer of dangerous bulk liquid cargoes;

1.3.9.1.3 Since effective communication is maintained between Deckhand and shore equipment during transfer operations,;

1.3.9.1.4 Ensure that the safety control list is available for inspection during handling operations.;

1.3.9.1.5 Since there are responsible persons on board and during operations on shore,;

1.3.9.1.6 They shall ensure that appropriate safety equipment and clothing are used.


1.3.10 Completion of the operation

1.3.10.1 within the respective areas of responsibility responsible for the operation and the ship's captain: loading of liquid bulk cargos/after the evacuation is complete, the valves of the tanks emptied and refilled, the facility is necessary for the normal operations of the ship or to be left open, except when the pipe line is closed and the load operation that is used in flexible are evacuated to the pressure in the hose. Also;

1.3.10.1.1 Before the flexible hose leaves the ship, ensure that the liquids are drained and the pressure is taken;

1.3.10.1.2 Ensure that all safety precautions have been taken, including sealing of ship manifold connections and flexible hoses with a blind flange; and

1.3.10.1.3 Ensure that appropriate safety equipment and clothing are used.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	12
 DANGEROUS CARGO HANDLING GUIDE 					

2 RESPONSIBILITY

All parties involved in the dangerous goods transport activity;

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

In emergency situations such as fire, leakage, debris that may occur during the transportation of dangerous cargoes, they intervene in accordance with the EMS guide, which contains Emergency Response Methods and Emergency Charts for Ships Carrying Dangerous Cargo.

In order to provide appropriate medical first aid to people affected by the damages of Dangerous Goods and to health problems and injuries caused by accidents involving these loads, they use the Medical First Aid Guide (MFAG) contained in the IMDG code Supplement.

2.1 Responsibilities of the freight forwarder

2.1.1 Prepare, have prepared mandatory documents, information and documents related to dangerous goods and ensure that these documents are present with the cargo during the transportation activity.

2.1.2 To ensure the classification, identification, packaging, marking, labeling and labeling of dangerous cargoes in accordance with their type.

2.1.3 To ensure that dangerous goods are loaded, stowed and securely connected, transported and unloaded in accordance with the rules and safely in approved packaging and cargo transportation units.

2.1.4 To ensure that all relevant personnel are trained on the risks of dangerous cargoes transported by sea, safety measures, safe operation, emergency measures, safety and similar issues, to keep training records.

2.1.5 To ensure 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.

2.1.6 To provide the necessary information and support to those concerned in case of emergency or accident.

2.1.7 To notify the administration of dangerous goods accidents occurring in the area of responsibility.

2.1.8 To provide the requested information and documents in the controls carried out by the official authorities and to provide the necessary cooperation.

2.2 Responsibilities of the shore facility operator

2.2.1 Not to dock ships carrying dangerous cargoes to the facility without the permission of the Regional Port Authority


2.2.2 To provide written information to the ship that will dock at the facility in accordance with the facility rules, cargo handling rules and relevant legislation.

2.2.3 Not to handle dangerous cargoes that have not received a handling permit from the Regional Port Authority, not to victimize ships that will dock by planning in this context

2.2.4 To request mandatory documents, information and documents related to dangerous cargoes from the cargo person and to ensure that they are present with the cargo.

2.2.5 To share all the data that may be required according to the characteristics of the cargo with the ship concerned, to carry out the loading or unloading operation according to the agreement to be reached. Not to make changes in the operation without the knowledge of the ship owner

2.2.6 To determine the working limits taking into account the safe working capacity of the facility and weather forecasts, to take the necessary measures to ensure that the ship remains safely attached to the platform and to carry out handling

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	13
	DANGEROUS CARGO HANDLING GUIDE				

2.2.7. To check the documents contained in the legislation, which also contain information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, labeled and loaded safely into the cargo transportation unit.

2.2.8 To provide the necessary training and certification of the employees involved in the loading, unloading and handling of dangerous goods and the planning of the handling. Not to assign employees whose training has not been completed to these activities.

2.2.9 Ensuring that the dangerous goods handling equipment at the facility is operational at all times and that the employees who will use it are trained and documented on the use of these equipment

2.2.10 To provide PPE (Personal Protective Equipment) suitable for the physical and chemical properties of the hazardous cargo of the employees by taking occupational safety measures at the facility.

2.2.11 To ensure that dangerous goods are transported, handled, separated, stowed, temporarily held and inspected safely and in accordance with the rules by appropriately qualified, trained employees who have taken occupational safety measures at the operating site.

2.2.12 To carry out activities related to dangerous cargoes at appropriate berths and piers and to ensure proper, sheltered, safe berthing and docking of ships.

2.2.13 To ensure that the entry-exit system between the Deckhouse and the shore is appropriate and safe.

2.2.14 To equip berths and piers reserved for ships and marine vehicles that will load or unload bulk petroleum and petroleum products with installations and equipment of a suitable nature for this work.

2.2.15 Keeping an up-to-date list of all dangerous cargoes on ships docked at the facility and at the operating site. To provide information if requested by the relevant persons.

2.2.16 To inform the Regional Port Authority of the immediate risk of the dangerous cargoes handled and temporarily stored in the operating area of responsibility and the measures taken against them.

2.2.17 To report accidents to the Regional Port Authority, including accidents in closed areas related to dangerous cargoes.


2.2.18 To provide the necessary support and cooperation in the controls carried out by the official authorities.

2.2.19 To ensure the transportation of dangerous cargoes, which cannot or are not allowed to be temporarily held at the operating site, out of the coastal facility as soon as possible without waiting.

2.2.20 To create a storage area in accordance with the separation and stacking rules for cargo transportation units and containers carrying dangerous cargo and to take the necessary fire, environmental and other safety measures in this area. Dangerous cargo ships and marine vehicles for loading, unloading, or in limbo, the ship's officers with loading, unloading, or those who do the limbo, they take the necessary safety precautions against heat and other hazards especially during the hot seasons, fire extinguishing systems, first aid materials and equipment ready for use and do to keep in control. To keep flammable substances away from sparking processes and not to operate sparking vehicles or tools in the hazardous cargo handling area.

2.2.21 To obtain permission from the Regional Port Authority for hot work work and operations planned to be carried out in areas where dangerous cargoes are located and handled.

2.2.22 Preparing an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency. To inform the relevant persons if the Regional Port Authority finds it appropriate.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	14
DANGEROUS CARGO HANDLING GUIDE					

2.2.23 To ensure that all operating personnel are trained on the risks of handled dangerous goods, safety measures, safe operation, emergency measures, safety and similar issues, to keep training records.

2.2.24 To inform the Regional Port Authority by taking the necessary safety measures for dangerous cargoes that do not comply with the rules, are unsafe or pose a risk to people or the environment.

2.2.25 To ensure that emergency arrangements are made and that all relevant persons are informed about these issues.

2.2.26 To carry out activities related to dangerous cargoes at docks, piers, warehouses and warehouses established in accordance with these works. To make the loading safety of the internal loading of the cargo transportation units suitable for the servants

2.2.27 Not to dock ships and marine vehicles carrying dangerous cargoes to the pier and dock without the permission of the Regional Port Authority.

2.3 Responsibilities of the Ship Owner

2.3.1 Certifying that the ship is suitable for the cargo it carries, ensuring that its equipment, devices and equipment are in a suitable condition for dangerous cargo transportation.

2.3.2 To request all mandatory documents, information and documents related to dangerous cargoes from the Port facility and the cargo person, to keep them during the dangerous cargo transportation activity.

2.3.3 To ensure that the information and documents related to dangerous cargoes that must be on board within the scope of legislation and International conventions are appropriate and up-to-date.

2.3.4 Checking that the dangerous cargoes on board are duly identified, classified, certified, packaged, marked, labeled, declared, safely loaded into approved and compliant packaging, containers and cargo transportation unit, as well as checking the documents containing this information.

2.3.5 To ensure that all ship personnel are informed and trained about the risks of dangerous cargoes transported, loaded, unloaded, safety procedures and precautions, safe operation, safety and emergency measures, response methods and similar issues.

2.3.6 Keeping up-to-date lists of all dangerous cargoes on board and declaring them to interested parties.

2.3.7. To ensure that the loading program is approved, certified and in working order if it is on board.

2.3.8. To inform the Regional Port Authority and the facility about the immediate risk that the dangerous cargoes on board may pose and the measures taken against it

2.3.9. Not to accept to carry the dangerous cargo in case of leakage or such a possibility in the dangerous cargo.

2.3.10 To notify the Regional Port Authority of dangerous cargo accidents that occur on board.

2.3.11 To provide the necessary support and cooperation in the controls carried out by the official authorities on board.

2.3.12 Not to accept dangerous cargoes that are not included in the ship certificates issued by the competent authorities

2.3.13 To ensure that persons who have received the appropriate qualifications and necessary training in the loading, transportation, unloading and handling of dangerous goods work with PPE in accordance with the physical and chemical properties of the dangerous cargo and have taken occupational safety measures.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	15
DANGEROUS CARGO HANDLING GUIDE					

2.3.14 To ensure the complete implementation and maintenance of safety measures related to the loading, stacking, separation, handling, transportation and unloading of dangerous cargoes on board, to carry out the necessary inspections and controls.

2.3.15 Not to go outside the area allocated to it without the permission of the Regional Port Authority, not to anchor, not to dock and dock.

2.3.16 To apply all rules and measures during navigation, maneuvering, mooring, docking and separation in order for the ship to safely carry dangerous cargo.

2.3.17 To ensure safe entry and exit between the ship and the Deckhouse.

2.3.18 To inform the personnel about the practices, safety procedures, emergency measures and response methods related to dangerous cargoes on board.

2.3.19 To take the necessary safety measures for dangerous cargoes that do not comply with the rules, are unsafe, pose a risk to the ship, people or the environment, and to inform the Regional Port Authority of the situation.

2.3.20 To ensure all requirements for the safety of loading dangerous goods.

2.4 Responsibilities of Hazardous Materials Safety Consultant

TMGD, who is on duty at coastal facilities handling dangerous goods, must be authorized under the IMDG code.

2.4.1 To monitor compliance with the requirements for the carriage of dangerous goods.

2.4.2 To provide suggestions to the coastal facility regarding the transportation of dangerous cargoes.

2.4.3 Prepares reports in quarterly periods in accordance with the relevant legislation and notifies the administration.

2.4.4 Preparing an annual report to the shore facility on the activities of the shore facility operator in the transportation of dangerous cargoes. (Annual reports are kept for a period of 5 years and submitted to the administration upon request.)

2.4.5 To check the following applications and methods;

2.4.5.1 gelentehlikeli Facility appropriately defined that are loads of dangerous goods proper shipping name it was named, sertifikalandirild that packaged/packed that has been tagged and that the observance of the declarant approved and appropriate packaging, containers or cargo transport unit is securely installed and that the results of raporlanma he moved away and checking procedures.

2.4.5.2 Loading/unloading procedure for handled and temporarily stored dangerous goods,

2.4.5.3 Whether the coastal facility takes into account the special requirements related to the transported dangerous cargoes when purchasing transport vehicles related to the handled dangerous cargoes,

2.4.5.4 Control methods of equipment used in the transport loading and unloading of dangerous goods,


2.4.5.5 Whether the employees of the coastal trsis have received appropriate training, including in the amendments made to the legislation, and whether these training records are kept,

2.4.5.6 Suitability of emergency methods to be applied in the event of an accident or an incident affecting safety during the transportation, loading or unloading of dangerous goods,

2.4.5.7 Compliance of reports prepared on serious accidents, incidents, or serious violations occurring during the transportation, loading, or unloading of dangerous goods,

2.4.5.8 Determination of the necessary measures against the recurrence of accidents, incidents, or serious violations and evaluation of the application made

2.4.5.9 Subcontractors or 3. The extent to which the rules for the selection of parties and the transportation of dangerous goods are taken into account,

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	16
	DANGEROUS CARGO HANDLING GUIDE				

2.4.5.10 Determination of whether employees working in the transportation, handling, storage and loading /unloading of dangerous goods have detailed information about operational procedures and instructions

2.4.5.11 Compliance with the measures taken to prepare for the risks during the transportation, handling, storage and loading/unloading of dangerous goods

2.4.5.12 Procedures regarding what are all mandatory documents, information and documents related to dangerous cargoes.

2.4.5.13 Procedures for the safe docking, docking, loading / unloading, sheltering or anchoring of ships carrying dangerous cargo to the coastal facility during the day and at night.

2.4.5.14 Procedures for additional measures to be taken in accordance with seasonal conditions for loading, unloading and limbo operations of dangerous cargoes.

2.4.5.15 Procedures for fumigation, gas metering and degassing work and operations. Procedures for keeping records and statistics of dangerous cargoes,

2.4.5.16 Accuracy of the issues related to the possibility, ability and capacity of the coastal facility to respond to emergency situations,

2.4.5.17 Compliance with regulations for first responders to accidents involving dangerous goods,

2.4.5.18 Procedures for handling and disposal of damaged dangerous goods and waste contaminated with dangerous goods,

2.4.5.19 Information on personal protective clothing and the procedures for their use.

2.5 Operating in the port facility 3. persons, freight / ship agent, etc. Responsibilities


2.5.1 To make the personnel who will do work at the port facility receive the trainings specified in the directive published by the Minister dated 26.07.2019 and numbered 56617 of the Administration,

2.5.2 To act in accordance with the rules specified in the IMDG Code at the port facility,

2.5.3 To act in accordance with the Dangerous Cargo Handling Guidelines established by the coastal facility and the procedures related to dangerous cargoes,

2.5.4 To report the situation to the facility's stakeholders when it detects any non-compliance in the handling, transportation and storage of dangerous cargoes at the port facility,

2.5.5 Occupational Safety and health risks that may occur during the use and storage of dangerous goods forms an important part of efforts to eliminate and accurate and prepared in order to inform the user to an adequate level, relevant dangers and the risks and other information containing dangerous goods (SDS) to the administration and operation of the form, send the coastal resort.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	17
	DANGEROUS CARGO HANDLING GUIDE				

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

The rules and measures specified in this section are 1,4,6,7,8,9,10 of this guide. In its sections, the details of the Hazardous Materials Emergency plan and the Accident Prevention Policy have been set out. The infrastructural requirements were provided by our coastal facility.

3.1 Docking

3.1.1 Provides adequate and secure binding facilities and

3.1.2 Ensures adequate and safe access between Deckhouse and shore

3.2 Review

3.2.1 Ensure that the areas where the cargo handling units are kept are properly inspected and that leak or damage inspections of the Cargo handling units are carried out regularly. The necessary treatment of cargo handling units in which leakage or damage is detected is carried out only under the supervision of a responsible person.

3.2.2 Ensure that no one opens or interferes with vehicles containing any dangerous goods without a reasonable reason. When the vehicles (tankers) are opened by the person authorized to inspect, he makes sure that the person concerned is aware of the possible dangers arising from the presence of dangerous cargoes.

3.2.3 handling and stacking used in the process, and power-operated or with power equipment that does not run in accordance with the manufacturer's maintenance instructions maintenance they have done prior to the use of appropriate standards and good working conditions are controlled.

3.3 Identification, packaging, labeling and certification

3.3.1 port facility operators, dangerous cargo, which enter the facility, correctly defined, packaged, marked, labeled by the related parties duly of the load, the provisions of the IMDG code or, alternatively, transport-related mode makes sure that appropriate national and international approved or declared to comply with legal requirements.

3.4 Secure loading and unbundling

3.3.1 about the separation of incompatible loads and transportation, including the carriage of dangerous goods national or international legal requirements shall appoint at least one responsible person who has enough knowledge about.

3.5 Emergency operations


3.5.1 Ensure that appropriate emergency arrangements have been made and that those concerned have been notified These arrangements include the following

3.5.1.1 Provision of appropriate emergency alarm operating points;

3.5.1.2 Notification of an incident or an emergency to the relevant emergency services inside and outside the port area;

3.5.1.3 Notification of an incident or an emergency to the port authority and port site users at sea and on land;

3.5.1.4 Supply of emergency vehicles suitable for the dangers of dangerous cargoes to be treated;

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	18
	DANGEROUS CARGO HANDLING GUIDE				

3.5.1.5 Coordinated arrangements for the departure of a vessel in the event of an emergency; and;

3.5.1.6 Arrangements to ensure adequate access/exit at all times.

3.5.2 Taking into account the nature of dangerous goods and all their special conditions, consider the need to organize a safe and fast emergency escape plan.

3.5.3 In order to provide the necessary medical first aid to people affected by the damages of dangerous goods and the health problems caused by accidents involving these loads in an appropriate manner, the “Medical First Aid Guide (MFAG)” contained in annex of the IMDG Code is used.

3.5.4 In relation to emergency situations involving dangerous cargoes, the “Emergency Plans (EmS)” contained in the IMDG Code and Annex are used.

3.5.5 In case of emergencies or accidents, the first aid materials to be used for intervention are stored in places known to the personnel and easily accessible.

3.6 Emergency information

3.6.1 port facility operators, including quantities, proper shipping Names, the correct technical names (if any) UN number, class, or when assigned, the division of property, Class 1, the compatibility group letter, side hazard classes(if assigned) in the case that is assigned to packing group), and held as ready to the exact location of the emergency services, including warehouses and other areas provides a list of all the dangerous goods.

3.6.2 The person responsible for the warehouses and the areas where hazardous cargo treatments are carried out shall be aware of the occupancy status of the dangerous cargo in his area and shall keep the information ready for use in emergency situations.

3.6.3 Ensure that the person responsible for cargo loading operations involving dangerous cargo has the necessary information about the measures to be applied to address accidents related to dangerous cargo and that this information is available for use in emergency situations.


3.6.4 To ensure access to information, it uses electronic or other automated information processing or transmission techniques.

3.6.5 Dangerous goods data sheets are normally available from the manufacturers of the chemicals. Electronic databases with emergency response information are also available and are used when direct access to the data is provided.

3.6.6 It ensures that port emergency response operations and port or dock emergency telephone numbers are located within warehouses and areas where dangerous cargo transportation and operations are performed, or at important locations of these places.

3.6.7 It ensures that fire-fighting and pollution-fighting equipment and equipment are clearly marked and that announcements drawing attention to them are clearly visible in all appropriate places.

3.6.8 Provides the information of the emergency operations in force and the services available on the interface to the captain of the ship loading or carrying dangerous cargoes.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	19
DANGEROUS CARGO HANDLING GUIDE					

3.7 Fire precautions

3.7.1 Makes sure that:


- 3.7.1.1 The mooring places are always ready for emergency services access at the interface where the ships are berthed.
- 3.7.1.2 Since audible or visual alarms are located within the area for emergency use and communication tools are available for emergency services,
- 3.7.1.3 Ensure that all areas used for the transport of dangerous goods are kept clean and tidy Jul
- 3.7.1.4 Ensure that the ship's captain is informed of the location of the nearest means of emergency services in order to make a call to the emergency services before loading dangerous goods, and
- 3.7.1.5 In areas where hazardous loads are located at the interface, lighting and other electrical equipment that are safe to use in a flammable or explosive environment are kept
- 3.7.1.6 The places where smoking is prohibited are determined; and
- 3.7.1.7 Ensure that the icon-shaped warnings prohibiting smoking are clearly visible at all points and that smoking is kept at a safe distance from places where drinking areas would pose a danger
- 3.7.1.8 The equipment used in a flammable or explosive environment or in an area or space where such conditions may develop is safe for use in a flammable or explosive environment and does not cause any fire or explosion and is suitable for use in this way
- 3.7.1.9 Considering the fire and explosion hazards that may occur as a result of the transportation of dangerous goods, cargo transportation units that are kept empty may still contain residues and flammable vapors and may pose a danger, since
- 3.7.1.10 Ensure that electric vehicles and equipment connected to portable plugs with extension cables are not used in areas or places that may create a flammable atmosphere.

3.8 Fire fighting

- 3.8.1 Ensure that adequate and properly tested firefighting equipment and facilities are available on board in accordance with the requirements of the Administration in areas where dangerous goods are transported or loading operations are performed.
- 3.8.2 The personnel involved in the transportation or loading of dangerous goods receive training in the use of fire extinguishing equipment in accordance with the requirements of the Administration and conduct fire drills.

3.9 Environmental precautions

- 3.9.1 Ensures that dangerous goods are transported only in areas that meet the Administration requirements
- 3.9.2 During the loading and unloading of bulk cargoes from the ship, it takes the necessary measures to prevent cargo from being spilled from the buoy or pipe circuits from the ship to the sea. These measures are also taken during limbo operations.
- 3.9.3 Necessary measures are taken to prevent the transmission of dangerous cargoes handled at the coastal facility to the soil, water or areas where water is discharged. These measures are also applied for areas with piping circuits and conveyor systems used in the handling of hazardous substances.
- 3.9.4 For contaminated bilge water, dirty ballast, sludge, slop and cargo waste, it is possible to purchase from the ship.
- 3.9.5 Necessary measures are taken to prevent the transmission of dangerous cargoes handled at the coastal facility to the soil, water or water discharge areas. These measures,

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	20
	DANGEROUS CARGO HANDLING GUIDE				

it is applied in areas where there are pipe circuits and conveyor systems used in the handling of dangerous goods.

3.9.6 For contaminated bilge water, dirty ballast, sludge, slop and cargo waste, it is possible to purchase from the ship.

3.10 Fighting pollution

3.10.1 Provide adequate equipment to minimize damage that may occur in the event of spillage of dangerous goods.

3.10.2 The equipment includes cleaning materials and portable collection basins, as well as anti-oil spill fences, condensate covers, absorbing and neutralizing agents.

3.10.3 Ensure that the personnel involved in the transportation and handling of dangerous goods are trained and experienced in the use of anti-pollution equipment and facilities in accordance with the requirements of the Administration.

3.11 Reporting of Incidents

3.11.1 during the transport of dangerous goods within their area of responsibility, the harbor, the ships in the harbor, another property, the environment or the person responsible for the transport task is likely to endanger the security and safety if an accident occurs, immediately stop the operation and appropriate security measures are taken until the operation does not restart. All personnel are required to report this to the person responsible for the operation in the event of an accident occurring during the transportation of dangerous goods.

3.11.2 In order to provide a quick and effective response; in order to treat injured personnel and reduce the damage that may occur, a brief and accurate description of the incident should be sent to the emergency center as quickly as possible.

3.11.3 In the event of an accident that may endanger the safety and security of the port, ships in the port, other property, the environment or persons responsible for transportation during the transportation of dangerous goods, the situation is immediately reported to the port authority.

3.11.4 A damaged or leaky package containing dangerous goods shall immediately notify the port authority of the unit load or cargo transportation unit.

3.12 Inspections


3.12.1 The Port Officer, where appropriate:

3.12.1.1 Checks the documents and certificates related to the safe transportation of dangerous goods.

3.12.1.2 and transport IMDG code which can be applied to The Shape of the provisions of national and international they'd checked in accordance with legal requirements, they are unnecessary and they plakatlandirild labels or labels, banners and signs for packing of cargo transport units that were removed and the IMO/ILO/UN-installed and secured in accordance with the main principles has been to verify whether or not containing dangerous goods packaging, unit loads and load-carrying unit controls.

3.12.1.3 External inspection of each vehicle containing dangerous goods for visible damage affecting the physical condition, strength or integrity of the packaging and for signs of leakage of the contents.

3.12.2 Ensures that the relevant security measures are taken in the port area and regularly checks this process for a safe transfer.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	21
 DANGEROUS CARGO HANDLING GUIDE 					

3.12.3 If the above-mentioned controls reveal deficiencies that may affect the safe transport or transportation of dangerous goods, the Port Operator shall immediately inform all interested parties and request that the deficiencies arising from these persons be corrected before the transport or transportation of dangerous goods.

3.11.4 It ensures that all necessary support is provided to the port authority or other persons or institutions authorized to carry out the inspection of dangerous cargoes.

3.13 Hot work and other repair or maintenance work

3.13.1 Ensures that repair or maintenance work caused by the unavailability of emergency/fire equipment is not carried out without the prior permission of the port authority.

3.13.2 Before carrying out a repair or maintenance work, including hot work, or any other such work that may cause a hazard due to the presence of dangerous cargo, the company that will perform repairs after consulting the Port Operator and the ship's captain on a hot job that may be on board, it is checked that it has a work permit issued by the port authority.

The estimated duration of the work due to the need for a permission and hot 3.13.3 or equipment to be made for the absence of a preliminary notification to voice their objections, and to recommend additional measures such as emergency response agencies on behalf of the fire department to be sufficient notice to all users. In special cases, such as a hot job that will be carried out in closed areas near the ship's hold or in special cases, it performs a detailed area examination by experts who can determine whether special security measures should be **taken**.

3.14 Contaminated waste

3.14.1 Ensures that waste contaminated with hazardous cargo is collected and disposed of promptly in accordance with the requirements of the Administration.

3.15 Alcohol and drug abuse

3.15.1 Controls the non-participation of a person under the influence of alcohol or drugs in an operation involving the transportation of dangerous goods within the area of responsibility.

3.15.2 Such persons are always kept away from areas where dangerous goods are transported or transported.

3.16 Weather conditions

3.16.1 It does not allow dangerous cargoes to be transported in weather conditions that may significantly increase the risk within its area of responsibility. Dangerous liquid bulk cargoes should not be transported in thundery, stormy and rainy weather.

3.17 Illumination


3.17.1 Ensure that the areas where dangerous goods are handled and prepared for handling and their entrances are adequately illuminated within the area of responsibility.

3.18 Handling Equipment

3.18.1 Ensures that all equipment used in the transportation of dangerous goods within the area of responsibility is suitable for its intended use and is used only by experienced persons.

All within the area of responsibility

3.18.2 load-carrying equipment of the approved type, are stored properly, and can also be sure that is tested in accordance with national and international legal requirements.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	22
	DANGEROUS CARGO HANDLING GUIDE				

3.19 Protective equipment

3.19.1 Ensures that all officers involved in the transportation of dangerous goods within the area of responsibility are provided with adequate appropriate protective equipment when necessary.

3.19.2 These equipment shall be checked to be of the approved type, providing adequate protection against the hazards specific to the dangerous goods being transported.

3.20 Signs

3.20.1 The Administration must decide on the need for a ship to show any special visual signs during the day or night when it carries out the transportation of certain specified dangerous cargoes in the port area or when it performs the loading process.

3.20.2 The specified dangerous goods must include the following:

3.20.2.1 Cast liquids with a burning point below 60 ° C in a closed container;

3.20.2.2 Flammable and/or toxic gases; and

According to the administration's determination

3.20.3 The reason for displaying the sign day or night is to inform the maritime traffic and personnel within the port area about the increased danger posed by dangerous cargoes. Ships exhibiting such signs may be subject to special requirements and special instructions of the port authority.

3.20.4 The following four scenarios should be considered:

3.20.4.1 The ship anchors or anchors during the day;

3.20.4.2 The ship anchors or anchors at night;

3.20.4.3 The ship is cruising during the day; or

3.20.4.4 The ship is cruising at night.

3.20.5 Ships that must display such signs by carrying dangerous cargoes must be provided with a special ship mooring pier or port fee, although it may apply. Special restrictions may apply in the following cases:

3.20.5.1 Entering/accessing ships;

3.20.5.2 In radio radar transmissions;

3.20.5.3 The ship is in anchorage transit; and

3.20.5.4 Crossing tied or moored ships.


3.20.6 The port authority should attach importance to the separation of ships in transit, which should exhibit the signs deemed necessary. The port authority may also impose certain separation distances and regulate the movement of ships in order to prevent the passage of such ships in narrow channels or passages. The signs that need to be exhibited should be made as follows:

3.20.6.1 Daytime, signal code flag International Signal Code "B"; and

3.20.6.2 At night, completely constant red light.

3.21 Contact

3.21.1 The port authority shall ensure that each vessel transporting dangerous goods maintains effective communication with the port authority authorities. In accordance with the provisions of the SOLAS IV/7 Regulation on the implementation of such communications / communications and IMO Session A. It should be performed with VHF radio devices in accordance with the performance standards set out in the 609(15) decision and the conditions of the Administration.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	23
	DANGEROUS CARGO HANDLING GUIDE				

3.22 Fields

3.22.1 Hazardous cargo areas

3.22.1.1 The necessary monitoring and alarm system is established in order to keep the areas where dangerous goods are handled under constant supervision by the relevant facility personnel and / or security guards.

3.22.1.2 In areas where dangerous goods are temporarily stored, separation and stacking requirements are provided.

3.22.1.3 indoor areas that are used for temporary storage, emergency egress, adequate ventilation, drainage, seepage pools, appropriate fire suppression and fire alarm systems fire resistant walls and doors with proper lighting system is established.

3.22.1.4 The areas where dangerous goods are handled shall be equipped with the necessary equipment and equipment to prevent the possible harmful effects of such dangerous goods.

3.22.1.5 In order to provide the necessary intervention in emergency situations, adequate entry-exit facilities are provided to the areas where dangerous cargo is handled, or if dangerous cargo is stowed or stored on the entire site, access roads to cargo transportation units containing dangerous cargo are kept open and equipment that can provide emergency facilities and capabilities that can be intervened in the field in a short time is provided.

3.22.2 Special areas for damaged hazardous cargoes and waste contaminated by hazardous cargoes


3.22.2.1 For damaged dangerous cargoes and contaminated waste from hazardous cargoes, special areas are prepared where damaged dangerous cargoes can be stored and packaged, or contaminated waste can be separated and kept until they are eliminated.

3.22.2.2 Such areas must be covered and the floor and the base must be waterproof. They are required to have vehicles with shut-off valves, pits or pools and to discharge contaminated water into special facilities to protect the plant area and its surroundings.

3.22.2.3 These areas are fenced to prevent the entry of unauthorized persons and must contain appropriate means of communication for security personnel when a control point is placed.

3.22.3 Repair/cleaning facilities

3.22.3.1 When repair or cleaning facilities are provided for ships or cargo transport units, they shall be located as far as possible from any area where dangerous cargoes are transported or handled. This area should not interfere externally with the execution of minor navigational repairs at the cargo handling interface and the cleaning of cargo tanks at tanker terminals.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	24
	DANGEROUS CARGO HANDLING GUIDE				


3.22.3.2 Cleaning facilities, when environmentally hazardous loads are used or involved in the cleaning process, the necessary measures must be taken to protect the environment.

3.22.4 Procurement activities

3.22.4.1 Slop, bilge, sludge, waste oil, domestic wastewater, garbage are exempt from purchasing activities such as.

3.23 Education

3.23.1 Emergency situations (fire, explosion, leakage, etc.) in accordance with the job descriptions and work areas of the personnel involved in the work and operations of the discharge / evacuation of dangerous cargoes at the coastal facility.) and intervention, occupational health and safety, ISPS code safety awareness training and safety issues will be provided to receive training.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	25
	DANGEROUS CARGO HANDLING GUIDE				

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

4.1 Classes of Dangerous Goods.

ÜRÜN ADI	UN KODU	SINIFI
Motorin	UN 1202	3
Benzin	UN 1203	3

.UN 1202 DIESEL
CLASS 3 Flammable Liquids
PG II




. UN 1203 GASOLINE
CLASS 3 Flammable Liquids
PG II



4.2 Packages and packages of dangerous goods.
Dangerous cargo handling is carried out in liquid bulk in our facility.

4.3 Plates, plates, brands and labels related to dangerous goods.
Plaques related to marine pollutants.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	26
	DANGEROUS CARGO HANDLING GUIDE				



Packages and cargo handling units containing dangerous cargoes classified as "Marine pollutants" by the IMDG Code must bear the markings shown here and must be durable. These should be placed close to the risk labels or risk plates of the goods. The dimensions of the marine pollutant markings should be a minimum of 10 cm for each side of the packages and 25 cm for each side of the pipeline and equipment used on this line.

4.4 Signs and packaging groups of dangerous goods.as in 4.1 and 4.3.

4.5 Tables of separation of dangerous cargoes on board and at the port according to their classes. Since only Class 3 and Class 9 Liquid Bulk Petroleum and Petroleum products are handled in the facility, dangerous cargoes are not applied.

4.6 Dangerous goods documents.

The Dangerous Goods Transport Document must contain the following information:

- * Shipping name or correct technical name (trade names will not be accepted)
- * Class and Section, if possible. Class or Section risk can be included in the number of classes.

The compliance group will also be specified in class 1 goods, and in the case of gas containing secondary risks, more information will be added to indicate the risks

- The United Nations number will be written after UN
- * Packing group, if any
- * The total quantity of dangerous goods per volume or mass, as well as the package number and types

- * Flash point for substances with a flash point of 61 Co or lower


- * Additional risks are not specified in the shipping name risks

- If necessary, the goods will be indicated as "Sea Pollutant"

- * Status-indicative letters such as "Empty", "Uncleaned" or "Contains Residue" will be written before or after the shipping name on empty cases containing dangerous goods residues

- For a limited quantity of dangerous goods, the phrase "A Limited Quantity of Dangerous Goods" will be added

- * A document signed on behalf of the sender stating that the goods are correctly classified, packaged, marked, labeled and suitable for transportation

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	27
	DANGEROUS CARGO HANDLING GUIDE				

5 HANDBOOK ON DANGEROUS CARGOES HANDLED AT A COASTAL FACILITY

The port facility, which is engaged in dangerous cargo loading / unloading, handling and temporary storage activities, in order to contribute to the safe performance of these activities;

Dangerous Goods classes,
 Packages of Dangerous Goods,
 Packaging,
 Labels,
 Signs and packaging groups,

Tables of separation of dangerous cargoes according to their classes on board and at the port,

Separation distances of dangerous cargoes in warehouse storage,

Decomposition terms,

Dangerous goods documents,


Hazardous loads emergency response action flow diagram

Emergency contact information

Location and operating instructions of emergency equipment

Including the issues of Coastal Resort rules,

a Dangerous Goods Manual has been prepared and presented in the annex in the dimensions that can be carried in the pocket .

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	28
	DANGEROUS CARGO HANDLING GUIDE				

6 OPERATIONAL CONSIDERATIONS

6.1 Procedures for the safe berthing, docking, loading/unloading, sheltering or mooring of ships carrying dangerous cargo during the day and at night.

6.1.1 nature and quantity of dangerous goods in a ship with any hazardous cargo on the deck, environmental, population, and by considering issues such as weather conditions, the harbor area, where and when will be how to connect with tug, you could stay where you are that you could come closer and it is the responsibility of the Port Authority Regional orientation.


6.1.2 In an emergency, a ship with any dangerous cargo on its deck may be transported in the port area or removed in the port area for the safety of the ship and crew, with the approval of the ship's captain, the port authority and the Regional Port Authority.

6.1.3 It is the responsibility of the Regional Port Authority to determine any additional requirements in accordance with local conditions and the quantity and nature of the dangerous cargoes exposed.

6.1.4 Coastal facility operators should ensure that the following are provided:

6.1.4.1 Ensuring adequate and secure binding facilities and

6.1.4.2 Ensuring adequate and safe access between the Deckhouse and the shore.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	29
	DANGEROUS CARGO HANDLING GUIDE				

6.2 Procedures regarding the additional measures required to be taken according to seasonal conditions for the loading and unloading of dangerous cargoes.

6.2.1 The loading operations of bulk liquid cargoes are not carried out in stormy weather or in an open case that will react dangerously when it rains if it comes into contact with water.

6.3 Procedures for keeping flammable, flammable and explosive substances away from sparking/potentially sparking operations and not operating sparking/potentially sparking tools, equipment or tools in hazardous cargo handling, stacking and storage areas.

6.3.1 Before performing a hot job at our facility, the responsible company officer who will perform the hot job will have a written authorization issued by the port authority to perform this hot job. Such authorization will include the details of the hot workplace as well as the security measures to be followed.

6.3.2 Port Authority was required to be taken by the security measures in addition to the officer in charge, who will perform before starting hot work hot work vessel company and/or the interface, question(lular) with ship and/or as required by the interface, additional security measures will also be taken.

6.3.3 These additional security measures shall include::

6.3.3.1 the area of flammable and/or explosive atmospheres exist and it will continue to be free from the lack of oxygen and the tests that are performed by approved testing agencies to make sure that contains the frequency of review and examination of the local area, and adjacent areas;

6.3.3.2 Removal of dangerous goods and other flammable substances from work areas and adjacent areas. The substances to be removed from the said areas; lime, sludge, sediment and other possible flammable substances are also included.;

6.3.3.3 Flammable building materials (e.g., beams, wooden partitions, floors, doors, wall and ceiling coverings) effective protection against accidentally holding.

6.3.3.4 Sealing and sealing of open pipes, pipe passages, valves, joints, gaps and open parts in order to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas.

6.3.4 In addition to the entrance of each work area, a copy of the hot work authorization and security measures will be posted in the area next to the work area. Authorization and security measures to be taken will be posted in a place visible to all employees who will take part in hot work, and this will be clearly understood by employees.


6.3.5 When performing hot work,

6.3.5.1 Checks will be carried out to ensure that the conditions have not changed; and

6.3.5.2 At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be available for immediate use in the hot workplace.

6.3.6 In accordance with the completion of this work during hot work and for a sufficient period of time after its completion, effective fire control will be carried out in the hot work area, as well as in areas next to it where there may be a danger caused by heat transfer.


6.3.7 For additional more detailed information and procedures related to hot work and operations, in particular the "International Safety Guide for Oil Tankers and Terminals

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	30
	DANGEROUS CARGO HANDLING GUIDE				

(ISGOTT)" will be applied to the document. Permission will be granted for the works to be carried out on the facility and the pier in accordance with the ISGOTT and Work Permit Procedure.

6.3.8 The Coastal Facility carries out the necessary applications within the scope of the OHS Procedure.

6.4 Procedures for fumigation, gas metering and degassing works and operations
Does not apply.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	31
	 DANGEROUS CARGO HANDLING GUIDE 				

7 DOCUMENTATION, CONTROL AND REGISTRATION

7.1 What are all the mandatory documents, information and documents related to dangerous Jul-ances, procedures for their supply and control by interested parties.

7.1.1 The following documents related to dangerous cargoes are kept up to date.

IMDG Code: International Code for Dangerous Goods Carried at Sea

MARPOL 73/78: International Convention for the Prevention of Pollution from Ships, as amended, 1973/78

S O L A S 74: International Convention for the Safety of Life at Sea, 1974, as amended

ISGOTT: International Safety Guide for Oil Tankers and Terminals

7.1.2 Department of Operations in relation to Dangerous Cargoes handled in our port;

Arriving at the port,

Sent from the port,

Stored in the terminal,

Temporarily stored in the port

It maintains all records related to dangerous cargoes in such a way that they can be created in full and shown when requested.

Dangerous goods registrations are limited to personnel who need to know.

7.2 Procedures for maintaining a regular and complete up-to-date list of all dangerous cargoes and other relevant information on the shore facility site.

7.2.1 The records of the dangerous cargoes handled in our port are kept up-to-date by the Operation department in order to include the following information in the inventory of dangerous cargoes.

FLOUR Number,

PSN name (Proper Post Name,

Class, (with lower hazards)

Whether it is a Marine Pollutant,

Receiver,


Sender,

Seal number,

Additional Information (Degree of ignition, viscosity, etc. data)

Duration of stay in the port

7.2.2 This information is kept in a computer environment or file layout so that only authorized personnel can access it and is shown when requested.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	32
	DANGEROUS CARGO HANDLING GUIDE				

7.3 hazardous loads that are defined from the facility appropriately, it was named of dangerous goods proper shipping name, sertifikalandirild that packaged/packed that has been tagged and that the observance of the declarant approved and appropriate packaging, containers or cargo transport unit is securely installed and that the results of raporlanma he moved away and checking procedures.

7.3.1 The records of the dangerous cargoes handled in our port are kept up-to-date by the Operation department in order to include the following information in the inventory of dangerous cargoes.

FLOUR Number,

PSN name (Proper Post Name,

Class, (with lower hazards)

Whether it is a Marine Pollutant,

Receiver,

Sender,

Seal number,

Additional Information (Degree of ignition, viscosity, etc. data)

Where to store at the Port Site.

Duration of stay in the port

7.3.2 This information is kept in a computer environment or file layout that is accessible only to authorized personnel and is shown when requested.

7.4 Procedures for the supply and possession of the safety data sheet (SDS). Jul.

7.4.1 As of January 1, 2014, the laws of our country provide for the availability of a Material Safety Data Sheet (MSDS) containing the following information along with dangerous goods to be transported in all modes of transport (by Road, Rail, Air and Sea).

FLOUR Number,


PSN name (Appropriate Shipment Name,) (Required for sea transportation)

Class, (with lower hazards)

Whether it is a Marine Pollutant,

Tunnel Restriction Code (Required for road transport.)

7.4.2 For all Dangerous cargoes to be accepted into the port, it is checked that this document is present together with the dangerous cargo.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	33
	DANGEROUS CARGO HANDLING GUIDE				

7.5 Procedures for keeping records and statistics of dangerous goods.

7.5.1 The Administration has requested that a report containing information about dangerous cargoes handled at our Port Facility be reported to the Regional Port Authority within 3 monthly periods. A sample of the Report organized by the Operations Department is attached .


7.5.2 Statistical evaluations from the records related to the dangerous cargoes handled annually in our port are carried out by the departments of Trade, operations.

7.5.3 Monthly counting and control reports of dangerous cargo stored in our Port Area are organized by the operations department and submitted to the Management.

7.5.4 Records and reports are archived by the departments with 5-year periods.

7.6 Information about the Quality Management System

ISO 9001 and ISO 14001 quality management systems are applied.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	34
	 DANGEROUS CARGO HANDLING GUIDE 				

8 EMERGENCY SITUATIONS, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Response procedure to dangerous cargoes and dangerous situations involving dangerous cargoes that pose / may pose a risk to life, Property and/or the environment

8.1.1 Decision Making;

The options for preventive measures in relation to a particular situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, on-site protection may be the best option. Sometimes, these two actions can be used together. In case of any emergency, the authorities feel the need to quickly issue instructions to persons subject to the incident. Persons subject to the incident will constantly need to hear information and instructions while being protected or evacuated at the scene.

In the following elements, the appropriate evacuation will determine the degree of effectiveness of the evacuation or protection at the scene. The degree of importance of these factors may vary depending on the emergency conditions. In emergency situations, other elements may also need to be identified and taken into account. This list shows what kind of information may be needed when making an initial decision.

Hazardous Materials

Degree of harm to health

Chemical and physical properties

The amount included

Control of hold/release

The rate of steam movement

Population Exposed to Threat

Location

Number of people

The time available to evacuate or take control of where they are

Ability to control evacuation or protection at the current location

Types and availability of buildings


Private organizations and populations

Weather Conditions

Effect on steam and cloud movement

Potential for change

Effect on evacuation or on-site protection

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	35
	DANGEROUS CARGO HANDLING GUIDE				

8.1.2 Protective Actions and Intervention

Protective measures of hazardous loads of people in the region should occur, an incident involving the emergency teams and the event refers to the steps to be taken to protect the health and safety of dangerous goods and emergency urgent intervention according to the characteristics specified in the plan, which was prepared according to the table is moved.

It is necessary to isolate the dangerous zone and prohibit entry, keeping away from the area all those who will not directly participate in emergency response operations. Emergency responders who do not have sufficient equipment should not be allowed to enter the emergency zone, which is isolated.

8.1.3 Evacuation

The phrase "Evacuate" means that everyone should be transferred from a threatened area to a safer place. There should be enough time to warn people and leave that area for an evacuation to be carried out. If there is enough time, then evacuation is the best protection measure.

As a priority, people who are located nearby and are within sight should be evacuated. When additional aid arrives, the areas facing the wind and in the direction of the wind will be evacuated at least in the measures specified in the Emergency Response Table specified in Annex-5 of the Hazardous Materials Emergency Plan. Even after people have been evacuated to the recommended distances, they may not be completely safe from danger. These people will not be allowed to gather together at these distances.

The evacuated persons will be transported to a certain distance, via a special route and to a distance where they will not need to be evacuated to another place again when the wind blows.

In case of an emergency, the areas where people will gather are determined throughout the Terminal and marked as "Emergency Gathering Points".

8.1.4 On-Scene Protection


It refers to the fact that people should be protected inside a building and stay inside until the danger passes. The protection measure at the scene is applied if trying to evacuate people poses a greater risk than staying where they are, or if there is no way to evacuate.

Attention should be paid to protection measures at the scene in the following cases;

- If the vapors are flammable,
- In the event that it will take a long time to de-gas the area,
- In the event that the buildings cannot be tightly closed.

It is vitally important to maintain communication with competent people who are inside the building in order to be able to give advice in relation to changing conditions. People who are protected on site should be warned to stay away from windows, as there is a danger of glass or metal fragments hitting them in the event of a fire and/or explosion.

Each incident related to dangerous goods differs from each other. There are separate problems and concerns related to each of them. The form of action aimed at the protection of people should be chosen carefully.


	Document No		Rev. No	Revision Date	Page No
		Release Date			
		22.09.2022	04	29.05.2025	36
DANGEROUS CARGO HANDLING GUIDE					

8.2 Information on the ability, capability and capacity of the coastal facility to respond to emergency situations.

8.2.1 The facility has an approved fire plan. Fire-fighting teams are formed for each shift. Training drills and exercises are conducted within the scope of various scenarios at planned and unplanned non-specified times and reports and records are created. The fire fighting equipment provided for in the approved plan is fully maintained and maintenance checks and tests are carried out.

8.2.2 The facility has an approved Environmental and Marine Pollution control plan. Anti-pollution teams have been formed for each shift. Training and exercises are conducted 2 times a year within the scope of a planned scenario and reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility and counts and controls are carried out. The facility also has a protocol for material stored in the area to receive support in case of insufficient.


8.2.3 Response teams will be assigned in accordance with this guide and in accordance with the IMDG CODE against hazardous material spills.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	37
	DANGEROUS CARGO HANDLING GUIDE				

8.3 Regulations on the first response to accidents involving dangerous goods (Procedures for conducting first intervention, first aid facilities and capabilities, etc. considerations).


From the “Medical First Aid Guide (MFAG)” included in the IMDG Code and supplement and It is used from the “Emergency Plans (EmS)” included in the IMDG Code and supplement in relation to emergency situations involving dangerous cargoes.

At the same time, Emergency Response tables are also used in Annex-5 of the Hazardous Materials Emergency Plan.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	38
	DANGEROUS CARGO HANDLING GUIDE				

8.4 Notifications that must be made on and off-site in case of emergency.

- a) When the accident occurred,
 - b) If the accident is known, how it occurred and the cause,
 - c) The place where the accident occurred (coastal facility and/or ship), its position and area of impact,
 - c) Information if there is a ship involved in the accident (name, flag, IMO number, owner, operator, cargo and quantity, captain's name and similar information),
 - d) Meteorological conditions,
 - e) UN number of the dangerous goods, appropriate transport name (dangerous goods (the legislation specified in the load definition will be based on) and its amount,
 - f) The hazard class of the dangerous cargo or the lower hazard section, if any,
 - g) Packing group if you have dangerous cargo,
 - d) If there is a dangerous cargo, additional risks such as marine pollutants,
 - h) Sign and label details of the dangerous goods,
 - i) The characteristics and number of the packaging, cargo transportation unit and container in which the dangerous cargo is transported, if any,
 - i) The producer, sender, carrier and receiver of the dangerous goods,
 - j) The extent of the damage/pollution caused,
 - k) The number of injured, dead and missing, if any,
- Emergency response applications made by the coastal facility for the accident.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	39
	DANGEROUS CARGO HANDLING GUIDE				

8.5 Accident reporting procedures.

8.5.1 Communication

8.5.1.1 Communication channels for determining communication methods with in-port, out-of-facility and effective management of emergency situations in case of emergencies that may occur at the coastal facility;

* **Fixed Mobile Phones**

* **Computers**

• **Radio**

• **Siren**

• **Designated as messengers.**


8.5.1.2 Internal communication in emergency situations occurring at the Coastal Facility is provided primarily by radio and internal telephones. Communication between the ships of the facility is maintained by the radio or VHF marine band radio provided by the port. Dec.

8.5.1.3 In case of any emergency that may occur at the Coastal Facility, secure communication is ensured with the official authorities, neighboring facilities and interested parties as soon as possible.

8.5.2 Reports

8.5.2.1 The Emergency Management Center will operate a reporting system that will accurately inform the relevant authorities as soon as possible about the Emergency Situation that will occur at the port. It will create records of these reports containing information that should be reported in an emergency in a healthy way.

8.5.2.2 Dangerous goods accidents shall be reported to the Regional Port Authority. The report format will be free form and will fully cover article 8.4 related to the accident.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	40
	DANGEROUS CARGO HANDLING GUIDE				


8.6 Method of coordination, support and cooperation with official authorities.

8.6.1 All accidents related to Dangerous Cargoes will be coordinated primarily with the Regional Port Authority. With the notification of the Regional Port Authority, support and cooperation will be provided with the Provincial / District Fire Department, AFAD, and the assistance units of neighboring facilities.

8.6.2 In case of signs of a possible explosion, fire or emergency at the adjacent facility;
 Measures will be increased primarily at the facility,
 Preparation of teams to assist the neighboring facility
 will be provided,

8.6.3 Taking into account the urgency of the situation and the extent of the danger, assistance and support teams will be assigned to respond to the incident when it is assessed that they do not have the opportunity or time to request help.

8.6.4 By evaluating the class, quantity and hazard risk of the dangerous cargo area and the loads on the site, preparations will be made for measures such as unloading the loads, diluting them, lifting the ship instead of anchoring if there is a ship at the interface.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	41
	DANGEROUS CARGO HANDLING GUIDE				

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

8.7.1 Emergency Separation System Preparation

8.7.1.1 All emergency situations must be reported to the authorities of the Regional Port Authority.

8.7.1.2 If the urgent departure of the ship has been decided, the safe places where the ship can be transported under controlled conditions should be specified by the Regional Port Authority.

8.7.1.3 The ship's captain and the Port facility shall initiate the emergency departure process by mutual agreement in cases requiring urgent separation and shall notify the situation to the Regional Port Authority as soon as possible. In cases where the severity of the emergency situation and time permits, a representative from the Regional Port Authority or the Port President, Terminal Manager / Operating Officer, Ship Captain, Guide Captain will agree on the time and manner of the separation process before the emergency separation process is performed.

8.7.1.4 The ship's machinery, rudder equipment and break-out equipment from the Marine System must be ready for use immediately.

8.7.1.5 All cargo unloading, ballast pressing operations must be stopped and ready for the separation process.

8.7.1.6 The ship fire circuit should be flooded and water mist should be used for strategic sections.

8.7.1.7 If vent operation to the atmosphere is required, the engine room personnel must be ready, all non-essential receiving entrances must be closed, all safety measures related to normal operations must be fulfilled and a warning notice must be issued.

8.7.1.8 All emergencies should also be reported immediately to the local police or fire department if the required response exceeds the terminal facilities.

8.7.1.9 The decision to lift the ship under control is based on the principle of life safety, but must also cover the following conditions.

Adequacy of tugs

The ability of the ship to take off under its own power

Availability of safe places where a Ship in an emergency can proceed or withdraw

Firefighting competence

Proximity of other ships

Fire Ropes


8.7.1.10 .As long as the ship is in the Port facility, fire ropes should be kept on the sea side of the ship at the head and shoulder. The eye of the ropes should be lowered to the sea level and the part above the broadside should be made tight by wrapping at least five turns to the father. The part of the rope above the broadside should be stretched from the father. A rope that can carry the rope should be tied just before the eye of the rope and positioned so that the eye of the rope is three meters above sea level. The eye of the rope must be maintained at this level continuously while the ship is in the Port facility.

8.7.2 Realization of Emergency Separation

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

8.7.2.1 Emergency Separation operations will be provided by performing the following operations sequentially.

8.7.2.2 Close coordination and cooperation between the Terminal, Deckhouse and Port Authorities is required at each stage.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	42
	DANGEROUS CARGO HANDLING GUIDE				

8.7.2.3 Emergency Separation Procedures are below.

Giving an alarm

Providing information about an emergency situation via vhf, telephone

Conducting an initial assessment of the situation between the ship's captain and the Port Facility Decisionman

Stopping the operation

Implementation of Port Facility and ship emergency plan measures

Deterioration of the current situation and the above-mentioned emergency separation availability of its terms.

Conducting a situation assessment between the ship's captain, Port facility official, port official or Port Decider, guide captain

Deciding on an urgent separation

Informing environmental facilities and other vessels

Deployment of tugs around the ship for emergency separation, completing their preparations and indicating readiness

The ship's captain completes the preparations related to the ship and states that it is ready.

Approval to open the release hooks by the authorized person

Attention!

**IMPLEMENTATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST RESORT
IT SHOULD BE CONSIDERED AND ALL PRECAUTIONS SHOULD BE TAKEN AND THE SEPARATION
HOOKS SHOULD NOT BE RELEASED UNTIL THE ABOVE CONDITIONS ARE MET.**

8.7.3 After Emergency Separation

8.7.3.1 -After the ship separation process, the ship should be backed up and the decision about the position to be taken should be made and declared.

8.7.3.2 Transportation / connection of the ship to the allocated area accompanied by the rotors or with its own machine


8.7.3.3 Port Facility Inspection of the Port Facility to determine a possible damage or deficiency

8.7.3.4 Assessment of the time when the ship and port facility will be ready for cargo handling again

8.7.3.5 Sharing the negativity, if any, that occurred during the Emergency Departure

An agreement has been made between the guidance and towing organization and the shore facility authorities for fire, explosion and similar emergency situations that may occur during Decommissioning / evacuation.

According to the weather and sea conditions, a sufficient towing power and a large number of tugs equipped to fight the fire quickly reach the scene as soon as possible in case of emergency, in accordance with the protocol with the authorized company, in order to move the ship away from the facility and tow it to a safe point.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	43
DANGEROUS CARGO HANDLING GUIDE					

8.8 Procedures for handling and disposal of damaged dangerous goods and waste contaminated with dangerous goods.

8.8.1 Waste Collection and Transportation

8.8.1.1 The wastes generated are collected separately in waste bins according to their types and transported and stored appropriately. The wastes arising as a result of maintenance activities are also handled in this context.

8.8.1.2 If an additional waste class is determined to the existing waste classes, it is ensured to be integrated into the system.

8.8.2 Disposal of Waste

8.8.2.1 Depending on whether the collected waste is non-hazardous or hazardous waste, the waste is sold and removed from the facility by contracted organizations in accordance with legal recovery / disposal methods.

8.8.2.2 The possibilities of all contractors and carriers within the scope of waste management to transport and /or dispose of waste by appropriate methods are examined.


8.8.2.3 waste transportation, sale and/or disposal/recycling services being received, they are fulfilling the legal obligations for contracting and waste recovery and disposal without harming the environment is evaluated in terms of methods for performing operations.

8.8.2.4 It is mandatory to keep all records of waste disposals.

8.8.3 Contaminated Packaging;

8.8.3.1 These wastes are Empty barrels. When it occurs, it is left in the contaminated packaging area at the waste site and contacted by the Environmental Consultancy Firm and the Environmental Management System Officer with the contracted and licensed company within the period specified in the legislation, and the UATF (National Waste Transportation Form) is filled out and sent. The corresponding form of the UATF and other documents are stored in the environment folder.

8.8.3.2 Contaminated Wastes; These wastes are used gloves, overcoats and work heads. When it is formed, it is collected in the barrel where the waste name is written at the exit of the production-warehouse part and taken to the waste area. Within the period specified in the legislation, the Environmental Consulting Firm and the Environmental Management System Officer are contacted by the contracted and licensed company and the UATF is filled out and sent. The relevant form of the UATF and other documents are stored in the environment folder.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	44
	DANGEROUS CARGO HANDLING GUIDE				

8.9 Emergency exercises and their recordings.

8.9.1 Training Applications ;

In order to be prepared for emergencies on site, the personnel involved in the emergency organization should prepare for their duties with various trainings. Trainings should be carried out with the support of expert organizations when necessary. In this context, the relevant personnel at the port have received IMDG CODE trainings related to dangerous cargoes and have been certified. In order to test the adequacy of emergency plans and to be prepared for real situations, it should be planned that the exercises to be carried out and implemented in accordance with the worst scenarios that may occur at the facility.

8.9.2 Training Scenarios;

In the planning of the exercises, the worst case scenario is foreseen in the form of a single event or a combination of events that the port may encounter. The implementation of the exercises is ensured in the fastest and most effective way in accordance with the prepared scenarios.

8.9.3 Port Emergency Exercises to be held within the port facility;

8.9.3.1 The port should be specified in the annual training plans.

8.9.3.2 It can be planned in the form of Local or General intervention,


8.9.3.3 Safety, Spill, etc. can be combined within drill scenarios,

8.9.3.4 Drills may be conducted with or without notice.

8.9.3.5 The drills are based on various emergency scenarios.

8.9.3.6 Sweets can be made at the table, seminar-style, as they can be made in practice,

8.9.3.7 Different time, day, season and event scenarios are prepared for each training.


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	45
	DANGEROUS CARGO HANDLING GUIDE				

8.10 Information on fire protection systems.

Emergency and fire equipment is as follows:

Fire Hydrants, Fire Extinguishers, Fire Cabinets and Fire Hoses, Fire Alarm Detectors in the Fields, Electric and Diesel Fire Pumps

The fire inventory is as in the emergency plan.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	46
DANGEROUS CARGO HANDLING GUIDE					

8.11 Procedures for the approval, inspection, testing, maintenance and ready-to-use of fire protection systems.

8.11.1 Fire Water Tanks and Fire Water

8.11.1.1 The tank should be emptied and cleaned at least once a year in order to prevent algae and mud formed on the bottom or sides from creating a danger during a fire. During the emptying of the pools, the suction valve, check valve and filters are maintained.

8.11.1.2 In case of serial drops in the water level, the leakage location should be investigated due to the possibility of leakage and, if any, the fault should be corrected.

8.11.1.3 Internal cleaning and maintenance should be carried out in closed warehouses if necessary as a result of annual inspections to be carried out.

8.11.2 Fire Water Pumps

8.11.2.1 In addition to the planned maintenance, the issues that need to be considered regarding the operation of fire pumps and the elimination of possible malfunctions that may occur are stated in the following articles.

8.11.2.1.1 It should be checked that the pressure bolts of the packing bearings of the pumps are mutually tight enough that the pump can be easily turned by hand. It is normal for water to drip from the packing bearings during the operation of the pump. In order for this water not to flow to the floor, it should be connected to the drain with a thin pipe from the threaded mouth located under the bed console.

8.11.2.1.2 Fire water pumps are operated for at least 1 hour a week and recorded.

8.11.2.1.3 Make sure that the pump and suction pipe are completely filled with water. If this is doubted, the water filling plug and the air intake taps should be opened and the water should be filled until the water moves from the air intake taps and the plug should be tightened thoroughly when the water stops at the plug level.


8.11.2.1.4 The pump motors shall draw a current above normal due to the discharge current at the moments when the operation is started for the first time. Due to the high current that will be drawn when all the pumps start working at the same time, disjunctors may throw out or major malfunctions may occur in the diesel generator. For this reason, the time relays that arrange the transition from star to triangle in the protected switches that drive the pump motors December, according to the number of pumps and the amount of pumps to be activated at the same time, should be adjusted according to different and appropriate time intervals to ensure that the pumps are activated sequentially.

8.11.2.1.5 After the above preliminary preparation and controls have been carried out, the pumps are operated by pressing the drive switches. During operation, the voltage of the electric motor and the amperage it draws should be checked from time to time. If the ampere drawn in normal operation is high, the causes should be investigated and eliminated. There may be a malfunction in the pump or motor or a mechanical strain. Voltages below normal can pose a danger to the engine.

8.11.2.1.6 Manometers must be kept under constant control one or more of the pumps must be stopped in case of excessive pressure increases.

8.11.2.1.7 The discharge pipes of the pumps must be equipped with a valve first and a check valve after the valve.

8.11.2.1.8 If the check valve in the discharge pipe of the pump that does not work has prevented the full closure of the check valve by squeezing substances such as paper, garbage, stone fragments, algae slime, some of the water pressed by other pumps is pressed back into the pool while passing through these pumps and suction pipes that do not work. Necessary water in the event of a fire

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	47
	DANGEROUS CARGO HANDLING GUIDE				

this fault, which restricts the flow rate, must be eliminated. If, during the operation of some pumps, a rotation is observed in the couplings of some of the non-working pumps, it should be considered a sign of the presence of the malfunction described above in these pumps.

8.11.2.1.9 During operation, make sure that the pump and motor are rotating in the correct direction. For this reason, the direction of rotation must be drawn on the couplings and the control must be carried out accordingly.

8.11.2.1.10 During the operation of the pumps, the temperature of the pump and motor bearings may be hot enough to withstand the hand. If the temperature is high, it may be due to a mechanical internal forcing or coupling adjustment failure. In such cases, the pump should be stopped immediately and the fault should be corrected.

8.11.2.1.11 In pumps driven by a diesel engine, the start of the engine must be carried out in accordance with the special instructions.

8.11.2.1.12 If any deficiencies or failures are detected as a result of the control, they are corrected by those responsible.

8.11.3 Sprinkler Installation

8.11.3.1 The most important thing to pay attention to in sprinkler installation and maintenance is to prevent the sprinkler heads from clogging. To ensure this, the sprinkler must be operated in accordance with the standards / legislation and ensure that it is in working condition. Jul. Each facility should have enough sprinkler heads as a backup and should be replaced with new ones in the event of a malfunction and the defective ones should be repaired and taken into backup.

8.11.4 Fire Hydrant Installation


8.11.4.1 Rainwater should be prevented from entering the fire hydrant hose cabinets, the hoses should be unbroken, stable and sufficiently tightened. At least one of the hoses must always be kept connected to the fire valve.

8.11.4.2 Fire valves must be free of faults and sealed. Defective nozzles, valves, hoses will be replaced with new ones immediately, and malfunctions should be repaired and replaced with a backup. For this reason, a sufficient amount of hoses, nozzles, fire valves, clamps, fittings and spare materials belonging to them should be kept in each facility. In the fire installation, it is not allowed to wait for the failure for any reason.

8.11.4.3 While the malfunctions detected after the exercises are being corrected, the working fire hoses should not be placed in the cabinets in a wet and water-filled situation. Facilities should provide appropriate hose hangers for complete draining and drying of the water inside the hoses and should not put them in place until they are sure that the hose is thoroughly dry. Jul. If sea water is pressed with hoses, they should first be washed with fresh water and dried in a cool-windy place.

8.11.4.4 All pipes belonging to the fire hydrant and sprinkler installation should be subjected to a general inspection every three months, rusted parts should be painted, rotten parts should be replaced with new ones, valves and check valves should be checked and malfunctions should be eliminated.

8.11.4.5 All fire hydrants, hoses and nozzles are corrected by the relevant responsible persons if any deficiencies or malfunctions are detected as a result of the inspection.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	48
	DANGEROUS CARGO HANDLING GUIDE				

8.11.5 Mobile Fire Extinguishers

8.11.5.1 For failure, control or maintenance, a sufficient amount of spare devices should always be kept in the plant warehouses. For the above purposes, the extinguishers taken from the place in order should be replaced with backups.

8.11.5.2 All fire extinguishers undergo an eye examination and are checked monthly. After the check, the extinguishers are marked on them. During the control, extinguishers, especially with dry powder, are turned upside down and their base is gently tapped, thereby allowing the dust inside the tube to move. Otherwise, the dust inside the extinguishers that remain in the same position for a long time may solidify by collapsing to the base. If any deficiencies or failures are detected as a result of the control, they are corrected by the relevant responsible persons.

8.11.5.3 Fire extinguishers TS ISO 11602-2 Fire Protection: According to the Portable and Wheeled Fire Extinguishers standard, they are subjected to a general inspection by the seller company 1 time a year. Fire extinguishers are tested by the relevant company at December intervals not exceeding 10 years, chemical powder is 4. it is checked at the end of the year.

8.11.6 Frost Protection

8.11.6.1 Protection of Generators


8.11.6.1.1 In winter, when the outside temperature drops below +4C, the water may begin to freeze. Therefore, the radiators of generators, the engine of which is water-cooled, must be secured with antifreeze.

8.11.6.2 Protection of Fire Water Pumps

8.11.6.2.1 Fire water pumps and suction pipes are always filled with water. Therefore, the ambient temperature should not fall below +4C.

8.11.6.3 Protection of Fire Water Distribution Pipes

8.11.6.3.1 Exposed main pipe and branch pipes must be protected from freezing up to the hydrant taps. Therefore, the lines are protected from freezing either by means of insulation or by laying underground.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	49
	DANGEROUS CARGO HANDLING GUIDE				

8.12 Precautions to be taken in cases where fire protection systems are not working.


8.12.1 Facility fire fighting equipment are systems that are installed in an alternative capacity to each other that back up each other.

8.12.2 In cases where the facility's own fire-fighting equipment does not work or is insufficient, the support of neighboring facilities, Fire Brigade organizations and AFAD Units will be requested.

8.12.3 It is ensured that other dangerous and flammable materials/vehicles that may be affected by fire are removed from the area if possible.


8.12.4 The conditions under which the provision of assistance and support will take place and a protocol may need to be made that determines its scope.

8.12.5 The use of sea-going fire-fighting vehicles or marine vehicles in the region kabiliyetleri way should be considered.

	Document No		Rev. No	Revision Date	Page No
		Release Date			
		22.09.2022	04	29.05.2025	50
DANGEROUS CARGO HANDLING GUIDE					

8.13 Other risk control equipment.

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	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	51
	DANGEROUS CARGO HANDLING GUIDE				

9 OCCUPATIONAL HEALTH and SAFETY

9.1 Occupational health and safety measures.

The Port Facility Management is obliged to take all necessary measures to prevent employees from being affected by these substances when working with dangerous chemical substances, to minimize them if this is not possible, and to protect employees from the dangers of these substances.

9.1.1 Risk assessment

9.1.1.1 port facility Operator , dangerous chemicals and hazardous chemical present at the facility to detect whether the port is in the presence of the negative effects in terms of the health and safety of employees, to determine 28512 published in the official gazette dated 29/12/2012 Occupational Health and safety risk assessment is required to conduct a risk assessment in accordance with the provisions of the regulation.

9.1.1.2 The following issues are particularly taken into account in the risk assessment to be carried out in studies with chemical substances:

9.1.1.2.1 Hazards and damages of chemical substances in terms of health and safety.

9.1.1.2.2 Turkish material safety data sheet (SDS) to be provided from the manufacturer, importer or sellers.

9.1.1.2.3 Type, level and duration of the impact.

9.1.1.2.4 Quantity of chemical substance, conditions of use and frequency of use.

9.1.1.2.5 Occupational exposure limit values and biological limit values given in the annexes to this Regulation.

9.1.1.2.6 The effect of preventive measures taken or required to be taken.

9.1.1.2.7 Results of previous health inspections, if any.

9.1.1.2.8 In work with more than one chemical substance, each of these substances and their interactions with each other.

9.1.1.3 The Port Facility Operator obtains additional information necessary for risk assessment from the supplier or other sources. This information also includes specific risk assessments for users, if any, of chemicals contained in the applicable legislation.

9.1.1.4 A new activity containing hazardous chemical substances is started only after taking all kinds of measures determined by conducting a risk assessment.

9.1.1.5 Precautions to be taken when working with hazardous chemicals

9.1.1.5.1 Risks in terms of health and safety of employees in work with hazardous chemical substances are eliminated or minimized by the following measures:

9.1.1.5.2 Appropriate arrangement and work organization shall be carried out at the port facility.


9.1.1.5.3 Work with hazardous chemical substances is carried out with the minimum number of employees.

9.1.1.5.4 It is ensured that the amount of substances to which employees will be exposed and the duration of their exposure are at the minimum level possible.

9.1.1.5.5 The amount of chemicals to be used in the port facility is kept to a minimum.

9.1.1.5.6 The workplace buildings and add-ons are always kept tidy and clean. Jul.

9.1.1.5.7 Appropriate and adequate conditions are provided for the personal cleaning of employees.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	52
DANGEROUS CARGO HANDLING GUIDE					

9.1.1.5.8 The necessary arrangements are made for the optimal processing, use, transportation and storage of hazardous chemical substances, waste and residues at the Port facility.

9.1.1.5.9 By applying the substitution method, a chemical substance that is not dangerous or less dangerous in terms of the health and safety of employees is used instead of a hazardous chemical substance. If the substitution method cannot be used due to the nature of the work performed, the risk is reduced by taking the following measures according to the risk assessment result and priority, respectively:

9.1.1.5.10 the health and safety of employees, which could pose a risk in terms of maintenance and repair works, including working with hazardous chemicals and technological advances, taking into account process and appropriate engineering control systems are selected and appropriate machinery, materials and equipment are used.

9.1.1.5.11 Collective protection measures such as proper work organization and adequate ventilation system installation are applied to prevent the risk at its source.

9.1.1.5.12 In cases where the measures taken to collectively protect employees from the negative effects of hazardous chemical substances are not sufficient, personal protection methods are applied together with these measures.

9.1.1.6 Adequate control, supervision and supervision shall be provided to ensure the effectiveness and continuity of the measures taken.

9.1.1.7 The Port Facility Management ensures that regular measurement and analysis of chemical substances that may pose a risk to the health of employees is carried out. These measurements are repeated when there are any changes in conditions that may affect the exposure of employees to chemicals at the port facility. The measurement results are evaluated taking into account the occupational exposure limit values specified in the annexes to this Regulation.


9.1.1.8 The Port Facility Operator shall also take into account the specified measurement results. In any case where the occupational exposure limit values are exceeded, the Port Facility Management takes protective and preventive measures to eliminate this situation as soon as possible.

9.1.1.9 28633 published in the official gazette dated 30/4/2013 employees from hazards of explosive without prejudice to the provisions of the regulation on the protection of the environment port facility management , risk assessment results and risk prevention based on the principles of employees to protect from the danger arising from the physical and chemical properties of chemical substances, these substances handling, storage, transport, handling, and contact with each other, including the Prevention of chemical substances that can affect each other, in accordance with the nature of the work performed, it takes technical measures and makes administrative arrangements in accordance with the priority order specified below:

9.1.1.9.1 It is prevented that flammable and explosive substances reach dangerous concentrations and chemically unstable substances are present in dangerous quantities in the port facility. If this is not possible,

9.1.1.9.2 The presence of sources of ignition that may cause a fire or explosion in the port facility is prevented. Conditions that may cause harmful effects of chemically unstable substances and mixtures are eliminated. If this is also not possible,

9.1.1.9.3 In case of fire or explosion caused by flammable and / or explosive substances or harmful physical effects of chemically unstable substances and mixtures, the necessary measures are taken to prevent or minimize the harm of employees.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	53
	DANGEROUS CARGO HANDLING GUIDE				

9.1.1.10 The design, manufacture and supply of protective systems provided for the protection of work equipment and employees are carried out in accordance with the applicable legislation in terms of health and safety Jul. Port facility Operator , to be used in explosive environments 29758 published in the official gazette dated 30/06/2016 of all hardware and protective systems for use regulation concerning equipment and protective systems in potentially explosive atmospheres (2014/34/EC) ensures that conforms to the provisions of.

9.1.1.11 Arrangements shall be made to reduce the effect of explosion pressure.

9.1.1.12 It is ensured that the plant, machinery and equipment are kept under constant control.

9.1.1.13 Minimum safety distances are observed in the placement of storage tanks containing **liquid** oxygen, liquid argon and liquid nitrogen in workplaces.

9.1.2 Emergencies

9.1.2.1 port facility Operator , with the regulation published in the official gazette dated 18/6/2013 28681 01/10/2021 About emergency situations in workplaces, 31615 published in the official gazette dated about emergencies debelirtile regulations amending the regulations arising from hazardous chemical substances, without prejudice to the provisions of the port facility in emergency situations, in particular, the following considerations are taken into account:

9.1.2.1.1 Preventive measures to reduce the negative effects of emergency situations are taken immediately and employees are informed of the situation. Necessary works are carried out to normalize the emergency situation as soon as possible, and only employees assigned to the affected area in emergency situations for maintenance, repair and mandatory work, as well as teams transferred to the scene from outside the workplace, are allowed to enter the affected area.

9.1.2.1.2 Persons who are allowed to enter the affected area are provided with appropriate personal protective equipment and special safety equipment and are allowed to use it as long as the emergency continues. Persons who do not have appropriate personal protective equipment and special safety equipment are not allowed to enter the affected area.

9.1.2.1.3 Information on hazardous chemicals and emergency response and evacuation procedures are kept ready for use. It is ensured that the employees assigned in emergency situations at the port facility and the organizations operating in matters such as first aid, emergency medical intervention, rescue and fire fighting outside the workplace can easily access this information and procedures. This information;


9.1.2.1.3.1 seconded employees outside of the workplace first aid and emergency situations within the port facility, emergency medical, rescue and fire fighting organizations that operate on issues such as to enable them to make appropriate interventions in advance to be ready and on the job hazards, precautions, and things to do,

9.1.2.1.3.2 Information about the special danger that may arise in an emergency and the work to be done,

9.1.3 Training and informing of employees

9.1.3.1 Port Facility Management, 24/05/2018 dated and 30430 numbered Employees About the Procedures and Principles of Occupational Health and Safety Training of employees, provided that employees and representatives are trained and informed without prejudice to the issues specified in the Regulation. These trainings and informations especially include the following aspects:

9.1.3.1.1. Information obtained as a result of risk assessment

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	54
	DANGEROUS CARGO HANDLING GUIDE				


9.1.3.1.2 the port facility or which may arise in the recognition of dangerous chemical substances these substances health and safety risks, occupational diseases, occupational exposure limit values and other information about legal regulations.

9.1.3.1.3 Necessary precautions and actions to be taken so that employees do not endanger themselves and other employees.

9.1.3.1.4 Information about the Turkish material safety data sheets provided from the supplier for hazardous chemical substances.

9.1.3.1.5 Information on labeling / locking in accordance with the legislation on sections, containers, piping and similar installations with hazardous chemicals.

9.1.3.2 The training and information to be provided to employees or their representatives in the work with hazardous chemicals shall be in the form of training supported by oral instructions and written information, depending on the degree and nature of the risk arising from the risk assessment carried out. This information is updated according to changing conditions.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	55
	DANGEROUS CARGO HANDLING GUIDE				

9.2 Information about personal protective clothing and the procedures for using them.

Personal Protective Equipment of Response Teams

Level A

Area of use: High level of skin, respiratory, eye, etc.s events that need to be protected - Gas-tight.

Positive pressure Scuba Breathing apparatus - SCBA

Protective clothing against chemicals in full

Gloves, chemical resistant inside

Gloves, chemical resistant outside

Boots or boots,chemical resistant, with steel heels

Inner garment, cotton, long sleeve and long leg

Hard Cap

Long sleeve

Two-way radio communication (Non-Sparking)

Level B

The minimum level required for entry and exit to the scene, or rather for the scattering, spilling of liquids

Positive pressure Scuba Breathing apparatus - SCBA

Protective clothing against chemicals

Gloves, chemical resistant inside

Gloves, chemical resistant outside

Boots or boots,chemical resistant, with steel heels

Hard Cap

Two-way radio communication (Non-Sparking)

Face Mask

Level C

It is used when the chemical in the environment is known, the concentration is determined, and it is decided that the skin and eyes will not be damaged. However, continuous measurement should be carried out.

→Full mask, air purifier filter

→Protective clothing against chemicals

→Gloves, chemical resistant inside

→Gloves, chemical resistant outside

→Boots or boots,chemical resistant, with steel heels


→Hard Cap

→ Two-way radio communication (Non-Sparking)

→Face Mask

Level D

Work clothes (emergency responders). Requires long sleeves and safety shoes/boots. Other Personal protection equipment varies depending on the situation of the incident. If there will be problems with skin contact, you should not enter the scene with such clothes

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	56
DANGEROUS CARGO HANDLING GUIDE					

9.3 Closed area entry permit measures and procedures

9.3.1 introduction the general vicinity Closed

9.3.1.1 The United Nations (UN) Directive on the Classification of Hazardous Products on ships or maritime vehicles states that; solid, liquid, gas, or aerosol in the form of flammable, explosive and toxic substances are stored in tanks and enclosed spaces adjacent to bulkheads and piping circuits with places like this, where, building, remodeling, maintenance, repair or removal and subsequent actions before you start the process with life, property, health and safety and environmental safety, in terms of the operation to be performed dangerous neighborhood safe entry and work is to be performed in order to cold or hot around here who makes the measurement is the determination of the responsibilities of the officials. In our facility, it is not allowed to enter the closed area and hot work to be done on the ship. However, in mandatory cases, it will be carried out under the control of the port facility by obtaining permits in accordance with the legal regulations by the ship agency.

9.3.1.2 Ships and water vehicles carrying flammable, explosive, toxic or suffocating substances in solid, liquid, gas, aerosol states specified in the International Code of IMO on Dangerous Cargoes Transported by Sea in cargo, slop, residual or shipboard in gas tanks or compartments stored for cooling the cargo in the cargo may not dock at the facility until the degassing operations are completed.


Ships and water vehicles that have been inert in cargo volumes or other volumes within the ship cannot enter the facility.

9.3.1.3 In cases where ships and water vehicles require urgent entry into the facility with the danger of sinking or very serious damage, degassing operations to be carried out in mooring areas may be exempted with the permission of the Regional Port Authority. However, in such cases, a commitment signed by the ship's captain and the facility official that all kinds of life, property and environmental safety will be taken by the ship's captain and the ship's captain before docking to the facilities and after docking, before starting any operation, is given to the Regional Port Authority

9.3.1.4 Closed or dangerous areas cannot be entered without issuing a degassing certificate. After the degassing certificate is issued, the facility official or occupational safety specialist grants safe entry permission to closed or dangerous areas on ships and water vehicles located for construction, renovation, maintenance, repair or dismantling purposes at the facility.

9.3.1.5 Safe entry into closed and dangerous areas, gas measurements are carried out by a degassing specialist or degassing specialist support staff before these works and operations in closed or dangerous areas of ships or water vehicles where hot or cold work will be performed.

9.3.1.6 gas purification Gas decontamination specialist before editing the document; appropriate fire-fighting equipment ready for use to contain spread, lighting equipment that is provided with adequate lighting, for receipt of all precautions for the safety of life and property and the environment from the authority or confirmation that appropriate personal protective equipment occupational safety personnel has been relinquished in a specialist facility, is written by the captain of the ship.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	57
	DANGEROUS CARGO HANDLING GUIDE				

9.3.1.7 In cases where the ambient atmosphere varies, adequate ventilation must be provided continuously. This situation should be checked in coordination with the facility authority or occupational safety specialist in the first and periodic measurements to be made by the degassing specialist.

9.3.1.8 If hot or cold operation Decays in closed or dangerous areas, gas measurements are performed again before resuming operation. In no case can the validity period of the measurements made by the degassing specialist exceed 8 hours.

9.3.1.9 For ships and water vehicles that have received a degassing certificate to dock at the facility, the validity period of the document cannot exceed 24 hours.

9.3.1.10 Work cannot be started until the relevant forms are filled out and approved



Document No

Release
DateRev.
NoRevision
DatePage
No

22.09.2022

04

29.05.2025

58

DANGEROUS CARGO HANDLING GUIDE

Ek-1

Gazdan Arındırma Belgesi Gas-Free Certificate	
Giriş / Su Aracı ile İlgili Genel Bilgiler / Information About the Ship / Water Line	
Adı / Name	
Donatıları / Details	
Oruç Tutulmuş / Cargo Damage	
Bavrajı / Hoop	
Buğların Listesi / List of Risks	
Gazdan Arındırma Belgesinin Ne Tip Bir İşlem İçin İstendiği: This Certificate Issued For:	Giriş Müdahalesi / Entry Permit <input type="checkbox"/> Sıcak İşlem / Cold Work <input type="checkbox"/> Sıcak İşlem / Hot Work <input type="checkbox"/>
İlk Ölçüm Tarihi ve Saati First Measurement Date and Time	gg/aa/yyyy dd/mm/yyyy
Faaliyet Alanına Uygundur Applicable To Entry At Facility	Evet / Yes <input type="checkbox"/> Hayır / No <input type="checkbox"/>
Sürekli ve Periyodik Ölçüm Gerektirir mi? Do You Need Continuous And Periodic Measurement	
Evet / Yes <input type="checkbox"/>	Hayır / No <input type="checkbox"/>
Ölçüm Aletinin Markası Brand of Measuring Set	
Ölçüm Aletinin Seri Numarası Serial Number of Measuring Set	
Ölçüm Aletinin Seri Kalibrasyon Tarihi Last Calibration Date of Measuring Set	

Tesis Yetkilisi / Gemi Efendisi
Facility Executive / Captain
İmza
Signature

Gazdan Arındırma
Belgesi Numarası
Certificate Number
İmza
Signature

EMNİYET KATEGORİLERİ / Safety Categories**I. PERSONEL İÇİN EMNİYETSİZ, SICAK İŞLEM İÇİN EMNİYETSİZ**

Unsafe For Person, Unsafe For Hot Work

II. BÜYÜK TEÇHİZAT OLMAYAN PERSONEL İÇİN EMNİYETSİZ, SICAK İŞLEM İÇİN EMNİYETSİZ

Unsafe For Person, Unsafe For Hot Work

III. ÇERÇİME İÇİN EMNİYETSİZ, DIŞARIDAN SICAK İŞLEM İÇİN EMNİYETLİ

Unsafe For Structure Of Person, Safe For Hot Work From Outside

IV. BASTIRMA YERİ YERİNE YÖNTEMLER İLE EMNİYET ALINMIŞ, DIŞARIDAN SICAK İŞLEM İÇİN EMNİYETLİ-PERSONEL İÇİN EMNİYETSİZ

Unsafe For Person, Safe For Hot Work From Outside

V. PERSONEL İÇİN EMNİYETLİ, SICAK İŞLEM İÇİN EMNİYETLİ

Safe For Person, Safe For Hot Work

KAPALI BÖLME BÖLMELERİ / Enclosed Compartments

I. SINIF KAPALI BÖLMELERİ: İnsan sağlığını ve güvenli işi tehlike altına sokabilecek kadar az oksijen ve/veya yüksek sıcaklık içerir.

First Category Enclosed Compartments: The compartments in which the conditions are such that the atmosphere is not safe for work and/or is expected to be hazardous.

II. SINIF KAPALI BÖLMELERİ: İnsan sağlığını tehlike altına sokabilecek kadar az oksijen ve/veya yüksek sıcaklık içerir, ancak acil durumlarda tahliye edilme imkanı vardır.


Second Category Enclosed Compartments: The compartments in which the conditions do not create an actual emergency situation but it is expected to be hazardous.

III. SINIF KAPALI BÖLMELERİ: İnsan sağlığını tehlike altına sokabilecek kadar az oksijen ve/veya yüksek sıcaklık içerir, ancak tahliye edilme imkanı vardır ve tahliye edilme imkanı vardır.

Third Category Enclosed Compartments: The compartments in which the air conditions are hazardous or possible to be hazardous to some degree that do not create an actual emergency situation.

IV. SINIF KAPALI BÖLMELERİ: Yükseklik standartları dahil en azından tehlike oluşturmayan ve % 20 - 21 arasında oksijen konsantrasyonuna sahiptirler.

Fourth Category Enclosed Compartments: The compartments that have 20-21% concentration of oxygen and potential risks lower than the above-mentioned categories.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	60
	DANGEROUS CARGO HANDLING GUIDE				

Ek-2

Sıcak Çalışmaya Uygunluk Belgesi
Certificate of Conformity for Hot Work

İlgili kapalı veya tehlikeli mahallerde yapılacak olan sıcak çalışmalara aşağıda yer alan koşullar ve bilgiler dâhilinde müsaade verilebilir.
Hot works can be permitted in the enclosed and dangerous spaces in accordance with below conditions and informations

Sıcak Çalışmanın Yeri (Hot work location):

Sıra No	Mahallenin Adı (Name of Space)	Mahallenin Yeri (Location of Space)
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

Sıcak Çalışmayı Yapacak Personel Bilgi Verildi mi? <i>Do the workers keep informed for hot work</i>	Evet Yes <input type="checkbox"/>	Hayır No <input type="checkbox"/>
--	--------------------------------------	--------------------------------------

Görevli Tarafından Yapılan Kontrol ve Değerlendirmeler:
Controls and assessments carried out by the person in charge

		Evet Yes	Hayır No
1	Çalışma mahalleri gaz ölçüm cihazı ile kontrol edildi mi? <i>Do work spaces be controlled with gas measuring jet</i>		
2	İçerisine girilebilir kapalı veya tehlikeli mahaller sıcak işlem için temizlendi mi? <i>Do enclosed and dangerous spaces, given permission to enter, be cleaned for hot work</i>	<input type="checkbox"/>	<input type="checkbox"/>
3	İçerisine girilmeyen kapalı veya tehlikeli mahallerde sıcak çalışma yapılacak işe gerekli ölçüm ve temizlik yapıldı mı? <i>Do enclosed and dangerous spaces, not allowed to enter, be cleaned and measured for hot work</i>	<input type="checkbox"/>	<input type="checkbox"/>
4	Boru devreleri kontrolü yapıldı mı? <i>Do pipe lines be blanked</i>	<input type="checkbox"/>	<input type="checkbox"/>
5	Sıcak çalışma yapılacak alanda yeterli derecede yangın söndürücü var mı? <i>Is there enough fire extinguisher in hot work space</i>	<input type="checkbox"/>	<input type="checkbox"/>
6	Özel şartlar veya önlemler <i>Special conditions and precautions</i>		

İmza Yetkilisi/Görevli Kapata
Facility Executive Person in Charge Captain
İmza
Signature

Güç Yetkilisi/Kapata
Use-Proc. Expert
Sertifika Numarası
Certificate Number
İmza
Signature

Ek-3

Soğuk Çalışma veya Emniyetli Giriş İçin Uygunluk Belgesi
Certificate of Conformity for Cold Work / Entry Permit

İlgili kapalı veya tehlikeli mahallerde yapılacak olan soğuk çalışmalara / bu mahallere emniyetli girişe aşağıda yer alan koşullar ve bilgiler dâhilinde müsaade verilebilir.

Cold works / safe entry permits can be permitted in the enclosed and dangerous spaces in accordance with below conditions and informations.

Soğuk Çalışma / Emniyetli Giriş Mahalli Bilgileri:

Informations About Cold Work / Entry Permit Spaces

Numara (Number)	Mahallin Adı (Name of Space)	Mahallin Yeri (Location of Space)


Soğuk çalışmaya yapacak personeli bilgilendirildi mi? <i>Do the workers been informed for cold work</i>	Evet Yes	<input type="checkbox"/>	Hayır No	<input type="checkbox"/>
--	-------------	--------------------------	-------------	--------------------------

Görevli Tarafından Yapılan Kontrol ve Değerlendirmeler:
Controls and Assessments Carried Out By The Person In Charge

Tehlikeli veya kapalı mahallerin aşağıdaki gibi hazırlanmış kontrol edilecektir. <i>Enclosed and dangerous spaces must be controlled in accordance with the below conditions</i>					
1	Yıkamış mı? <i>Washed</i>	Evet Yes	<input type="checkbox"/>	Hayır No	<input type="checkbox"/>
	Süpürülmüş mü? <i>Swept</i>	Evet Yes	<input type="checkbox"/>	Hayır No	<input type="checkbox"/>
	Drenaj edilmiş mi? <i>Drained</i>	Evet Yes	<input type="checkbox"/>	Hayır No	<input type="checkbox"/>
Diğer hususlar <i>Other issues</i>					
2	Müsaade edilen mahallerdeki valfler kapatıldı mı? <i>Are the valves in the permitted spaces closed?</i>	Evet Yes	<input type="checkbox"/>	Hayır No	<input type="checkbox"/>
3	Tehlikeli veya kapalı mahallerin kullandığında içerdiği maddeler <i>Substances contained in enclosed or dangerous spaces</i>	Yerin Adı <i>Name Of The Space</i>		İçerdiği Madde <i>Contents</i>	
4	Özel şartlar veya önlemler <i>Special conditions and provisions</i>				


İşin Yetkilisi (in) Karşın
Responsible Person in Charge / Signer
 İmza
 Signature

Özel Uzmanın
 (in) Fikri Onay
 Özel Uzmanın
 Certificate Number
 İmza
 Signature

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	62
DANGEROUS CARGO HANDLING GUIDE					


10 OTHER CONSIDERATIONS

10.1 Validity of the Dangerous Goods Conformity Certificate.
valid until 25/02/2026.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	63
	DANGEROUS CARGO HANDLING GUIDE				

10.2 Defined tasks for the Hazardous Materials Safety Consultant

Is the same as in Section 2.4.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	64
	DANGEROUS CARGO HANDLING GUIDE				

10.3 Considerations for those carrying dangerous goods that will arrive / leave the coastal facility by land (documents that road vehicles carrying dangerous goods must have at the entrance / exit from the port or coastal facility site, equipment and equipment that these vehicles must have; speed limits at the port site, etc. considerations)

10.3.1 Required documents

Dangerous goods declaration, Dangerous goods waybill, Multimodal dangerous goods form, Dangerous goods manifest, Packaging and Container / Vehicle Loading certificate
Safety data sheet


Transport documents showing the exemption for transportations under ADR/RID/IMDG codes 3.4 and 3.5

For transportations under ADR;

SRC5 certificate suitable for transportation and valid, ADR written instruction, Vehicle conformity Certificate suitable for transportation and valid, Transportation documents

10.3.2 Speed Limit at the Coastal Facility

The speed limit in our coastal facility is 20 Km /h.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	65
	DANGEROUS CARGO HANDLING GUIDE				

10.4 by the Sea coastal plant next to/leaving the port facility considerations for carrying dangerous cargo (hazardous cargo ships and vessels in Port or port facility they show the day/night marks, ships, cold and hot operating procedures, etc. considerations).

10.4.1 Arrival by Sea

10.4.1.2 Dangerous bulk cargoes (liquid or solid):

10.4.1.2.1 The name of the vessel and the IMO number of the vessel, the agent and the estimated time of arrival (ETA) must normally be notified to the Shore Facility no later than 24 hours before arrival.

10.4.1.2.2 A list showing the product name of the dangerous bulk cargoes and other information required by the relevant IMO Code is reported to the Coastal Facility by the agency.

10.4.1.2.3 Load for a valid International Certificate of eligibility for the transport of dangerous chemicals in bulk, or a compliance certificate is valid for the transport of hazardous bulk chemicals, as appropriate, international Pollution Prevention certificate for the carriage of liquid substances hazardous to health bulk (NLS certificate) and/or international Pollution Prevention certificate should be available from fuel oil;

10.4.1.2.4 Dangerous goods to be carried on board should be indicated with reference to their number in the list; any known defects that may affect the safety of the Coastal Facility area or the ship are reported.

10.4.2 Movement by Sea


10.4.2.1 Dangerous bulk cargoes:

10.4.2.1.1 The name of the ship and the IMO number of the ship, the agency and the estimated departure time (ETD) as required by the regulatory boards;

10.4.2.1.2 A list of dangerous bulk cargoes showing the product name and other information required by the relevant IMO Code;

10.4.2.1.3 to load a valid International Certificate of eligibility for the transport of bulk hazardous chemicals, or hazardous a compliance Certificate is valid for the transport of bulk chemicals, as appropriate, international Pollution Prevention certificate for the carriage of liquid substances hazardous to health bulk (NLS certificate) and/or international Pollution Prevention certificate should be available from fuel oil;

10.4.2.1.4 Stowage of dangerous cargoes on board. or the place should be kept on the ship within the plan.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	66
	DANGEROUS CARGO HANDLING GUIDE				

10.5 Additional considerations to be added by the coastal resort.

10.5.1 Education

10.5.1.1 Management

10.5.1.1.1 Management should ensure that all deck and shore personnel involved in the transportation or handling of dangerous goods or their supervision are properly trained in accordance with their responsibilities in their organization.

10.5.1.1.2 Management at all levels should exercise their daily responsibilities for health and safety.

10.5.1.2 Personnel

10.5.1.2.1 Each person involved in the transport or handling of dangerous goods should receive training on the safe transport or handling of dangerous goods in proportion to their responsibilities. They should receive general awareness, mission-oriented training and safety training.

10.5.2 Educational content

10.5.2.1 General awareness/recognition training

10.5.2.1.1 Everyone should receive training on the safe transport or handling of dangerous goods in proportion to their duties. The training should be designed to provide recognition of the general hazards of the dangerous goods involved and the legal requirements. This training should include the identification of types and classes of dangerous goods, labeling, marking, packaging, separation and compliance with requirements; definition of purpose and content of transport documents; and definitions of existing emergency response documents.

10.5.2.2 Task-Oriented training

10.5.2.2.1 Everyone should receive detailed training on the main requirements for the safe transport or handling of dangerous goods in accordance with the function they perform.

10.5.2.3 Safety training


10.5.2.3.1 Everyone should receive training on the risks associated with the storage of dangerous goods and the functions they perform:

10.5.2.3.2 Upon employment in a position involving the transport or handling of dangerous goods, these trainings should be provided and verified, and the Administration should be supported periodically with retraining, as deemed appropriate. Jul.

10.5.2.3.3 cargos transportation and handling of dangerous tasks related to security training for personnel, responsibilities and duties under the provisions of the plan must comply with the port facility security (ISPS Code Section A/2.1.5). In addition, the specific training requirements for the safety of dangerous goods given in Section 1.4 of the IMDG Code should also additional be addressed. Apart from these awareness-raising trainings, the following trainings should be taken to the interested personnel;

Fire Response related to Chemical Substances handled at the Facility, First Aid Procedures related to Chemical Substances Handled at the Facility and Occupational Health and Safety trainings

All safety/security training records must be kept by the port facility authority and provided to the authorities upon request.


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	67
	DANGEROUS CARGO HANDLING GUIDE				

10.5.3 Accident Prevention Policy

As Nergis Mersin Terminal management, we are aware that the operations carried out in our port have the potential to cause accidents due to their nature. However, we believe that all accidents can be prevented. For this reason, we are committed to managing operations in the best way to prevent accidents and to protect employees, sub-employers, visitors, neighbors and the environment at the highest level. Nergis Mersin Terminal We are as Nergis Mersin Terminal Facility with the aim of preventing accidents and reducing their effects in line with Quality Management Systems;

- Taking high-level security measures for people and the environment around the port facility and providing all the necessary resources for this purpose
- * Conducting risk assessments based on quantitative analysis related to ordinary and unusual operations for the purpose of identifying and evaluating accidents, and keeping these assessments constantly up-to-date
- * Making arrangements for the identified risks, including maintenance, repair and temporary stoppages, and preparing the necessary procedures
- * Providing the necessary support to follow technological developments and continuously improve safety measures in facilities in order to prevent accidents and reduce their effects
- Making the necessary arrangements and controls for the new plant, process design along with the planned changes, and making risk assessments and evaluating the acceptability of the new plant before it is carried out
- * Determination of emergency situations that can be detected in advance by systematic analysis, preparation of emergency plans for these emergencies and regularly audited and reviewed in exercises
- * Monitoring the performance of the system within the framework of procedures in order to assess compliance with the objectives set by Quality Management Systems, investigating corrective actions in case of non-compliance
- * Periodically and systematically evaluating the effectiveness and suitability of Quality Management Systems, documenting that they will be documented, reviewing us as senior management, and supporting the continuous improvement of Quality Management Systems
- * Appointment of personnel with appropriate knowledge, skills, training and experience for positions that will affect the safety and security of operational business processes within the organization,
- * To ensure that our staff constantly improve themselves by providing trainings,
- * Adherence to national and international laws, regulations, regulations and standards
- * Ensuring the health and safety of employees, contractors, visitors and neighbors and protecting the environment by investigating possible non-compliance with the policy and systematically eliminating its effects by taking the necessary measures and preventing accidents

WE WILL IMPLEMENT THEIR POLICIES AS MANAGEMENT AND ALL EMPLOYEES.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	68
	DANGEROUS CARGO HANDLING GUIDE				

10.5.4 Hot Working Work and Operations Procedure

10.5.4.1 Hot work on board is not allowed. However, in mandatory cases, it will be carried out under the control of the port facility by obtaining permits in accordance with the legal regulations by the ship agency.

10.5.4.2 When handling dangerous goods at our port facility and before starting hot work and operations at dangerous cargo sites, written permission will be obtained from the Regional Port Authority that such hot work can be performed. In the said permission, the details of the place where the hot work and operations will be performed will be indicated in the Hot work form, as well as the safety measures to be applied. If the hot works are to continue for a certain period of time, the permission in question should be taken to cover this period.

10.5.4.3 An authorized and competent person who will perform hot work and operations should take all necessary additional safety measures at the port, as well as the safety measures required by the relevant Regional Port Authority, together with the port officer before starting work. The measures to be taken should cover at least the following issues and should be stated in the hot work work form.


- a) Areas of the work will be performed flammable and/or explosive environment, and to ensure that ventilation is inadequate in terms of oxygen and not by the accredited testing institutions to test implemented by including the work done and the adjoining areas of the area will be checked often,
- b) Removal of dangerous goods and other flammable substances from the work areas and adjacent areas, (The substances to be removed from these areas; lime, sludge, sediment and other possible flammable substances are also included.)
- c) Effective protection of flammable building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition,
- C) flames, sparks and hot particles from the work area to prevent it spreading to adjacent areas or other areas in order to open pipes, pipe crossings, valves, joints, gaps, and ensuring the closure and sealing of the open part.,

10.5.4.4 A hot work permit and a plate with the safety measures to be taken will be hung in the work area and at all work area entrances. The permit and safety measures should be easily visible and clearly understood by everyone who will do the hot work.

10.5.4.5 The following considerations should be observed when performing hot work:

- a) Checks will be carried out to verify that the current conditions in the working environment have not changed.
- b) When performing hot work, at least one fire tube or other suitable fire extinguishing equipment, together with all its apparatus, will be available for immediate use in a place that is easily accessible.

10.5.4.6 During hot work and operations, when these works are completed and for a sufficient period of time after their completion; effective fire control will be carried out in the area where hot work is performed and in adjacent areas where danger may arise due to heat transfer.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	69
	DANGEROUS CARGO HANDLING GUIDE				

10.5.4.7 Hot about the business and operations additional, more detailed information and procedures, especially the “international safety Guide for oil tankers and terminals (ISGOTT)” document will always be considered to apply to the necessity



Document No

Release
DateRev.
NoRevision
DatePage
No

22.09.2022

04

29.05.2025

70

DANGEROUS CARGO HANDLING GUIDE**Risk Değerlendirmesi**

Sıcak Çalışma Alanı:

Giriş Sınırlamaları:

Sıcak İş nedeni:

Çalışma etkinliği açıklaması:

Muhtemel tutuşturma kaynağı türleri:

 Alev (kaynak, lehim, vb) Kıvılcım veya cüruf (taşlama, kesme, kaynak, vb) Sıcak Nesne (metal yüzey vb) Diğer:

Tehlike tanımlama, risk analizi ve kontrol önlemi seçimi:

Sıcak Çalışma ile İlgili

Sorumluluk:

(Uygun olanı işaretleyiniz)

Sıcak iş sadece aşağıda ayrıntılan verilen sıcak iş konularında göre taşeron personeli tarafından yapılacaktır. Kişi/Kişiler belirlenmiş ve ayrıntılı çalışma detayları ve daha önce hazırlanıp bu formun sonuna eklenmiştir.

Dokümanları ekle ve risk değerlendirmesi yapmadan Sıcak İş iznine geç.

Sıcak iş sadece aşağıda ayrıntılan verilen sıcak iş konularında göre tesis personeli tarafından yapılacaktır.

Aşağıdaki risk değerlendirmesini tamamla

Risk Değerlendirme Rehberi

Adım 1 – Sonucunu düşün

Bu tehlikenin meydana gelebilecek sonuçları nelerdir? Bu tehlikeye çalışma ile ilgili (aşağıda) en olası sonucu nedir düşünün

Aşırı
Kritik
Büyük
Küçük
ÖnemsizBirden fazla ölüm veya kalıcı yaralanmalar
Tek ölüm yada kalıcı hasar
Medikal tedavi veya kayıp zaman yaralanması
İlk yardım tedavisi
Olay veya ramak kala – hiç bir tedavi

Adım 2 – Olasılığı Düşün

Adım 1 de kararlaştırılan tehlike sonucunun meydana gelme olasılığı (aşağıda) nedir.

Mümkün
Olasılıklı
Muhtemel
Olası
Değil/
NadirÇoğu durumda ortaya çıkması bekleniyor
Muhtemelen bir kez oluşacak
Olay bir zamanda ortaya çıkabilir
Olay beklenmiyor sadece istisnai durumlarda ortaya çıkabilir.

Adım 3 – Riski Hesapla

1. Adım 1. puanı alın ve doğru sütünü seçin.
2. Adım 2. puanı alın ve doğru satırı seçin.
3. İki değerlendirme aşağıda matris üzerinde çapraz risk skoru kullanın

Y = YÜKSEK, S = CİDDİ, O = ORTA, D = DÜŞÜK

Olasılık	Sonuçlar				
	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün	O	C	Y	Y	Y
Olasılıklı	O	O	C	Y	Y
Muhtemel	D	O	O	C	C
Olası Değil / Nadir	D	D	O	O	C

Olasılık	Sonuçlar				
	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Olasılıklı	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Muhtemel	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Olası Değil / Nadir	Önemsiz	Küçük	Büyük	Kritik	Aşırı

Tehlike (İşe ilişkin tehlikeleri listeleyin)	Kontroller (Bütün Tehlikelerin yönetmek için kontrolleri liste)	Kişisel Koruyucu Kıyafetler	Sorumlu Kişiler (Kontrolleri uygulanmasından sorumlular)	Risk Değerlendirmesi (Yerinde Kontroller ile: Yüksek, Ciddi, Orta veya Düşük)
1.				
2.				

Riski Değerlendiren Personel :


İsim: _____ İş Veren: _____ Tarih: _____
İsim: _____ İş Veren: _____ Tarih: _____

LİMAN MÜDÜRÜ

ONAY
LİMAN BAŞKANLIĞI


ONAY

LİMAN BAŞKANLIĞI

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	71
	DANGEROUS CARGO HANDLING GUIDE				

SICAK İŞ İZNI			
Risk Değerlendirmesinde açıklanan sıcak iş yöntemi ve konumuna göre, aşağıda ilgili bölümlerde kontrol gereksinimlerini belirlemek.			
SICAK İŞ VE TUTUŞTURMA KAYNAKLARI KONTROLÜ			
Sıcak çalışmalarının bir parçası olarak gerçekleştirilecek sıcak iş ve tutuşturma kaynaklarının kontrollerini belirlemek:	EVET	N/A	Kontrol
<input type="checkbox"/>	<input type="checkbox"/>		Tesis / yüklenici tarafından sağlanan Yangın söndürücüler sıcak çalışma alanı ve hemen bitişğinde 10 metrede yer almaktadır (sabit konum yangın söndürücüler hariç)
<input type="checkbox"/>	<input type="checkbox"/>		Yakalama hasırları veya levhalar kıvılcım ve cüruf yakalamak için uygun yerlere konumlandırılmıştır.
<input type="checkbox"/>	<input type="checkbox"/>		Yanıcı ve patlayıcı malzemelerin sıcak iş alanından temizlenmesi gerekmektedir. (burada uygulanabilir sıcak çalışma alanı etrafında 15m alanı düşünün ve aşağıdaki çalışma alanının yüzeylerinde dahil edilmesi gerekir.)
<input type="checkbox"/>	<input type="checkbox"/>		Kanalizasyonlar, kablo rafı, elektrik kabloları ve diğer ısı / yangına hassas ürünler dikkate alınacaktır. (15 metrelik bir alanda yanmaz battaniye, yakalama levhaları veya mevcut ise onaylı kaplamalar kullanın)
<input type="checkbox"/>	<input type="checkbox"/>		Yangın hortumu sıcak iş alanında kullanıma hazır tutulacaktır
<input type="checkbox"/>	<input type="checkbox"/>		Bir Yangın gözlemcisi sıcak iş sırasında yangın riskini, kıvılcım, cüruf, sıcak nesnelere devamlı izlemesi ve / veya iş boyunca belli periyodlar için gereklidir. <input type="checkbox"/> Tüm İş Boyunca, ve/veya <input type="checkbox"/> İş Boyunca Belli Periyodlarda (..... dakikada bir)
Belirli Sıcak İş / Tutuşturma Kaynaklarının Kontrolleri	Evet	N/A	Evet İse Ek Kontrol Ayrıntıları Belirtilacaktır
Sıcak iş esnasında izolasyon yapılması gereken bitişik alanlarda alınması gerekli önlemler (boru, tank, basınçlı kaplar gibi)	<input type="checkbox"/>	<input type="checkbox"/>	
Sabit yangın koruma ve algılama sistemi hizmet dışı bırakılması gerekmektedir.	<input type="checkbox"/>	<input type="checkbox"/>	
Çalışma alanı özel temizlik yapılması, yıkanması, havalandırması veya çalışma öncesi atmosferik izleme gerektirir. (çalışma alanında yanıcı / patlayıcı buharlar, tozlar, sıvılar ya da katı atıklar)	<input type="checkbox"/>	<input type="checkbox"/>	
Çalışma alanı çalışmalar sırasında ön temizleme, sökme, yüzey hazırlığı yapma ve atmosferik izleme gerektirir. (Yüzeyler ve kaplamalar ısıtılırken veya kesilirken zararlı emisyonları oluşturabilir.)	<input type="checkbox"/>	<input type="checkbox"/>	
İşin niteliği özel solunum cihazı giyilmesini gerektirir	<input type="checkbox"/>	<input type="checkbox"/>	
İşin niteliği gaz ve diğer hassas ürün için uygulanacak özel kontroller gerektirir.	<input type="checkbox"/>	<input type="checkbox"/>	
Sıcak işte elektrik kaynağı kullanılacak ise elektrik güvenliğini sağlamak için özel kontroller gereklidir.	<input type="checkbox"/>	<input type="checkbox"/>	
Kapalı Mekanlar için ek Sıcak Çalışma Kontrolleri	<input type="checkbox"/> N/A (Uygulanmaz)		
Kontroller:	Evet	N/A	
Dışarıda uygun bir yere cihazlar konumlandır. (yangın söndürücü, hortumlar, solunum cihazları gibi)	<input type="checkbox"/>	<input type="checkbox"/>	
Havalandırma fanını kirlenme kaynağının mümkün olduğu kadar yakına konumlandır.	<input type="checkbox"/>	<input type="checkbox"/>	
Kirletici maddeler hava boşluğuna tahliye edilmesi (böylece devri daim edilirler ve diğer işçileri zarar vermezler)	<input type="checkbox"/>	<input type="checkbox"/>	
Elektrik kaynağı önemli bir süre askıya alındığında Elektrik kaynaklarından elektrotlar çıkarılır, takıldıktan sonra tekrar enerji venilir. Böylece kazara kontak yada ark oluşmaz.	<input type="checkbox"/>	<input type="checkbox"/>	
Gaz kaynaklı kesme faaliyetleri önemli bir süre askıya alındığında, meşale ve silindir valfleri kapatılır. Meşale ve hortum bağlantısı çıkarılır ve basınçlaştırılır.	<input type="checkbox"/>	<input type="checkbox"/>	
Sıcak İşin Tamamlanması	<input type="checkbox"/> N/A (Uygulanmaz)		
Kontroller:	Evet	N/A	
İşin bitiminden sonra alan en az yarım saat süreyle kontrol edilir.	<input type="checkbox"/>	<input type="checkbox"/>	
Alan en az sekiz saat süre ve birer saat ara ile kontrol edilir.	<input type="checkbox"/>	<input type="checkbox"/>	
Sıcak çalışma sonrası yapılacak kontroller gerek yoktur.	<input type="checkbox"/>	<input type="checkbox"/>	
İzin İsteyen			
İsim:	İmza:		
Onaylayan			
İsim:	İmza:		

ONAY
LİMAN BAŞKANLIĞI

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	72
	DANGEROUS CARGO HANDLING GUIDE				

10.5.5 Responsibilities of the Personnel in Charge of the Operation

10.5.6 Chief Operating Officer

10.5.6.1 acts according to the checklists in article 10.9.

10.5.6.2 At least 1 day before the acceptance of dangerous cargoes to the coastal facility, it will hold a coordination meeting and ensures the participation of Operations, Site planning, HSE, TMGD and other interested parties in this meeting.

10.5.6.3 If a decision has been taken to accept the dangerous cargo at the meeting, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process begins.

10.5.6.4 Inform the Regional Port Authority of the need to inform the Regional Port Authority of the cargoes that will not be accepted to the coastal facility in writing with the reasons for the situation.

10.5.6.5 Announces the number of equipment, cranes, teams, mails determined at the meeting.

10.5.6.6 Working order 2. He organizes with the captain.

10.5.6.7 Together with the Planning Specialist, it ensures that the estimate / evacuation is carried out according to the approved cargo plan.

10.5.6.8 Ensures that everyone involved in the transportation of dangerous goods takes the necessary care to prevent damage to the cargo transportation units.

10.5.6.9 When transporting dangerous goods, take the necessary measures to prevent unauthorized persons from accessing the transport areas.

10.5.6.10 If there is a problem in the storage of dangerous goods, it ensures that the necessary feasible steps are taken to minimize the existing risks for people and their negative effects on the environment.

10.5.7 Shift Supervisor

10.5.7.1 acts according to the checklists in article 10.9.

10.5.7.2 Checks the personnel equipped with the necessary protective equipment before the operation.


10.5.7.3 Occupational safety in the field of work, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleanliness and checks that these works are performed properly.

10.5.7.4 Working order 2. He organizes with the captain.

10.5.7.5 Ensures that the cargo plan approved in coordination with the Planning Specialist is estimated / evacuated.

10.5.7.6 Ensures that everyone involved in the transportation of dangerous goods takes the necessary care to prevent damage to the cargo transportation units

10.5.7.7 When transporting dangerous goods, take the necessary measures to prevent unauthorized persons from accessing the transport areas.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	73
DANGEROUS CARGO HANDLING GUIDE					

10.5.7.8 If there is a problem in the storage of dangerous goods, it ensures that the necessary feasible steps are taken to minimize the existing risks for people and their negative effects on the environment.

10.5.8 Hse Officer

10.5.8.1 acts according to the checklists in article 10.9.


10.5.8.2 Informs the personnel to work in the operation about the danger of the load and equips them with the necessary protective equipment.

10.5.8.3 Environmental safety is ensured.

10.5.8.4 Ensures that personnel are not assigned to the field without gas measurements.


10.5.8.5 Takes the necessary fire precautions and checks that the system is working.

10.5.8.6 Checks the availability of the necessary warnings and warning signs.


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	74
	DANGEROUS CARGO HANDLING GUIDE				

10.5.9 Operation Procedure Checklist for the Safe Handling of Dangerous Goods GENERAL


ISGOTT Checks pre-arrival Ship/Shore Safety Checklist			
ISGOTT Kontrolleri varış öncesi Gemi / Kıyı Güvenliği Kontrol Listesi			
Date and time: Tarih ve zaman:			
Port and berth: Liman ve iskele:			
Tanker: Tanker:			
Terminal: Terminal:			
Product to be transferred: Transfer edilecek ürün:			
Part 1A. Tanker: checks pre-arrival Bölüm '1A' Tanker varış öncesi kontroller			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
1	Pre-arrival information is exchanged (6.5,21.2) Varış öncesi bilgi alışverişi yapıldı	<input type="checkbox"/> Yes	
2	International shore fire connection is available (5.5, 19.4.3.1) Uluslararası sahil yangın bağlantısı mevcuttur	<input type="checkbox"/> Yes	
3	Transfer hoses are of suitable construction (18.2) Transfer hortumları uygun yapıdadır	<input type="checkbox"/> Yes	
4	Terminal information booklet reviewed (15.2.2) Terminal bilgi kitapçığı incelendi	<input type="checkbox"/> Yes	
5	Pre-berthing information is exchanged (21.3,22.3) Yanaşma öncesi bilgi alışverişi yapılır	<input type="checkbox"/> Yes	
6	Pressure/vacuum valves and/or high velocity vents are operational (11.1.8) PV valfleri ve / veya yüksek hızlı havalandırma sistemi çalışır durumdadır	<input type="checkbox"/> Yes	
7	Fixed and portable oxygen analysers are operational (2.4) Sabit ve portatif oksijen analizörleri çalışır durumda	<input type="checkbox"/> Yes	
Part 1B. Tanker: checks pre-arrival if using an inert gas system Bölüm 1B. Tanker: inert gaz sistemi kullanılıyorsa varış öncesi kontroller			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
8	Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11) İnert gaz sistemi basınç ve oksijen kayıt cihazları çalışır durumdadır.	<input type="checkbox"/> Yes	
9	Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11) İnert gaz sistemi ve ilgili ekipmanlar çalışır durumda	<input type="checkbox"/> Yes	
10	Cargo tank atmospheres' oxygen content is less than 8% (11.1.3) Kargo tankı atmosferlerinin oksijen içeriği % 8'den azdır	<input type="checkbox"/> Yes	
11	Cargo tank atmospheres are at positive pressure (11.1.3) Kargo tankı atmosferlerinin oksijen içeriği % 8'den azdır	<input type="checkbox"/> Yes	
Part 2. Terminal: checks pre-arrival Bölüm 2 Terminal: varış öncesi kontroller			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
12	Pre-arrival information is exchanged (6.5,21.2) Varış öncesi bilgi alışverişi yapıldı.	<input type="checkbox"/> Yes	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5) Uluslararası sahil yangın bağlantısı mevcuttur	<input type="checkbox"/> Yes	
14	Transfer equipment is of suitable construction (18.1, 18.2) Transfer ekipmanları uygun yapıdadır	<input type="checkbox"/> Yes	
15	Terminal information booklet transmitted to tanker (15.2.2) Terminal bilgi kitapçığı tankere iletildi	<input type="checkbox"/> Yes	
16	Pre-berthing information is exchanged (21.3, 22.3) Yanaşma öncesi bilgi alışverişi yapıldı	<input type="checkbox"/> Yes	

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	75
DANGEROUS CARGO HANDLING GUIDE					


ISGOTT Checks after mooring Ship/Shore Safety Checklist			
ISGOTT Kontrolleri Bağlama Sonrası Gemi / Kıyı Güvenliği Kontrol Listesi			
Part 3. Tanker: checks after mooring			
Bölüm 3. Tanker: bağlama sonrası kontroller			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
17	Fendering is effective (22.4.1) Usturmaçalar yeterlidir	<input type="checkbox"/> Yes	
18	Mooring arrangement is effective (22.2, 22.4.3) Palamar düzenlemesi yeterlidir	<input type="checkbox"/> Yes	
19	Access to and from the tanker is safe (16.4) Tankere giriş ve çıkış güvenlidir	<input type="checkbox"/> Yes	
20	Scuppers and savealls are plugged (23.7.4, 23.7.5) Tüm firengi tapaları vb. takılıdır.	<input type="checkbox"/> Yes	
21	Cargo system sea connections and overboard discharges are secured (23.7.3) Kargo sistemi deniz bağlantıları ve denize deşarjları güvence altına alınmıştır	<input type="checkbox"/> Yes	
22	Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2) Çok yüksek frekanslı ve ultra yüksek frekanslı alıcı-vericiler, düşük güç moduna ayarlanmıştır	<input type="checkbox"/> Yes	
23	External openings in superstructures are controlled (23.1) Üst yapılarıdaki dış açıklıklar kontrol edildi	<input type="checkbox"/> Yes	
24	Pumproom ventilation is effective (10.12.2) Pompa dairesi havalandırması etkilidir.	<input type="checkbox"/> Yes	
25	Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1) Orta frekans / yüksek frekanslı radyo antenleri izole edilmiştir.	<input type="checkbox"/> Yes	
26	Accommodation spaces are at positive pressure (23.2) Barınma alanları pozitif basınç altında	<input type="checkbox"/> Yes	
27	Fire control plans are readily available (9.11.2.5) Yangın kontrol planları hazır durumda	<input type="checkbox"/> Yes	
Part 4. Terminal: checks after mooring			
Bölüm 4. Terminal: bağlama sonrası kontroller			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
28	Fendering is effective (22.4.1) Usturmaçalar yeterlidir	<input type="checkbox"/> Yes	
29	Mooring arrangement is effective (22.2, 22.4.3) Tanker terminal bağlama planına göre bağlanmıştır	<input type="checkbox"/> Yes	
30	Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5) Terminalden ve terminale erişim güvenlidir	<input type="checkbox"/> Yes	
31	Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5) Taşıntı tavaları ve hazneleri güvenlidir	<input type="checkbox"/> Yes	

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	76
DANGEROUS CARGO HANDLING GUIDE					

ISGOTT Kontrolleri transfer öncesi Gemi / Kıyı Güvenliği Kontrol Listesi					
Date and time: Tarih ve zaman:					
Port and berth: Liman ve iskele:					
Tanker: Tanker:					
Terminal: Terminal:					
Product to be transferred: Transfer edilecek ürün:					
Part 5A. Tanker and terminal: pre-transfer conference Bölüm 5A. Tanker ve terminal: transfer öncesi konferans.					
Item S.No	Check Kontrol	Tanker Status	Terminal Status	Remarks Açıklamalar	
32	Tanker is ready to move at agreed notice period (9.11, 21.7.1.1, 22.5.4) Tanker kararlaştırılan bildirim döneminde hareket etmeye hazırdır.	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
33	Effective tanker and terminal communications are established (21.1.1, 21.1.2) Etkili tanker ve terminal iletişimi kuruldu	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
34	Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1) Transfer ekipmanı güvenli durumda (izole edilmiş, süzölmüş ve basıncı alınmış) (<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
35	Operation supervision and watchkeeping is adequate (7.9, 23.11) Operasyon denetimi ve vardiya yeterlidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11) Acil bir durumla başa çıkmak için yeterli personel vardır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10) Sigara içme kısıtlamaları ve sigara içme alanları belirlenmiştir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
38	Naked light restrictions are established (4.10.1) Çıplak ateş kısıtlamaları tanımlandı	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
39	Control of electrical and electronic devices is agreed (4.11, 4.12) Elektrikli ve elektronik cihazların kontrolü üzerinde anlaşmaya varılmıştır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
40	Means of emergency escape from both tanker and terminal are established (20.5) Hem tankerden hem de terminalden acil kaçış araçları oluşturuldu	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
41	Firefighting equipment is ready for use (5, 19.4, 23.8) Yangın söndürme ekipmanları kullanıma hazırdır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
42	Oil spill clean-up material is available (20.4) Yakıt sızıntısı temizleme malzemesi mevcuttur	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
43	Manifolds are properly connected (23.6.1) Manifoldlar doğru şekilde bağlanmıştır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5) Numune alma ve yük ölçme protokolleri kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
45	Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6) Kargo, sığınaklar ve balast elleçleme operasyonları için prosedürler kabul edilmiştir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
46	Cargo transfer management controls are agreed (12.1) Yük transferi yönetim kontrolleri kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
47	Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1) Kargo tank yıkama gereksinimleri, ham petrolle yıkama dahil, anlaşıldı	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7B/7C as applicable. Ayrıca bölüm 7B/7C'ye bakın.	


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	77
	DANGEROUS CARGO HANDLING GUIDE				

Part 5A. Tanker and terminal: pre-transfer conference (cont.) Bölüm 5A. Tanker ve terminal: transfer öncesi konferans.(devamı)					
Item S.No	Check Kontrol	Tanker Status	Terminal Status	Remarks Açıklamalar	
48	Cargo tank gas freeing arrangements agreed (12.4) Kargo tankı gaz boşaltma (havalandırma) düzenlemeleri kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7B/7C as applicable. Ayrıca bölüm 7B/7C'ye bakın.	
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4) Kargo ve bunker slop elleçleme gereksinimleri kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7C as applicable. Ayrıca bölüm 7C'ye bakın.	
50	Routine for regular checks on cargo transferred are agreed (23.7.2) Transfer edilen yükün rutin kontrolleri konusunda anlaşmaya varıldı	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2) Acil durum sinyalleri ve kapatma (yükü aniden durdurma) prosedürleri kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
52	Safety data sheets are available (1.4.4, 20.1, 21.4) Güvenlik bilgi formları MSDS mevcuttur	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
53	Hazardous properties of the products to be transferred are discussed (1.2.1.4) Aktarılacak yükün tehlikeli özellikleri müzakere edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
54	Electrical insulation of the tanker/terminal interface is effective (12.9.5,17.4,18.2.14) Aktarılacak yükün tehlikeli özellikleri müzakere edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3) Tank havalandırma sistemi ve kapalı operasyon prosedürleri üzerinde anlaşmaya varılmıştır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
56	Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7) Buhar geri dönüş hattı çalışma parametreleri kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
57	Measures to avoid back-filling are agreed (12.1.13.7) Geri doldurmayı önlemek için alınan önlemler kabul edildi	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
58	Status of unused cargo and bunker connections is satisfactory (23.7.1,23.7.6) Kullanılmayan yük ve yakıt bağlantıları iyi durumdadır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
59	Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1) Taşınabilir çok yüksek frekanslı ve ultra yüksek frekanslı radyolar kendinden güvenlidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8) Terminalden kargo tankına nitrojen alma prosedürleri kabul edilmiştir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes		

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	78
	DANGEROUS CARGO HANDLING GUIDE				


Part 6. Tanker and terminal: agreements pre-transfer
Bölüm 6. Tanker ve terminal: operasyon öncesi anlaşmalar

Part 5 item Bölüm 5 No	Agreement Anlaşma	Details Detaylar		Tanker initials Tanker parafı	Terminal initials Terminal parafı
32	Tanker manoeuvring readiness Tankerin manevra hazırlığı	Notice period (maximum) for full readiness to manoeuvre: Tam manevra hazırlığı için bildirim süresi (maksimum)			
		Period of disablement (if permitted): Devre dışı bırakma süresi (izin veriliyorsa)			
33	Security protocols Güvenlik protokolleri	Security level: Güvenlik seviyesi:			
		Local requirements: Yerel gereksinimler :			
33	Effective tanker/terminal communications Etkili tanker / terminal iletişimi	Primary system: Birincil sistem:			
		Backup system: İkincil sistem:			
35	Operational supervision and watchkeeping Operasyonel denetim ve nöbet tutma	Tanker:			
		Terminal:			
37	Dedicated smoking areas and naked lights restrictions Özel sigara içme alanları ve çıplak ışık kısıtlamaları	Tanker:			
38		Terminal:			
45	Maximum wind, current and sea/swell criteria or other environmental factors Maksimum rüzgar, akıntı ve deniz / swell kriterleri veya diğer çevresel faktörler	Stop cargo transfer: Kargo durma:			
		Disconnect: Hortum sökülmesi:			
		Unberth: iskeleden ayrılma:			
45	Limits for cargo, bunkers and ballast handling (Kargo, bunker ve balast elleçleme sınırları)	Maximum transfer rates: En yüksek transfer hızı:		m³/h	
46		Topping-off rates: Tank kesimlerindeki yükleme hızı:			
		Maximum manifold pressure: Maksimum manifold basıncı		kg/cm²	
		Cargo temperature: Yük sıcaklığı:		max : C°	
		Other limitations: Diğer kısıtlamalar			


	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	79
	DANGEROUS CARGO HANDLING GUIDE				

Part 6. Tanker and terminal: agreements pre-transfer (cont.)
Bölüm 6. Tanker ve terminal: operasyon öncesi anlaşmalar(devamı)

Part 5 item Bölüm 5 No	Agreement Anlaşma	Details Detaylar		Tanker initials Tanker parafı	Terminal initials Terminal parafı
45 46	Pressure surge control Basınç dalgalanması kontrolü	Minimum number of cargo tanks open: Açık olacak minimum yük tankı sayısı:			
		Tank switching protocols: Tank değiştirme protokolleri:			
		Minimum number of cargo tanks open: Açık olacak minimum yük tankı sayısı:			
		Tank switching protocols: Tank değiştirme protokolleri:			
		Full load rate: Maksimum yükleme hızı			
		Topping-off rate: Tank kesimindeki yükleme hızı			
		Closing time of automatic valves: Otomatik vanaların kapanma süresi:			
46	Cargo transfer management procedures Kargo transferi yönetimi prosedürleri	Action notice periods: Eylem bildirim süreleri			
		Transfer stop protocols: Operasyon durdurma protokolleri			
50	Routine for regular checks on cargo transferred are agreed Yük operasyonu boyunca rutin düzenli kontroller için mutakatı kalındı	Routine transferred quantity checks: Transfer edilen yük miktarı kontrolleri			
51	Emergency signals Acil durum sinyalleri	Tanker:			
		Terminal:			
55	Tank venting system Tank havalandırma sistemi	Procedure: Prosedür:			
55	Closed operations Kapalı operasyonlar	Requirements: Gereklilikler			
56	Vapour return line Buhar dönüş hattı	Operational parameters: Operasyonel parametreler:			
		Maximum flow rate: Maksimum akış hızı:			
60	Nitrogen supply from terminal Terminalden azot beslemesi	Procedures to receive: Alınan prosedürler			
		Maximum pressure: Maksimum basınç:			
		Flow rate: Akış hızı:			
XX	Exceptions and additions İstisnalar ve eklemeler				

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	80
	DANGEROUS CARGO HANDLING GUIDE				

ISGOTT Checks pre-transfer Ship/Shore Safety Checklist			
ISGOTT Kontrolleri transfer öncesi Gemi / Kıyı Güvenliği Kontrol Listesi			
Date and time:			
Tarih ve zaman:			
Port and berth:			
Liman ve iskele:			
Tanker:			
Tanker:			
Terminal:			
Terminal:			
Product to be transferred:			
Transfer edilecek ürün:			
Part 7A. General tanker: checks pre-transfer			
Bölüm-7A Tanker Genel: Transfer Öncesi Kontroller			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
84	Portable drip trays are correctly positioned and empty (23.7.5) Portatif damlama tepsileri doğru yerleştirilmiş ve boş durumdadır	<input type="checkbox"/> Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4) Kargo planı için münferit kargo tankı inert gaz besleme valfleri emniyettedir	<input type="checkbox"/> Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3) İnert gaz verimi durumunda, oksijen içeriği % 5'ten fazla olmayacaktır	<input type="checkbox"/> Yes	
87	Cargo tank high level alarms are operational (12.1.6.6.1) Kargo tankı yüksek seviye alarmları çalışır durumdadır	<input type="checkbox"/> Yes	
88	All cargo, ballast and bunker tanks openings are secured (23.3) Tüm kargo, balast ve bunker tanklarının açıklıkları emniyettedir	<input type="checkbox"/> Yes	
Part 7B. Tanker: Checks Pre-Transfer if Crude Oil Washing (If Planned)			
Bölüm-7B Tanker: Ham Petrol Yıkaması Planlanmışsa Transfer Öncesi Kontroller (Planlanmışsa)			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
89	The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2 & 21.2.3) Onaylanmış ham petrol yıkama kılavuzunda yer alan tamamlanmış varış öncesi ham petrol yıkama kontrol listesi terminale aktarılmalıdır	<input type="checkbox"/> Yes	
90	Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2 & 21.6) Ham petrol yıkama öncesinde, sırasında ve sonrasında kullanım için ham petrol yıkama kontrol listeleri, onaylanmış ham petrol yıkama kılavuzunda bulunduğu gibi tamamlanmaya hazırdır	<input type="checkbox"/> Yes	
Part 7C. Tanker: Checks Prior To Tank Cleaning and/or Gas Freeing (If Planned)			
Bölüm-7C Tanker: Tank Yıkaması ve Gazfri Öncesi Kontroller (Planlanmışsa)			
Item S.No	Check Kontrol	Status Durum	Remarks Açıklamalar
91	Permission for tank cleaning operations is confirmed (21.2.3&21.4.3) Tank temizleme işlemleri için izin onaylandı	<input type="checkbox"/> Yes	
92	Permission for gas freeing operations is confirmed (12.4.3) Gazdan arındırma işlemleri için izin onaylanmıştır	<input type="checkbox"/> Yes	
93	Tank cleaning procedures are agreed (12.3.2 & 21.4 & 21.6) Tank temizleme prosedürleri üzerinde anlaşmaya varılmıştır	<input type="checkbox"/> Yes	
94	If cargo tank entry is required, procedures for entry have been agreed with the terminal(10.5) Kargo tankına giriş gerekiyorsa, prosedürler giriş için terminal ile anlaşmaya varıldı	<input type="checkbox"/> Yes	
95	If cargo tank entry is required, procedures for entry have been agreed with the terminal(10.5) Kargo tankına giriş gerekiyorsa, prosedürler giriş için terminal ile anlaşmaya varıldı	<input type="checkbox"/> Yes	

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	81
	DANGEROUS CARGO HANDLING GUIDE				

Declaration / Beyan

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:
Aşağıda imzası bulunanlar, 1'den 7'ye kadar olan ilgili kısımlardaki öğeleri aşağıda işaretlendiği ve imzalandığı şekilde kontrol ettik:


	Tanker	Terminal
Part 1A. Tanker: checks pre-arrival Bölüm 1A. Tanker: varış öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 1B. Tanker: checks pre-arrival if using an inert gas system Bölüm 1B. Tanker: inert gaz sistemi kullanılıyorsa varış öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 2. Terminal: checks pre-arrival Bölüm 2. Terminal: varış öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 3. Tanker: checks after mooring Bölüm 3. Tanker: Bağlandıktan sonra kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 4. Terminal: checks after mooring Bölüm 4. Terminal: bağlama sonrası kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 5A. Tanker and terminal: pre-transfer conference Bölüm 5A. Tanker ve terminal: transfer öncesi müzakere	<input type="checkbox"/>	<input type="checkbox"/>
Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer Bölüm 5B. Tanker ve terminal: dökme sıvı kimyasallar. Transfer öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer Bölüm 5C. Tanker ve terminal: sıvılaştırılmış gaz. Transfer öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 6. Tanker and terminal: agreements pre-transfer Bölüm 6. Tanker ve terminal: transfer öncesi anlaşmalar	<input type="checkbox"/>	<input type="checkbox"/>
Part 7A. General tanker: checks pre-transfer Bölüm 7A. Genel tanker: transfer öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 7B. Tanker: checks pre-transfer if crude oil washing is planned Bölüm 7B. Tanker: Ham petrol yıkama planlanıyorsa transfer öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>
Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing Bölüm 7C. Tanker: tank temizliği ve / veya gaz boşaltma öncesi kontroller	<input type="checkbox"/>	<input type="checkbox"/>

In accordance with the guidance in chapter 25 of ISGOTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.


"We have also agreed to carry out the repetitive checks noted in parts 9 and 10 of the ISGOTT SSSCL, which should occur at intervals of not more than 4 hours for the tanker and not more than 4 hours for the terminal.

If, to our knowledge, the status of any item changes, we will immediately inform the other party."

For Ship Gemi için	For Terminal Terminal için
Name: İsim:	Name: İsim:
Rank: Rütbe:	Rank: Rütbe:
Signature: İmza:	Signature: İmza:
Date: Tarih:	Date: Tarih:
Time: Zaman:	Time: Zaman:

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	83
DANGEROUS CARGO HANDLING GUIDE					

ISGOTT Checks during transfer Ship/Shore Safety Checklist									
ISGOTT Kontrolleri Transfer sırasında Gemi / Kıyı Güvenliği Kontrol Listesi									
Repetitive checks / Tekrarlayan kontroller									
Part 9. Terminal: Repetitive Checks During And After Transfer									
Bölüm-9 Terminal: Transfer Esnasında ve Sonrasında Tekrar Eden Kontroller									
Item ref	Check / Kontrol	Time Saat	Time Saat	Time Saat	Time Saat	Time Saat	Time Saat	Time Saat	Remarks / Açıklamalar
Interval time:.....Hrs Zaman aralığı:.....Saat									
18	Mooring arrangement is effective Bağlama düzeni etkilidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
19	Access to and from the terminal is safe Terminale giriş ve çıkışlar emniyetlidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
29	Fendering is effective Usturmaçalar etkili	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
32	Spill containment and sumps are secure Döküntü ve toplama tavaları uygundur.	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
33	Communications are effective Anlaşılan gemi/sahil iletişim sistemi etkilidir.	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
35	Supervision and watchkeeping is adequate Denetim ve vardiya tutma yeterlidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
36	Sufficient personnel are available to deal with an emergency Acil durumla başa çıkmak için yeterli personel bulunmaktadır	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
37	Smoking restrictions and designated smoking areas are complied with Sigara içme alanları ve belirlenmiş ve sigara içme kısıtlamalarına uyuluyor	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
38	Naked light restrictions are complied with Çıplak ateş kısıtlamalarına uyuluyor	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with Tehlikeli bölgelerdeki elektrikli cihazların ve ekipmanların kontrolü	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
40 41 47 51	Emergency response preparedness is satisfactory Acil durum müdahale hazırlığı tatmin edicidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
54	Electrical insulation of the tanker/terminal interface is effective Tanker ve terminal arasında elektrik yalıtımı uygundur	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
55	Tank venting system and closed operation procedures are as agreed Tank havalandırma sistemi ve kapalı operasyon prosedürleri kararlaştırıldığı gibidir	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Initials / Paraf									

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	84
	DANGEROUS CARGO HANDLING GUIDE				

10.5.10 EmS (Emergency Procedures for Ships Carrying Hazardous Materials) and MFAG (Medical First Aid Guide)


In case of emergency, it is important to use IMDG Code, EMS and MFAG with all available information, as well as IMSBC, IBC or IGC Codes in terms of bulk cargo.

10.5.10.1 EmS

EmS includes procedures for actions to be taken when a fire or a spill of hazardous cargo occurs. EmS includes specific action procedures for some products, as well as general procedures that apply to an entire class of substances.

The types of extinguishing agents that can be used to extinguish fires involving the necessary protective equipment and dangerous goods can be found in the EMS manual "in case of emergency action".

EmS is divided into two for spills and fires. Dangerous Goods list column15 contains EmS reference numbers for each UN number. The EMS number is not required to be specified in the Hazardous Materials Declaration.

	Document No	Release Date	Rev. No	Revision Date	Page No
		22.09.2022	04	29.05.2025	85
	DANGEROUS CARGO HANDLING GUIDE				

10.5.11 MFAG

MFAG table numbers are not required to be specified in the Hazardous Substances Declaration. MFAG create a flowchart of the procedures that indicate that in the case when a person is exposed to some kind of hazardous substance, it should be taken according to the syndromes. However, it is important that employees are trained to use MFAG in advance to work in an emergency. Employees should also contact to get help from a doctor for the treatment of an injured person. Usage information is below.

