



ETİ BAKIR A.S. SAMSUN İSLETMESİ PORT FACILITY

DANGEROUS GOODS HANDLING GUIDE



PREPARATION DATE: 01.08.2022

(For Revisions, See Revision Page)

MURAT ERER

Port and Logistics Services Manager

DANGEROUS GOODS HANDLING GUIDE

Doküman Kodu

İlk Yayın Tarihi

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EBS-LMN-Rehber-01

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REVISION PAGE

Serial No	Revision No	Content of the Revision	Revision Date	Revisionist's	
				Name and Surname	Signature
1	001	The Eti Bakir Port Facility logo on the cover was removed, the title was changed to Eti Bakir A.S. Samsun İşletmesi Port Facility. The cover photo was updated.	01.11.2024	Fatih MACİT	
2	001	Font changed. Table of contents and revision records edited.	01.11.2024	Fatih MACİT	
3	001	All dolphin references in the guide have been removed.	01.11.2024	Fatih MACİT	
4	001	In the '1.1 Facility General Information' section, the facility's e-mail address, the municipality it is affiliated with, the port authority address, and the validity date of the CFOP Certificate have been updated. The name and surname of the facility manager and contact information have been updated. 'RID' has been removed from DGSC.	01.11.2024	Fatih MACİT	
5	001	Articles 16 and 19 in '1.1 General Information of the Facility' have been updated. 'Copper Concentrate within the scope of the IMSBC Code' has been added to Article 17.	01.11.2024	Fatih MACİT	
6	001	In '1.1 General Information of the Facility', LPG in Article 20 has been changed to 'Gas Tanker'. 'Solid Bulk and Packaged Cargo' has been added to the Facility's Cargo Handling Capacity.	01.11.2024	Fatih MACİT	
7	001	In '1.1 General Information of the Facility', Articles 26, 27, 28 and 36 have been updated. In Article 37, the Pier Length has been corrected, and the 'Ammonia Loading Arm' has been added to the Pipelines.	01.11.2024	Fatih MACİT	
8	001	The number of the heading 'Classes of Dangerous Goods' in the section '4. Classifications, Transportation, Loading/Discharge, Handling, Separation, Stacking and Storage of Dangerous Goods' has been removed.	01.11.2024	Fatih MACİT	

9	001	The table in the '8.4 Notifications to be Made Inside and Outside the Facility in Case of Emergencies' section has been updated.	01.11.2024	Fatih MACİT	
10	001	Safety signs symbols in the '9.1 Occupational Health and Safety Measures' section have been separated and arranged according to their subheadings.	01.11.2024	Fatih MACİT	
11	001	Annexes 1, 3, 4, 5, 6, 7, 8, 9, 13, 15, 16, 18, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32 and 33 were revised.	01.11.2024	Fatih MACİT	
12	002	The cover photo was updated.	21.04.2025	Fatih MACİT	
13	002	The facility email address has been updated in '1.1 Facility General Information'.	21.04.2025	Fatih MACİT	
14	002	In '1.1 General Information of the Facility', Article 10 'PFOP Validity Date' has been updated.	21.04.2025	Fatih MACİT	
15	002	In '1.1 General Information of the Facility', Article 28 'Cargo Handling Equipment and Capacities' has been updated.	21.04.2025	Fatih MACİT	
16	002	Annexes 1, 2, 5, 6, 7, 8, 9, 14, 18, 20, 22, 24, 28 and 32 were revised.	21.04.2025	Fatih MACİT	
17	003	The "Revision Records" heading has been updated to "Revision Page." Index has been edited. Figure and Table Index and Presentation have been added. The location of Annexes, Definitions and Abbreviations in the guide has been changed.	20.08.2025	Fatih MACİT	
18	003	In '1.1 General Information of the Facility', the phrase 'IMSBC Code' was removed from Article 16, and the phrase 'Copper Concentrate within the scope of the IMSBC Code' was removed from Article 17.	20.08.2025	Fatih MACİT	
19	003	In '1.1 General Information of the Facility', Article 19 has been updated. Article 34 has been updated. In Article 37, 'East-West' labels have been added to the piers.	20.08.2025	Fatih MACİT	
20	003	Title '1.2' content updated.	20.08.2025	Fatih MACİT	
21	003	Title '4' content updated.	20.08.2025	Fatih MACİT	
22	003	Title '7.6' content updated.	20.08.2025	Fatih MACİT	
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24	003	Title '10.3' content updated.	20.08.2025	Fatih MACİT	

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ABBREVIATIONS

ADR: European Agreement Concerning the International Carriage of Dangerous Goods by Road

CTU: Cargo Transport Unit

EmS: Emergency Response Procedures for Ships Carrying Dangerous Goods

SDS: Safety Data Sheet

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

IGC Code: International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk

IMDG Code: International Maritime Dangerous Goods Code

IMO: International Maritime Organization

IMSBC Code: International Maritime Solid Bulk Cargoes Code

IOPP Certificate: International Oil Pollution Prevention Certificate

ISPS Code: International Ship and Port Facility Security Code

MARPOL: International Convention for the Prevention of Pollution from Ships

MFAG: Medical First Aid Guide for Use in Accidents Involving Dangerous Goods

OCIMF: Vessel Inspection Questionnaires for Oil Tankers, Combination Carriers, Shuttle Tankers, Chemical Tankers and Gas Tankers

RID: Regulation Concerning the International Carriage of Dangerous Goods by Rail

ISGOTT: International Safety Guide for Tankers and Terminals

SOLAS: International Convention for the Safety of Life at Sea

DGSC: Dangerous Goods Safety Consultant

DGSCO: Dangerous Goods Safety Consultancy Organization

PPE: Personal Protective Equipment

OHS: Occupational Health and Safety

AS: Ammonium Sulphate

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DEFINITIONS

Bulk Cargo: Solid, liquid, or gaseous substances that are intended to be transported without containment in a ship's tanks or silos, which are structural parts of the vessel that can be located both on deck and/or inside.

Handling: Operations performed for transporting the dangerous goods by changing their location, transferring from large containers to small containers, venting, separating, sieving, mixing, and renewing, replacing, or repairing cargo transport units and packages, without changing their original characteristics.

Fumigation: Process of applying chemicals in solid, liquid, or gaseous form to a closed cargo transport unit or ship's hold to destroy harmful organisms.

Ship Officer: It refers to the owner, operator, charterer, captain, or their agents and real or legal persons authorized to represent the owner.

Port Facility: Docks, piers, buoys, platforms and anchorages, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration, where the ships can safely exchange cargo and passengers or seek shelter.

Carrier: It refers to the actual carrier, broker, ship owner, transportation organizer, transportation broker, ship agent who receives, offers, or accepts offers for the transportation of all kinds of dangerous cargo on their own behalf or on behalf of third parties, and real and legal persons who carry out the transportation of dangerous cargo by road or rail in addition to sea within the scope of combined transportation.

Hazardous waste: Classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS, are not intended for direct use or dangerous goods or packaging and cargo transport units carrying dangerous goods, transported to be disposed of by recovery, disposal, incineration, or other means and refers to its parts, solutions, mixtures and used packaging and cargo transport units.

Dangerous good : Petroleum and petroleum products included in ANNEX-1 of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), packaged substances listed in the International Maritime Dangerous Goods Code (IMDG Code), bulk materials with UN Number given in ANNEX-1 of the International Maritime Solid Bulk Cargoes Code (IMSBC Code), the substances given in Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), the substances given in Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk (IGC Code) and substances that have not yet been included in these lists but due to their physical and chemical properties or their potential to damage life, property and environment during their transport and their improperly cleaned packages and containers are defined as hazardous substances.

Inerting: Pumping of inert gas in a tank with the objective of satisfying inert conditions.

Cargo Related: It refers to the sender, recipient, representative or transportation organizer of the dangerous cargo.

Manifold: It is the pipe connection point where liquid bulk cargo is transferred on the ship or at the port facility.

Flexible Hose: It is a flexible and high-pressure resistant hose used in liquid bulk cargo transfer.

Purge: It is the process of cleaning the product in the line with pressurized gas after the

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loading/unloading is completed.

Q88 (Intertanko Chartering Questionnaire 88 – Oil/Chemical) Form: Ship Information Form

Ship's Particular Form C: Ship Information Form

Marine Loading Arm: It is a mechanical arm made of articulated steel pipes used in the transfer of liquid bulk cargo.

ABEK-15 Mask: It is a quick escape mask. ABEK provides protection against various gases for 15 minutes.

K2 Filter: It is the filter required to operate in areas where the NH3 value is approximately between 50 - 250 ppm.

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PRESENTATION

This Dangerous Goods Handling Guide has been prepared based on *the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety*, dated November 14, 2021, numbered 31659, and *the Dangerous Goods Handling Guide Implementation Instruction*, dated April 20, 2022, numbered 281879.

The guide aims to ensure that dangerous goods handling activities at the Eti Bakır Port Facility are carried out in a safe, environmentally friendly, and legally compliant manner.

The provisions of the guide apply to loading and unloading operations carried out at the facility site. It should not be applied to ships' stores and equipment, or to troop transport ships and warships.

This guide is intended as a guide for the parties. In cases of conflicting practices, national and international legislation should prevail.

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1. INTRODUCTION

Purpose of the Guide

The purpose of this guide is to ensure maritime transportation of hazardous substances in Eti Bakir Port Facility is economic, rapid, safe, high-quality with minimal negative impact on the environment.

Scope of the Guide

This guide contains the duties, responsibilities, precautions to be taken and the rules to be followed by all parties (shipmaster, cargo representative and port facility operator) during the loading/unloading of hazardous substances at Eti Bakir Port Facility, loading of cargo at the port facility, unloading of cargo from ships and transport units, and declarations.

Legal Framework

This guide has been prepared in accordance with Article 10 of the Regulation on the Transport of Hazardous Substances by Sea and the "Dangerous Cargo Handling Guide Practice Direction" of the Ministry of Transport, Maritime Affairs and Communication.

1.1 General Information About the Facility

1	Name / Title of Facility Operator	ETİ BAKIR A.S.
2	Facility Operator Contact Information (Address, Phone, Fax, Email and Web Page)	Sanayi District, Selyeri Area, Tekkekoy, SAMSUN/TURKEY Phone: +90 (362) 256 09 90/Fax: +90 (362) 256 09 99 liman.samsun@etibakir.com.tr www.etibakir.com.tr
3	Facility Name	ETİ BAKIR PORT FACILITY
4	City Where the Facility is Located	SAMSUN
5	Facility Contact Information (Address, Phone, Fax, Email, and Web Page)	Sanayi District, Selyeri Area, Tekkekoy, SAMSUN/TURKEY Phone: +90 (362) 256 09 90/Fax: +90 (362) 256 09 99 liman.samsun@etibakir.com.tr www.etibakir.com.tr
6	Geographical Region Where the Facility is Located	Black Sea Region
7	Port Authority to which the Facility is affiliated and Contact Details	Samsun Region Port Authority Hancerli District Sahil Road No:1 İlkadım/SAMSUN Phone: +90 (362) 435 90 13-15/Fax: +90 (362) 432 27 44
8	Municipality to which the facility is affiliated and contact details	Tekkekoy Municipality Phone: +90 (362) 256 03 24 E-Mail: info@tekkekoy.bel.tr Address: 19 Mayıs District, Atatürk Boulevard No: 342 Tekkekoy/SAMSUN
9	Name of the Free Zone or Organized Industrial Zone where the Facility is Located	Facility is not located in a free zone
10	Validity Date of Port Facility Operation Permit/Temporary Operation Permit	23.03.2027
11	Facility's Operating Status (x)	Third Party Load in Addition to Own Load

12	Name and Surname of Facility Manager, Contact Details (telephone, fax, e-mail)	Murat Erer – Port and Logistics Services Manager Tel: +90 (362) 256 09 90/+90 (532) 387 2552 Fax: +90 (362) 256 09 99 murat.erer@etibakir.com.tr / www.etibakir.com.tr
13	Name and Surname of the Facility's Dangerous Goods Operation Officer, Contact Details (telephone, fax, e-mail)	Fatih Macit- Environmental Engineer Dangerous Goods Safety Consultant (ADR-IMDG) Tel: +90 (362) 256 09 90/+90 (546) 250 6177 Fax: +90 (362) 256 09 99 fatih.macit@etibakir.com.tr / www.etibakir.com.tr
14	Name and Surname of the Facility's Dangerous Goods Safety Consultant, Contact Details (telephone, fax, e-mail)	Fatih Macit- Environmental Engineer Dangerous Goods Safety Consultant (ADR-IMDG) Tel: +90 (362) 256 09 90/+90 (546) 250 6177 Fax: +90 (362) 256 09 99 fatih.macit@etibakir.com.tr / www.etibakir.com.tr
15	Marine Coordinates of the Facility	41°15'14.60"N - 36°27'58.00"E 41°15'14.70"N - 36°27'59.90"E 41°14'44.65"N - 36°28'2.72"E 41°14'44.80"N - 36°28'4.41"E
16	Types of Hazardous Materials Handled in the Facility (Loads within the scope of MARPOL ANNEX-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap loads)	MARPOL Annex-1 IBC Code IGC Code
17	Hazardous cargo handled at the facility (Loads other than IMDG Code among the types of cargo in Article 16 will be listed separately. Additional cargo requests will be forwarded to the port authority with ANNEX-1 Form. When deemed appropriate, they will be added to DGHG.)	Within the scope of MARPOL ANNEX-1, UN 1202 Diesel Fuel, UN 1203 Gasoline Within the scope of IBC Code, UN 1830 Sulfuric Acid (containing more than 51% acid), UN 1805 Phosphoric acid solution Within the scope of IGC Code, UN 1965 Hydrocarbon Gas Mixture, Liquefied, N.O.S., UN 1005 Ammonia, Anhydrous
18	Classes for handled cargoes subject to the IMDG Code	-
19	Groups in the characteristic table for handled cargoes subject to the IMSBC Code	Copper Concentrate (Group A), Copper Slag (Group A), Silica Sand (Group C), Phosphate Rock (Group C), Ammonium Sulphate (Group C), Fertilizer NP 20.20 (Group C), Fertilizer DAP 18.46 (Group C), Potassium Chloride-MOP (Group C)
20	Types of Ships That Can Berth at the Facility	General Cargo, Solid Bulk, Chemical Tanker, Oil Product Tanker, Gas Tanker
21	Distance of the Facility to the Main Road (Kilometers)	3 km
22	Distance of the Facility to the Railway (Kilometers) or Railway Connection (Yes/No)	The facility currently has no connection to the national railway. The nearest railway is 5 km away.
23	Name of Nearest Airport and Distance to Facility (Kilometers)	Samsun Airport 15 km

24	Facility Cargo Handling Capacity (Ton/Year; TEU/Year; Vehicle/Year)	Solid Bulk Cargo: 4.000.000 ton/year Liquid Bulk Cargo:1.000.000 ton/year Packaged Cargo: 100.000 ton/year																						
25	Whether Scrap Handling is Performed in the Facility	No Scrap Handling																						
26	Is There a Border Gate? (Yes / No)	No																						
27	Is There a Bonded Area? (Yes / No)	No																						
28	Cargo Handling Equipment and Capacities	Facility Handling Equipment. 1 30-ton capacity crane (Sennebogen – 880 EQ), 1 124-ton capacity crane (Liebherr LPS 420 E), 1 1,5-ton capacity mini loader (Alpin). Conveyor System. 1 unit, 935 meters 2-belt conveyor system, 1 100 m3 Hoper (Bunker), Loader Arm. 1 1000 m³ capacity Marine Loading Arm (Emco Wheaton - B0030), Pipeline System. It is explained in detail at the end of the information note.																						
29	Storage Tank Capacity (m3)	None																						
30	Open storage area (m2)	None																						
31	Semi-closed storage area (m2)	None																						
32	Closed storage area (m2)	None																						
33	Determined Fumigation and/or De-Fumigation Area (m2)	There will be no fumigation at the facility.																						
34	Name/Title and Contact Details of Pilotage and Tug Services Provider	Tug Services: San Romorkor Hizmetleri A.S. Aydintepe District Guzin Street No:31 Tuzla/ISTANBUL Phone: +90 (216) 458 59 00 / +90 (530) 692 18 25 Fax: +90 (216) 458 59 59 E-Mail: info@sanmar.com.tr Pilotage Services: Deniz Kılavuzluk A.S. Icerenkoy District Cayır Street Ucggen Plaza No:7 Floor:13 Icerenkoy/Atasehir/ISTANBUL Phone: +90 (216) 469 73 40 / +90 (530) 396 19 04 Fax: +90 (216) 469 73 50/51 E-Mail: info@ dekasipilot.com																						
35	Has a security plan been created? (Yes/No)	Yes																						
36	Waste Receiving Facility Capacity	<table><thead><tr><th>Waste Type:</th><th>Capacity (m3):</th></tr></thead><tbody><tr><td>Waste Ballast Water</td><td>N/A</td></tr><tr><td>Slop</td><td>60</td></tr><tr><td>Sludge</td><td>25</td></tr><tr><td>Bilge Water</td><td>30</td></tr><tr><td>Waste Oil</td><td>15</td></tr><tr><td>Toxic Liquid Substance</td><td>4</td></tr><tr><td>Scrubber Washing</td><td></td></tr><tr><td>Water</td><td>3</td></tr><tr><td>Sewage</td><td>30</td></tr><tr><td>Garbage</td><td>4</td></tr></tbody></table>	Waste Type:	Capacity (m3):	Waste Ballast Water	N/A	Slop	60	Sludge	25	Bilge Water	30	Waste Oil	15	Toxic Liquid Substance	4	Scrubber Washing		Water	3	Sewage	30	Garbage	4
Waste Type:	Capacity (m3):																							
Waste Ballast Water	N/A																							
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37	Properties of areas such as dock / pier etc.				
Dock / Pier No	Length (Meters)	Width (Meters)	Maximum Water Depth (Meters)	Minimum Water Depth (Meters)	Tonnage and Length of the Largest Ship to Berth (DWT or GRT – Meters)
Pier No. 1 (West)	550	45	22	7	100.000 DWT
Pier No. 2 (East)	550	45	22	7	120.000 DWT
Name of the pipeline (if available at the facility)			Number (Pieces)	Length (Meters)	Diameter (Inches)
Diesel (National)			1	1450	12
Diesel (Custom)			1	1450	14
LPG			1	1450	10
Ammonia			1	1550	16
Ammonia Loading Arm			1	-	10
Sulphuric Acid			1	1550	14

Table 1 - Facility Information Form

1.2 Loading/Unloading, Handling and Storage Procedures for the Hazardous Substances That Are Being Handled and Stored Temporarily in the Port Facility

- a)** In Eti Bakir Port Facility; Oil and petroleum products, liquefied gas (LPG-LNG), compressed natural gas (CNG), chemical and similar liquid dangerous cargoes, packaged cargoes and bulk solid cargoes are loaded/unloaded.
- b)** Scrap cargo, explosive materials, radioactive cargo, infectious cargo, and fumigated cargoes are not loaded / unloaded. With the permission of the Port Authority, oil and fuel can be supplied to ships, and waste collection (solid & liquid) can be made.
- c)** The loading/unloading procedures regarding the loads that are loaded/unloaded at the port facility are explained in detail under the relevant headings in this guide.
- d)** Hazardous substances that are being loaded/unloaded at the Eti Bakir Port Facility are given below.

UN NO	APPROPRIATE SHIPMENT NAME	CLAS S	C. CODE	PK. GRP.	LABEL
1005	AMMONIA, ANHYDROUS	2	2TC		2.3 + 8
1805	PHOSPHORIC ACID, SOLUTION	8	C1	III	8
1830	SULPHURIC ACID	8	C1	II	8
1965	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S.	2	2F		2.1
1202	DIESEL FUEL	3	F1	III	3
1203	GASOLINE	3	F1	II	3

Table 2 - Dangerous Goods Loaded/Discharged at Eti Bakir Port Facility

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1.2.1 Sulfuric Acid and Phosphoric Acid Ship Loading Procedure

A. Purpose

The purpose of this procedure is to ensure the safe execution of the sulfuric acid and phosphoric acid loading operation on ships arriving at the Eti Bakır Port Facility.

B. Scope

This procedure covers the planning, preparation, execution and post-operation control activities of sulfuric acid and phosphoric acid loading operations to be carried out on ships at the Eti Bakır Port Facility.

C. Procedure Application

- Information about the vessel planned to berth is submitted to Eti Bakır Port Facility for approval via the Q88 (Intertanko Chartering Questionnaire 88 – Oil/Chemical) form and/or the Ship's Particular Form C. The relevant ship agent is required to inform the shore facility in writing of the approved vessel's estimated time of arrival and the amount of cargo it will load, up until the day of arrival.
- After the vessel arrives at the anchorage area and completes the necessary official procedures (delivery order, customs clearance, etc.), the exact berthing time and the designated manifold area are determined.
- Once the vessel is berthed, the Port Shift Supervisor and/or Engineer boards the vessel to prepare/sign the necessary documents/protocols and to carry out a mutual pre-operation safety agreement with the ship.
- The flexible hose is visually inspected, and if any residue is found, the surface is cleaned. After approval from both ship and port personnel, the flexible hose is lifted using the ships or shore crane and connected to the vessel's manifold. Once connected, slack is removed from the hose, and it is secured from a suitable point on the hose to an appropriate point on the vessel.
- Before acid loading begins, the Port Engineer, Port Shift Supervisor and/or Chief Foreman, and the Acid Engineer will coordinate to determine from which tanks the acid will be loaded onto the vessel and discuss the operational conditions.
- The Acid Engineer will instruct the adjustment of the tanks and valves on the line that will transfer the acid to the vessel. After the Acid Foreman adjusts the designated tank(s) and valves for the operation, they will inform the Port Shift Supervisor/Chief Foreman.
- Throughout the entire handling process, the on-duty Port Field Personnel will stand watch to monitor for leaks at the emergency stop button and at the connection points between the shore-manifold and where the pipeline joins the shore culvert. A radio, portable gas detector, and required personal protective equipment are kept on hand.
- The Port Engineer/Shift Supervisor/Chief Foreman will initiate the loading by coordinating with the acid loading supervisor. The Shift Supervisor/Chief Foreman will monitor the transfer from the start of loading until the desired pipeline pressure is reached. It is monitored that the pressure increases by approximately 0.5 bar every 15 minutes, with a maximum pressure of 5 bar.
- The flexible hose is monitored throughout the loading process.
- During the loading, ship personnel, port personnel, and Acid personnel will remain in

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continuous communication.

- The acid transfer line and the tank being transferred from will be continuously monitored by the Acid Foreman.
- In the event of any leaks or spills, the port field personnel will notify the Chief Foreman/Shift Supervisor and the Port Engineer. In such cases, the port personnel at the scene will immediately stop the transfer.
- If a tank change is to be made, the loading is paused. The Acid Foreman ensures that the new acid tank, associated lines, and valves are prepared and operational, after which the loading resumes.
- Once loading is complete, pressurized air is used to purge the acid from the transfer line and hose into the tank.
- The valves on the dock are closed, and it is confirmed that the valves on both the ship and the transfer line are closed.
- The flexible hose is disconnected from the ship's manifold and sealed. Its connections are removed, and the hose is taken back to shore using a crane.
- The Port Shift Supervisor and/or Engineer and ship personnel prepare the final documents. Relevant forms are completed and signed by both parties. After the documentation is finalized, the agent is informed for the vessel's departure.

D. Responsibilities

- Port Manager
- Port Engineer
- Port Shift Supervisor / Port Chief Foreman
- Port Field Personnel
- Acid Chief Engineer/Engineer
- Acid Chief Foreman/Foreman
- Cargo Person
- Ship Agent
- Ship Master and Crew

1.2.1 Diesel Fuel and Gasoline Ship Unloading Procedure

A. Purpose

The purpose of this procedure is to ensure the safe execution of the diesel fuel and gasoline unloading operation on ships arriving at the Eti Bakır Port Facility.

B. Scope

This procedure covers the planning, preparation, execution and post-operation control activities of diesel fuel and gasoline unloading operations to be carried out on ships at the Eti Bakır Port Facility.

C. Procedure Application

- Information about the vessel planned to berth is submitted to the Eti Bakır Port Facility for approval via the Q88 (Intertanko Chartering Questionnaire 88 – Oil/Chemical) form and/or the Ship's Particular Form C. The quantity of cargo to be discharged and the estimated time

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of arrival of the approved vessel are reported in writing to the shore facility by the relevant ship agent.

- Personnel shifts are organized. A visual inspection of the flexible hoses to be connected to the vessel is conducted. The Port Shift Supervisor checks the fire pumps in the fire pump room, fire line pressure (minimum 8 bar), foam monitors, monitor controls, and portable multi-gas detectors.
- Once the vessel arrives at the anchorage area and completes the necessary official procedures (sampling, delivery order, customs clearance, etc.), the vessel's exact berthing time and the designated manifold area are determined. Fire hoses are connected to the fire hydrants in the assigned manifold area, and at least two fire extinguishers are brought to the area.
- After berthing, the Port Shift Supervisor and/or Engineer boards the vessel to prepare/sign the necessary documents and protocol, and to conduct a mutual pre-operation safety agreement with the ship.
- The maintenance team responsible for the hose connection wears appropriate personal protective equipment (PPE) such as antistatic coveralls, gloves, goggles, and safety shoes, and uses non-sparking tools in the field. Once both ship and port personnel give approval, the flexible hose is lifted using the ships or shore crane and connected to the vessel's manifold. After the connection, the slack in the hose is taken up and the hose is secured to a suitable point on the vessel.
- The ship's crew hands over the emergency stop control for the cargo discharge pumps to the on-duty field personnel. The on-duty personnel stand watch at the shore-manifold connection point and at the culvert where the pipeline joins the shore, carrying out leak control using a radio, gas detector, and PPE.
- Prior to discharge, the Port Engineer, Port Shift Supervisor and/or Chief Foreman, and ship personnel will coordinate and exchange information regarding operational conditions.
- At the start of the discharge operation, a leak check is performed at the hose and connection points using pressurized gas (with a gas detector and foamy water). If a leak is detected, the operation is stopped, the shore valve is closed, and necessary intervention is made. If no leak is found, the discharge begins upon mutual approval.
- The line pressure (2–7 bar) is monitored throughout the discharge. The flexible hose is regularly checked.
- Continuous communication is maintained between the ship and port personnel.
- During the discharge process, hot or cold work, smoking, open flames, mobile phone use, or the use of spark-generating equipment is strictly prohibited along the pipeline and manifold areas.
- Port vehicle and personnel traffic is minimized. Security personnel inform all incoming personnel about the ongoing operation.
- In case of any leak or spillage, port personnel must immediately inform the Shift Supervisor, Chief Foreman, and Port Engineer. The port personnel at the scene must stop the transfer immediately.
- Upon completion of the discharge, the cargo remaining in the hose is purged using pressurized gas supplied from the ship. All valves on the dock and transfer line are closed and confirmed to be shut. The flexible hose is disconnected, sealed, and returned to shore

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using a crane.

- The Port Shift Supervisor and/or Engineer and ship personnel prepare the final documents. Relevant paperwork is completed and signed by both parties. Once documentation is finalized, the ship agent is notified for departure procedures.

D. Responsibilities

- Port Manager
- Port Engineer
- Port Shift Supervisor / Port Chief Foreman
- Port Field Personnel
- Cargo Person
- Ship Agent
- Ship Master and Crew

1.2.2 Hydrocarbon Gas Mixture, Liquefied, N.O.S. Ship Unloading Procedure

A. Purpose

The purpose of this procedure is to ensure the safe execution of the hydrocarbon gas mixture, liquefied, N.O.S unloading operation on ships arriving at the Eti Bakır Port Facility.

B. Scope

This procedure covers the planning, preparation, execution and post-operation control activities of hydrocarbon gas mixture, liquefied, N.O.S unloading operations to be carried out on ships at the Eti Bakır Port Facility.

C. Procedure Application

- Information about the vessel planned to berth is submitted to the Eti Bakır Port Facility for approval via the Q88 (Intertanko Chartering Questionnaire 88 – Oil/Chemical) form and/or the Ship's Particular Form C. The quantity of cargo to be discharged from the approved vessel and the estimated time of arrival are reported in writing to the shore facility by the relevant ship agent.
- Personnel shifts are arranged. A visual inspection of the flexible hoses to be connected to the vessel is carried out. The Port Shift Supervisor checks the pumps in the fire pump room, fire line pressure (minimum 8 bar), foam monitors, monitor controls, and portable multi-gas detectors.
- After the vessel arrives at the anchorage area and the necessary official procedures (sampling, delivery order, customs clearance, etc.) are completed, the exact berthing time and the designated manifold area are determined. Fire hoses are installed on fire hydrants at the designated manifold area; a water-filled container, a piece of cloth, and at least two fire extinguishers are placed in the area.
- Once the vessel is berthed, the Port Shift Supervisor and/or Engineer boards the vessel to prepare/sign the required documents and protocol and to perform a mutual pre-operation safety agreement with the vessel.
- The maintenance team responsible for connecting the hose wears appropriate PPE (antistatic overalls, gloves, goggles, safety shoes) and uses non-sparking tools in the field.

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After obtaining approval from both the vessel and port personnel, the flexible hose is lifted using the ships or shore crane and connected to the vessel's manifold. After connection, any slack in the hose is removed, and the hose is secured at a suitable point on the vessel.

- The vessel crew hands over the emergency stop control for the discharge pumps to the on-duty field personnel. This personnel remains on watch at the shore-manifold connection point and at the culvert where the pipeline joins the shore, equipped with a radio, detector, and PPE, to monitor for any leaks.
- Before the discharge begins, the Port Engineer, Port Shift Supervisor and/or Chief Foreman, and ship personnel will exchange information regarding operational conditions.
- At the start of discharge, a leak test is performed on the hose and connection points using pressurized gas (with a detector and foamy water). If a leak is detected, the operation is stopped, the shore valve is closed, and necessary intervention is carried out. If no leak is found, discharge begins upon mutual approval.
- During discharge, the line pressure (7–13 bar) is continuously monitored. The flexible hose is regularly inspected.
- Continuous communication is maintained between ship and port personnel.
- Throughout the discharge, hot work, cold work, smoking, open flames, use of mobile phones, and use of spark-generating equipment are strictly prohibited along the pipeline and in manifold areas.
- Port vehicle and personnel traffic is minimized. Security personnel inform all entrants to the port about the ongoing operation.
- In the event of a leak or spillage, port personnel must immediately inform the Shift Supervisor, Chief Foreman, and Port Engineer. The personnel on site must immediately halt the transfer.
- Once the discharge is complete, any remaining cargo in the hose is purged using pressurized gas supplied from the vessel. All valves on the dock and transfer line are closed and their closure is confirmed. The flexible hose is disconnected, capped, and returned to shore using a crane.
- The Port Shift Supervisor and/or Engineer and the ship's crew prepare the final documents. Relevant paperwork is completed and signed by both parties. Once documentation is finalized, the agent is informed for departure procedures.

D. Responsibilities

- Port Manager
- Port Engineer
- Port Shift Supervisor / Port Chief Foreman
- Port Field Personnel
- Cargo Person
- Ship Agent
- Ship Master and Crew

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1.2.3 Ammonia, Anhydrous Ship Unloading Procedure

A. Purpose

The purpose of this procedure is to ensure the safe execution of the ammonia, anhydrous unloading operation on ships arriving at the Eti Bakır Port Facility.

B. Scope

This procedure covers the planning, preparation, execution and post-operation control activities of ammonia, anhydrous unloading operations to be carried out on ships at the Eti Bakır Port Facility.

C. Procedure Application

- Information about the vessel planned to berth is submitted to the Eti Bakır Port Facility for approval via the Q88 (Intertanko Chartering Questionnaire 88 – Oil/Chemical) form and/or the Ship's Particular Form C. The quantity of cargo to be loaded by the approved vessel and the estimated time of arrival are reported in writing to the shore facility by the relevant ship agent until the day of arrival.
- The Port Shift Supervisor inspects the fire pumps in the fire pump room, checks fire line pressure (minimum 8 bar), foam monitors, monitor controls, and portable multi-gas detectors.
- The Port Shift Supervisor swings the Marine Loading Arm (MLA) for operational check 24 hours prior to berthing and again just before berthing. The arm is subjected to necessary inspections.
- After the vessel arrives at the anchorage area and the required official procedures (delivery order, customs clearance, etc.) are completed, the vessel's exact berthing time is determined.
- Before berthing, ABEK-15 masks are supplied by the Occupational Health and Safety (OHS) unit to be distributed to those entering the port area during the discharge operation.
- Once the vessel is berthed, the Port Shift Supervisor and/or Engineer boards the vessel to prepare/sign the required documents and protocol, and to carry out a mutual pre-operation safety agreement with the vessel.
- After receiving approval from both ship and port personnel, the loading arm is maneuvered and connected to the vessel's manifold. The personnel performing the connection must wear full PPE including a full-face mask with K2 filter, ammonia-resistant coverall, chemical protective gloves, chemical protective boots, and carry a portable gas detector.
- Before ammonia discharge begins, the Port Engineer, Port Shift Supervisor and/or Chief Foreman, together with the Chief Engineer and Engineer of the Ammonium Sulfate (AS) Fertilizer Plant, shall exchange information regarding the receiving tank(s) and operational conditions.
- The AS Plant Chief Engineer/Engineer gives instructions on which tank(s) and valves on the line will receive the ammonia from the ship. After the AS General Foreman/Foreman adjusts the relevant tank(s) and valves for operation, they inform the Port Shift Supervisor/Chief Foreman.
- Throughout the entire handling operation, the on-duty Port Field Personnel stands watch to monitor the emergency stop button and the connection point between the shore and

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the vessel manifold for any leaks. They carry a radio, portable detector, and the necessary personal protective equipment.

- The Port Engineer/Shift Supervisor/Chief Foreman initiates the operation by coordinating with the ammonia discharge supervisor. The Shift Supervisor/Chief Foreman monitors the transfer from the start until the desired line pressure is reached. The maximum pressure is monitored not to exceed 5 bar.
- The ammonia loading arm is inspected continuously during the operation.
- Throughout the loading operation, continuous communication is maintained between the ship crew, port personnel, and AS Plant personnel.
- The ammonia transfer line and the receiving tank are continuously monitored by the AS Plant Foreman.
- In the event of a leak or spillage, the port field personnel inform the Chief Foreman/Shift Supervisor and Port Engineer. The personnel at the scene immediately halts the transfer operation.
- Upon completion of the discharge, pressurized air is supplied from the vessel to purge the ammonia remaining in the transfer line and the arm.
- The valves on the dock are closed, and it is ensured that all other valves on the ship and transfer line are also closed.
- The loading arm is disconnected from the ship's manifold, sealed, and maneuvered back to its parking position.
- The Port Shift Supervisor and/or Engineer, together with the ship's crew, prepare the final documentation. All relevant documents are completed and signed by both parties. Once documentation is finalized, the ship agent is informed for departure clearance.

D. Responsibilities

- Port Manager
- Port Engineer
- Port Shift Supervisor / Port Chief Foreman
- Port Field Personnel
- AS Chief Engineer/Engineer
- AS Chief Foreman/Foreman
- Cargo Person
- Ship Agent
- Ship Master and Crew

2. RESPONSIBILITIES

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

- a) They are obliged to take all necessary precautions to make the transportation safe, secure, and harmless to the environment, to prevent accidents and to minimize the damage in case of an accident.
- b) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.

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

2.1 Responsibilities of The Cargo Person

- a) Prepares or arranges for the preparation of mandatory documents, information and papers regarding dangerous goods and ensures that these documents are with the goods during the transportation activity.
- b) Ensures that dangerous goods are classified, packaged, marked, labeled, and placarded in accordance with their type.
- c) Ensures that dangerous goods are loaded, stacked, and securely fastened in approved packaging and cargo transport units in accordance with the rules and in a safe manner.

2.2 Responsibilities of The Carrier

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

2.3 Responsibilities of the Port Facility Operator

- a) Does not allow ships carrying dangerous cargo to berth at its facility without the permission of the port authority.
- b) Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.
- c) Does not handle dangerous goods for which it has not received a handling permit from the Administration and does not make the ships that will berth suffer by planning in this context.
- ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information, and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- d) Shares all the data that may be required according to the characteristics of the cargo with the ship's responsible person and carries out the loading or unloading operation according to the agreement to be reached. Does not make any changes in the operation without the knowledge of the ship's responsible person.
- e) Determines the working limits by considering the safe working capacity of the facility and weather forecasts and takes the necessary measures to ensure that the ship remains safely moored at the dock and that handling is carried out.
- f) Checks the transport documents containing information on whether the hazardous cargo arriving at the facility is properly classified, packaged, marked, labeled, placarded, and safely loaded into the cargo transport unit.

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- g) Ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training and does not assign the personnel who do not have the documents in these operations.
- ğ) Ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.
- h) Ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the port facility.
- ı) Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.
- i) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant persons upon request.
- k) Notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
- l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- m) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- n) Provides the transport of Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage, out of the port facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
- o) Temporarily stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment, and other safety measures in accordance with the class of the dangerous cargo in the storage area. Keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.
- ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
- p) Prepares an emergency evacuation plan for the evacuation of ships from port facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- r) Ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

2.4 Responsibilities of the Ship Officer

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

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

2.5 Responsibilities of The Dangerous Goods Safety Consultant

- a) Monitors compliance with international agreements and conventions (ADR/RID/IMDG Code) and relevant legislation in the transportation of dangerous goods.
- b) Provides recommendations to the company regarding the transportation of dangerous goods in accordance with the ADR/RID/IMDG Code provisions.
- c) Prepares the annual activity report of the company regarding the transportation of dangerous goods in accordance with the format determined by the Administration within the requested time and submits it to the DGSCO in which it works and to the company providing consultancy services, to send it to the Administration via www.turkiye.gov.tr when requested.
- d) Identifies the dangerous goods to be transported and determines the obligations and compliance procedures in the ADR/RID/IMDG Code regarding this cargo.
- e) Provides guidance when purchasing the transport vehicles that will be used to transport the dangerous goods that are the subject of the company's activity.
- f) Specifies procedures for controlling equipment used in the transportation, loading, and unloading of dangerous cargo.

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- g) Ensures that employees receive training appropriate to their field of duty, including national and international legislation and any changes made thereto, and that records of this training are kept.
- h) Determines the emergency procedures to be applied in case of an accident or an incident that will affect safety during the transportation, loading or unloading of dangerous loads, and ensures that relevant drills are carried out periodically and their records are kept.
- i) Ensures that measures are taken to prevent accidents or serious violations from occurring again.
- i) Ensures that the special conditions stipulated by the legislation regarding the transportation of dangerous goods are considered in the selection and employment of subcontractors or third parties.
- j) Ensures that employees involved in the transportation, loading, and unloading of hazardous cargoes have knowledge of operational procedures and instructions.
- k) Takes measures to increase the awareness of relevant personnel to be prepared for possible risks in the transportation, loading and unloading of dangerous goods.
- l) Provides instructions for the documents and safety equipment that must be kept in the vehicle during transportation of dangerous goods according to their class.
- m) Prepares the operation security plan and ensures its implementation.
- n) Records all kinds of work, including training, supervision, and control regarding the activities, by specifying the date and time, keeps these records for 5 years and submits them to the DGSCO in which works and to the business from which consultancy services are provided, to be submitted to the administration upon request.
- o) ensures that the work being done is stopped until the danger is eliminated in cases where there is a danger related to the subject matter in the business to which consultancy services are provided, starts the work with own approval and notifies the business to which consultancy services are provided, the DGSCO in which works and the competent authorities in writing about every stage in the process until the danger is eliminated in cases where the danger is eliminated.
- ö) Establishes procedures for the work and operations related to the packaging, labelling, marking, and loading of the cargo loaded onto the transport vehicle in accordance with the provisions of the ADR/RID/IMDG Code.
- p) Prepares a report on a three-month basis regarding the responsibilities of the port facility specified in the regulation and reports this report to the administration.
- r) The DGSC, who is responsible for the business, prepares an accident report to the DGSCO in which works and to the business management that provides consultancy services, in case an accident occurs during transportation, loading or unloading and harms life, property or the environment. This report prepared by the DGSC is sent to the administration by the business or DGSCO via www.turkiye.gov.tr within one month. This report does not replace the report that should be written by the business management within the scope of international or national legislation.

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3. RULES AND MEASURES TO BE APPLIED BY THE PORT FACILITY

3.1 Rules to be Applied During the Mooring of the Ship to the Port Facility

- Before the ship's arrival at the port facility (at least 24 hours before), information will be shared between the ship and the port facility operations officer on necessary matters.
- On arrival at the port facility, the captain will directly contact the port facility operations officer. Before docking, the port facility will provide the captain with details of the berthing plan through the pilot or berthing captain.
- The procedure for docking and mooring the ship will be determined and this will be reviewed and agreed upon by the captain and the pilot/berthing captain.
- Any deviation from the agreed mooring plan due to changing weather conditions will be notified to the captain as soon as possible.
- Mooring and unmooring operations, including handling the tug line, are hazardous operations. It is essential that everyone involved is aware of the hazards and takes appropriate precautions to prevent accidents.
- Ending a tanker drifting or any excessive movement from the berth due to inadequate mooring may result in damage to a tanker and the berth facilities and injury to personnel.
- The responsibility for the safe and proper mooring of a ship lies with the captain. However, the port facility will also make the necessary contribution to the safe and secure mooring of the ship.
- Effective ship mooring management requires knowledge of the mooring equipment fitted to the ship, proper maintenance of this equipment, regular review of mooring lines and a good understanding of mooring principles.
- Cargo hoses or arms shall not be connected until the port facility operations officer and the ship's captain agree that the ship is safely moored.
- Safe passage between the ship and the port must be provided. The passage should be positioned as far away from the manifolds as practicable. The means of passage to the ship must be safe. In limited weather conditions, the passage must be adequately and safely illuminated. Persons who have no business on board or those not authorized by the captain must not be allowed to pass to the ship.
- The agreed ship/shore communication system shall be operational. Continuity of communication shall be ensured between the ship's officer in charge of the watch and the port facility operations officer. Backup communication channels shall be established. Telephone and handheld radio systems shall meet appropriate safety requirements.

3.2 Rules and Precautions to be Applied in Loading/Discharging Activities of Dangerous Liquid Bulk Cargoes

- The loading/unloading areas of dangerous goods will be kept under constant surveillance and control with the necessary monitoring and recording systems.
- There will be personnel involved in the loading/unloading of dangerous goods and certified personnel who have received training in accordance with the legislation.
- Their duties will be defined and communicated to the personnel involved in the loading/unloading of dangerous goods.

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- ç) Personnel involved in the loading/unloading of dangerous goods shall have sufficient knowledge of dangerous goods.
- d) Safety Data Sheets (SDS) of dangerous goods will be easily accessible, and the personnel will have a good grasp of the sections of the SDSs that need to be known.
- e) Appropriate entry and exit routes will be established to make the necessary intervention in emergency situations that may occur in the areas where dangerous goods are loaded/discharged, and emergency equipment that can intervene in a timely manner will be prepared.
- f) In areas where dangerous goods are loaded/discharged, smoking and similar substances will not be allowed, and necessary warning signs will be placed in appropriate places.
- g) In areas where dangerous goods are loaded and unloaded, equipment and equipment that can create flame or spark will not be used, this issue will be indicated with warning signs at appropriate places in the port facility.
- h) Necessary warning signs and fire alarm (alarm) buttons will be in visible and easily accessible places in the port facility.
- i) First aid and first aid materials to be used for first aid in emergencies or accidents will be in an easily accessible place.
- i) All kinds of tools, equipment and equipment used in evacuation operations will always be kept ready for use, well-maintained and in accordance with standards.
- j) It will be ensured that all employees receive training in accordance with their job descriptions regarding dangerous goods.
- k) Personnel involved in the loading/unloading operations of dangerous goods will have personal protective clothing and equipment in accordance with their job descriptions and working environment and will wear this equipment duly.
- l) An appropriate system will be established to provide up-to-date information in case of request for information on dangerous cargoes in the port facility and berthing ships.
- m) In the facilities other than the buoy system, release hooks will be installed for the fast idle of the ship in case of emergency.
- n) An "Emergency release coupling system", which can be activated automatically, will be installed on the charging, and discharging arms/hoses/pipes or manifolds of the port facility to cut off the product flow in case of emergency.
- o) In case of any fire, an effective and sufficient fire response and extinguishing system will be established in the port facility.
- ö) The port facility will have sufficient ex-proof lighting system.
- p) For the purpose of detecting gas leaks that may occur in closed areas, enough gas detectors will be calibrated and ready for use.
- r) Port facility will be equipped with adequate grounding and lightning protection system.
- s) Body and eye showers using fresh water will be installed for emergency response to personnel exposed to hazardous bulk liquids.
- ş) Communication equipment shall be of ex-proof type that can be used safely in flammable or explosive environments.
- t) Flexible pipes and piping circuits used in the loading/unloading of liquid bulk cargoes will comply with ISGOTT (International Safety Guidelines for Tankers and Terminals) standards, and conformity tests will be carried out on time.

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- u) Regarding the loads carried out with Loading/Discharging operations, IBC Code, IGC Code, IMDG Code, MARPOL ANNEX-I and II and ISGOTT publications will be kept up to date.
- ü) Necessary written and illustrated warning notices/signs shall be posted at all entrances of the pier where the said operation will be carried out, before and during the loading/discharge operations of dangerous goods.
- v) Emergency shutdown equipment will be equipped to turn off the load pumps used in the discharge/discharge operation.
- y) Enough electrical insulation flanges will be available on the flexible hoses and loading arms used in loading/discharging.
- z) All equipment used in the port facility will be inspected periodically in accordance with adequate standards and will be well-maintained.
- aa. Ship/Shore Safety Checklist will be filled in accordance with the guide in ISGOTT.
- bb. In cargo operations and emergency situations, according to their areas of responsibility, the ship's captain and Port facility operator will have the following information regarding the dangerous liquid bulk cargoes that are loaded/discharged. In case of need, it will share this information with the relevant authorized administrations.
- Proper shipping name, UN number (if any) and description of the physical and chemical properties of the dangerous goods. (The transport information, physical and chemical properties of dangerous goods loaded and discharged at the Eti Bakir Port Facility's port facility are included in the Safety Data Sheets and Dangerous Goods Handbook.)
 - Load transfer, slop transfer, degassing, inerting, ballasting, ballast discharge and tank cleaning processes. (The processes are explained in detail in the relevant sections of DGHG.)
 - Information on the special equipment required for the safe handling and loading/unloading of certain loads, and emergency response principles, including the following.
 - What to do in case of spillage or leakage, in case of spillage and leakage, the principles of spillage and leakage instructions will be followed.
 - Measures to be taken to prevent people from accidentally being exposed to dangerous goods. (Measures will be taken as explained in the relevant sections of the DGHG regarding the procedures and principles regarding the OHS principles and the use of personal protective equipment, and in the Safety Data Sheets.)
 - Fire Fighting Procedures and appropriate communication systems to be used in case of fire. (Details are given in the Emergency Response Plan.)
- cc. Before and during the handling and loading/discharge operations of dangerous liquid bulk cargoes, necessary warning notices/signs shall be posted in written and pictograms (pictograms) at all entrances and approach points of the dock where the said operation will be carried out.
- çç. Handling, loading/discharging and storage of dangerous liquid bulk cargoes will be ensured in such a way as to eliminate the possibility of a dangerous reaction with other incompatible cargoes.
- dd. An effective communication system will be established between the port facility used for handling and loading/unloading liquid bulk cargoes and the facility to which the cargoes are transferred, and the effectiveness of communication will be ensured during cargo operations.

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ee. It will be ensured that the shore communication cables connected to the ship are certified cables that can be used in the areas where dangerous liquid bulk cargoes are handled.

ff. Regarding the pipeline or flexible hoses/pipes used for loading/unloading or transferring dangerous goods.

gg. It shall be ensured that the pipeline or flexible hoses/pipes in question are not used for loads other than suitable loads, considering the temperature and compatibility of the loads.

hh. It will be ensured that the hoses/pipes that are likely to be damaged when exposed to impact are properly protected.

ii. For the transfer of flammable liquids, the electrical conductivity of the pipes in question shall be maintained, except where an insulating flange or non-conductive reel is used. The pipeline on the seaside of the insulation section will be conductive until the ship, and the pipeline on the land side of the insulation section will be conductive up to the grounding system of the pier. Necessary measures will be taken to prevent short circuit. Insulation flanges are to be tested in accordance with ISGOTT Chapter 17.

ii. For the continuation of the effectiveness of the insulation and grounding systems, it will be ensured that these systems are inspected and tested at regular intervals.

jj. In the case of a flammable atmosphere, it shall be ensured that other metallic connections between the berth and the ship are arranged or maintained in such a way as to prevent sparks.

kk. The ship's captain and the port facility will share information on taking necessary precautions to prevent similar equipment on the ship, such as stoves or cooking utensils used in the galley, from becoming a source of ignition.

ll. In the event of an accident, it will be ensured that all discharge holes and pipes and all kinds of drains on the quay/pier where dangerous liquid bulk cargoes may leak are closed before the start of the loading/unloading operation of dangerous liquid bulk cargoes and kept closed during the operation. In addition, in case of any cargo spillage, appropriate collection and disposal of the spilled cargo by the port facility will also be ensured. (The Port Facility Emergency Response Plan against Marine Pollution will be followed in accordance with the principles)

mm. Electricity will not be supplied from shore to the ship, except for the use of a shore-to-ship electricity supply system with a certificate showing that it is suitable for safe use in a flammable environment or in emergencies where the port authority has approval.

nn. Electric connection, power cable or power supply shall not be used near a ship carrying flammable cargo at the quay/pier or in a flammable environment, except for those who have a certificate showing that they are suitable for safe use in these areas.

oo. Regarding flexible hoses/pipes, the ship's captain and port facility operator will fulfill the following issues according to their responsibilities.

- ✓ Flexible pipes will be used, considering the temperature and compatibility of the load. Said flexible hoses/pipes shall not be used at unsuitable working pressure.
- ✓ Each type of flexible hose/pipe terminated with end fittings shall have a certificate that has been tested in accordance with the standards and shows the burst pressure.
- ✓ Each supplied flexible hose/pipe will be subjected to hydraulic testing in accordance with national legislation and standards before being put into use.
- ✓ Flexible pipes will be visually inspected before being used in unloading/unloading operations of dangerous liquid bulk cargoes, excluding those used in single buoys and

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offshore facilities. Single buoys and flexible pipes used in offshore facilities will be inspected regularly and frequently.

- ✓ Each flexible hose/pipe shall be long enough to not cause excessive stress on the port facility connections within the determined operating limits for the safety of the operation.
- ✓ Flexible hoses/pipes used in loading/discharging dangerous liquid bulk cargoes will be kept under surveillance during the operation.
- ✓ In case of emergency, flexible pipe connections will be cut, and the operation will be stopped to ensure the safety of life, property, and environment. (Port Facility Emergency Response Plan principles will be applied.)
- ✓ After use, flexible hoses/pipes will be emptied of liquid bulk cargoes and cleaned with an appropriate method. In cases where it is not possible or not to perform these operations, the free ends of the flexible pipes will be closed with a suitable equipment to prevent the steam or air inside from escaping. The equipment in question shall always be accompanied by flexible tubing used for the delivery/discharge of highly toxic liquid or liquefied gas.

öö. Regarding the loading arms, the ship's captain and the port facility operator will fulfill the following issues according to their areas of responsibility.

- ✓ To ensure the safety of life, property and the environment, the loading arm will always be kept under surveillance during the operation and disconnected in case of emergency.
- ✓ Appropriate loading arms will be used considering the temperature and compatibility of the load. The loading arms shall not be used at unsuitable working pressure and flow rate.
- ✓ In case of emergencies, necessary equipment will be available for the evacuation of the inner and outer arms before they are disconnected.
- ✓ The working limits of the loading arms will be compatible with the ship.
- ✓ Manifold clearance will be sufficient in cases where more than one loading arm is connected.
- ✓ Periodic maintenance and repair of each loading arm will be made, records will be kept and suitability for use will be ensured.

pp. Regarding the preventive measures, the ship's captain and the port facility operator will fulfill the following issues according to their areas of responsibility.

- Controls, measuring systems, emergency shutdown and alarm systems of cargo handling equipment, equipment and equipment will be tested before the start of loading/unloading operations, and they will be in good condition.
- Before the dangerous liquid bulk cargo is pumped from the ship to the shore or from the shore to the ship, the following shall be fulfilled.
- A written agreement will be made between the ship and the port facility regarding the loading/unloading procedures, including the maximum loading or unloading capacity, considering the following issues.
- Assemblies, capacity, and maximum permissible pressure values of the load circuits used for loading / evacuation of the ship and port facility,
- The device and capacity of the cargo tank vapor discharge (venting) system,
- Pressure increase that may occur due to emergency shutdown,
- Possible electrostatic charge accumulation situation,
- Determining the responsible persons on behalf of both parties during the start of loading/discharging operations between the ship and the port facility.

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- The "Ship/Shore Safety Checklist" in the International Safety Manual for Tankers and Terminals (ISGOTT) will be filled and signed in accordance with the "Guideline for Completion of the Ship/Shore Safety Checklist" in ISGOTT.
 - In case of emergency that may occur during the handling operation, a written agreement will be made between the ship and the port facility regarding the actions to be taken and the signs to be used.
 - It shall be ensured that the main outlet valves, discharge valves and other valves in the storage tank that allow the liquid bulk cargoes to flow out of the tank are securely locked in the closed position, except in non-operational and standby situations.
 - The operating buttons of the pumps used in liquid bulk cargo transfer will be kept in the "off" position or they will be kept in a place that only authorized personnel can reach.
 - When the pipeline, loading arm or transfer hoses are not in use or in standby, the drain/drain connections shall be securely covered with caps or blind flanges.
- rr. For the pumping of liquid bulk cargoes, the ship's captain and the port facility operator will fulfill the following issues according to their responsibilities.
- ✓ It will be ensured that the test pressure and loading/discharge capacities are not exceeded by the checks to be made at intervals.
 - ✓ Located on board and on port facility; all precautions will be taken to prevent any leakage in the pipeline, loading arm, flexible pipes and equipment, and effective surveillance and monitoring will be carried out during the loading and unloading operation.
 - ✓ During loading/unloading operation, effective communication will be ensured between the ship and the port facility.
 - ✓ The safety checklist will be ready for inspection during the loading/unloading operation.
 - ✓ On vessels where dangerous liquid bulk cargo is loaded/discharged, degassing and tank cleaning at the same time will only be carried out when permitted by the Port Authority and if all applicable measures are taken to prevent damage to connecting loading arms, flexible pipes, and related equipment.
 - ✓ During the estimation/discharge of liquid bulk cargoes, measurements will be made on the tanks by the ship's supervisor to ensure that the ship's tank is not overfilled.
 - ✓ Responsible persons determined on behalf of both parties will be present during the loading/unloading operations to be carried out between the ship and the port facility.
- ss. Following the completion of the loading/unloading operations of liquid bulk cargoes, the ship captain and the port facility operator will fulfill the following issues according to their areas of responsibility.
- ✓ The valves of the tanks that are emptied and filled after the discharge/discharge of liquid bulk cargoes are completed will be closed, except when it is necessary to leave them open for the normal operations of the facility or the ship, and the pressure remaining in the pipeline, loading arms and flexible pipes used in the cargo operation will be relieved.
 - ✓ Before the port facility pipeline, loading arm and flexible pipes are disconnected from the ship, the remaining load will be discharged and the pressure in the loading arm and pipes will be relieved.
 - ✓ All safety precautions will be taken, including the ship manifold connection and the blanking of the port facility pipeline.

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şş. According to their responsibilities, the ship's master and the port facility operator will take the necessary measures to prevent the occurrence of excessive pressure in tanks containing liquefied gas under a certain pressure on the ship or in the port facility. Where necessary, the surrounding of the tank will be cooled by available methods, including water spraying.

tt. According to their responsibilities, the ship's master and the port facility operator will carry out the loading/discharge operation of the gases liquefied at low temperature only if the following conditions are met.

- ✓ All relevant tanks, pipelines, loading arms and other pipelines of the ship on board and at the port facility will be cooled gradually and evenly to avoid thermal stresses.
- ✓ All automatic controls, gas detectors and other related equipment will be kept in working condition.
- ✓ Adequate number of personal protective clothing and equipment will be kept ready for use.

uu. The following issues will be fulfilled in the loading/unloading operations of liquid bulk cargoes transported by combined (OBO) ships.

- Combination ships carrying crude oil or petroleum products with a flash point not exceeding 60°C c.c., where it can be demonstrated that no residual liquid, solid or gas remains in any of their tanks, holds, empty spaces, cargo or ballast lines, pump, or pump rooms Except for the following conditions.
- If the combined ship berthed at the port facility is not degassed.
- The area within the area 25 meters from the ship will be considered as a dangerous area and all necessary precautions will be taken against the possibility of fire,
- Ship's tanks will be inerted,
- The Ship/Shore Safety Checklist in ISGOTT will be implemented in its entirety.

üü. During the loading/evacuation operation, the ship and the port facility will be kept under constant surveillance.

vv. Considering the safety data forms of each of the dangerous liquid bulk cargoes to be loaded and unloaded at the port facility, the "Safe Loading / Discharge Instructions" of each cargo will be prepared, explained, and communicated in writing to the personnel involved in the loading and unloading process.

3.3 Special Provisions Within the Scope of International Codes on Loading Security and Goods

(1) The port authority stops the handling operation at the port facility when it sees any risk and does not start it until the risk is eliminated.

(2) The ship cannot be loaded more than the loading limit considering the loading limit brand. If such a situation is detected, the ship will not be allowed to sail.

(3) The loading-unloading plan before the handling operation and the results of the draft survey or weighbridge survey are submitted to the port authority by the ship's relevant person to determine the amount of loaded cargo before the ship takes off. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

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- (4) Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).
- (5) It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading operation so that the ship's structure is not subjected to excessive stress.
- (6) Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that it is as short as possible. To avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.
- (7) In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
- (8) All stakeholders involved in the transportation of cargo within the scope of the IBC Code use the product name and features of the cargo specified in IBC Code Sections 17 and 18 and comply with all obligations regarding the cargo.
- (9) Updates regarding the loads covered by the IBC Code and named in Chapters 17 and 18 are followed up with the MEPC.2 circulars published by IMO in December each year.
- (10) Ships carrying cargo within the scope of the IBC Code shall keep the documents specified in the IBC Code Section 16.2.
- (11) In accordance with the provision of IBC Code Section 14.1.1, protective equipment meeting the EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards shall be available in sufficient numbers and appropriate features for the people of the ship involved in the loading or unloading operation. This equipment includes a large gown, long-sleeved gloves, appropriate footwear, chemical-proof full-body clothing, and a full eye goggle or face mask.
- (12) On ships carrying cargo within the scope of the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. The equipment used during the operations are not kept in the living quarters. However, protective clothing may also be stored in living quarters, if it is in special cabinets adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.
- (13) With the exception of asphalt products, hazardous dangerous liquid bulk cargoes with the phrase "safety-S" in the "d" column titled "hazards" of the table in Chapter 17 of the IBC Code cannot be handled as water foil in port facilities. These loads can only be handled by discharging them from the ships to the tanks in the facility via pipelines and filling them to the land tankers from these tanks. The same rule applies for loading from land tankers to ships.
- (14) Within the scope of the provisions of IGC Code Section 13.6.13, it is obligatory to have at least two portable gas detectors on ships carrying cargo within the scope of the IGC Code. These detectors should be capable of detecting the oxygen level in closed spaces and measuring flammable, explosive and toxic gases that may arise from the cargoes carried by the ship. The detectors to be kept on the ships can be separate for each gas or they can be multi-purpose with the ability to measure the presence of gases that may arise from the cargoes carried. The detectors that measure the oxygen level to be kept on the ships meet the TS EN 50104:2020 performance requirements and test standard; detectors measuring the presence of flammable gas, TS EN 60079-29-1:2017 performance requirements and test standard; Detectors measuring the presence of toxic gas must meet TS EN 60079-29-4:2011 design requirements and test standards. The calibrations of these detectors are carried out in

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accredited laboratories according to the TS EN ISO / IEC 17025: 2017 standard, at the periods and in the method determined by the manufacturers.

(15) On ships, the provisions of MARPOL73/78 Annex II Chapter 5 Regulation 13, which contains mandatory provisions regulating the discharge of cargo wastes or ballast waters, tank washing waters or other mixtures containing Category X, Y or Z substances shall be complied with.

(16) Ships carrying Category X cargoes within the scope of MARPOL Annex II or Category Y cargoes with high viscosity, or which can solidify are obliged to pre-wash the cargo tanks they discharged from the discharge port to purify them from cargo wastes and deliver their wastes to the waste reception facility.

(17) If the ships carrying Category Y or Z cargoes do not discharge their cargo in accordance with the evacuation guide (Procedures and Arrangement Manual), the model of which is explained in MARPOL Annex II Appendix 4, or if the alternative measures to be taken are not approved by the port authority, the cargo tanks that they have evacuated before departing from the discharge port are not loaded into the cargo tanks. To purify their waste, they have to pre-wash and give their waste to the waste reception facility.

(18) Pre-washing is carried out under a procedure prepared in accordance with MARPOL Annex II Attachment 6, approved by the authorized classification societies for classed ships, and under a procedure approved by the competent authority of the flag state for non-classified ships. Administration may grant exemption for pre-washing.

(19) MSDS will be provided before handling starts. In addition, it will be evaluated within the scope of IMDG-CODE and IMSBC-CODE, and when necessary, measures to be taken regarding dangerous goods will be determined and will be ready for use at any time.

4. CLASSIFICATIONS, TRANSPORTATION, LOADING/DISCHARGE, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS GOODS

At the Eti Bakır Port Facility, liquefied gases (LPG/LNG), compressed natural gas (CNG), petroleum and petroleum products, as well as chemical and similar hazardous liquid bulk cargoes are handled. As the handling of packaged hazardous cargoes, hazardous solid bulk cargoes, scrap cargoes, explosive cargoes, radioactive cargoes, infectious (contagious) cargoes, and fumigated cargoes is not conducted, the following items are not included in this guide:

- Packages and packaging of dangerous goods,
- Placards, plates, brands and labels for dangerous goods,
- Markings and packaging groups of dangerous goods,
- Segregation tables on board and port facility according to the classes of dangerous goods,
- Segregation distances and terms for dangerous goods in warehouse storage.

However, for general informational purposes, placards, marks, labels, and segregation distances related to hazardous cargoes are addressed in Annex-21. Additionally, the Dangerous Goods Handbook contains the necessary information regarding these matters.

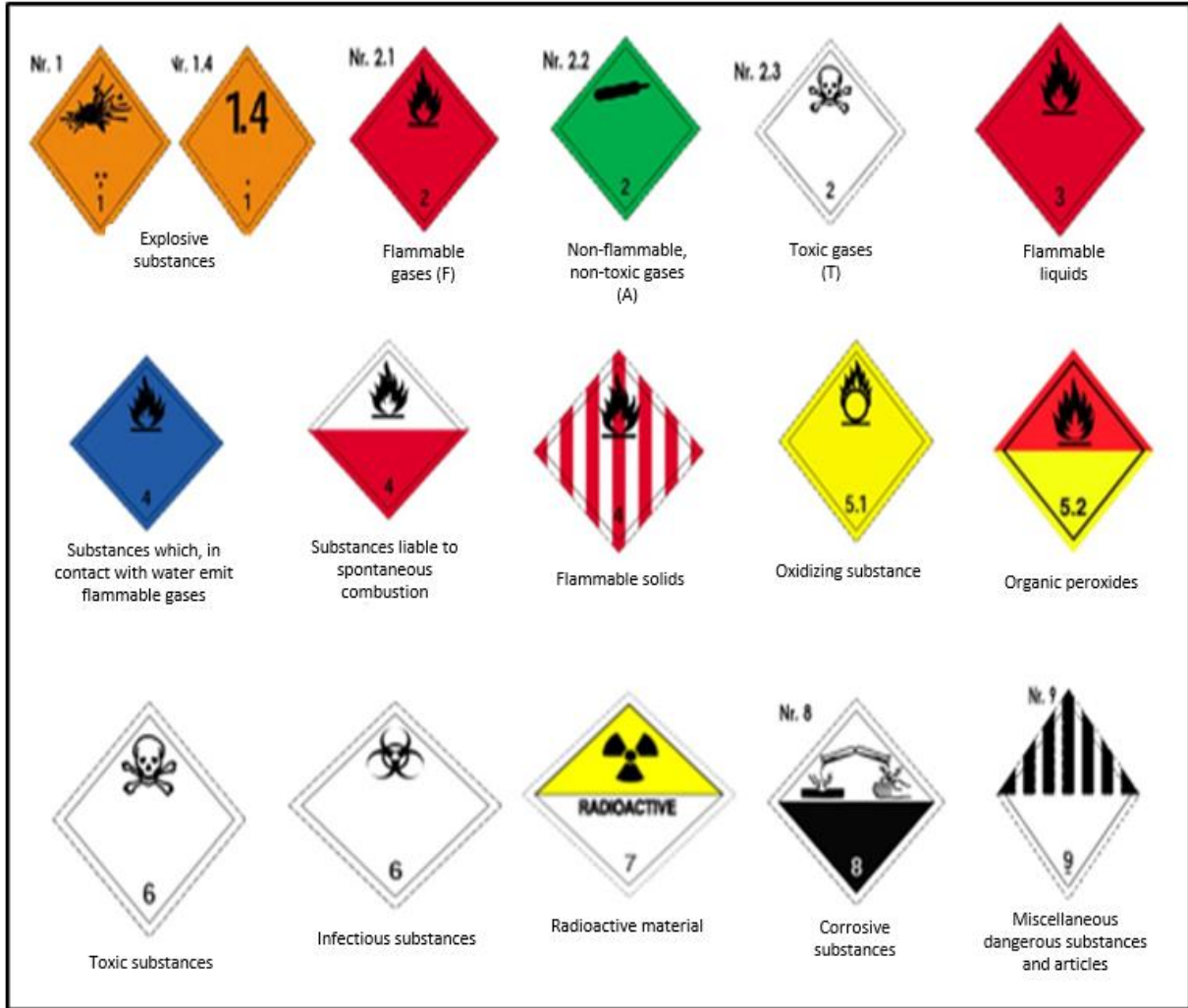
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4.1 Classes of Dangerous Goods

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

DANGEROUS GOOD CLASSES AND DIVISIONS	
CLASS 1	Explosives *Division 1.1 Mass Explosive Hazard * Division 1.2 Projection Hazard * Division 1.3 Fire and/or Minor Blast/Minor Projection Hazard * Division 1.4 Minor Explosion Hazard * Division 1.5 Very Insensitive with Mass Explosion Hazard * Division 1.6 Extremely Insensitive; No Mass Explosion Hazard
CLASS 2	Gases * Division 2.1 Flammable Gases * Division 2.2 Non-flammable Gases * Division 2.3 Toxic Gases
CLASS 3	Flammable Liquids
CLASS 4	Flammable Solids * Division 4.1 Flammable Solids * Division 4.2 Spontaneously Combustible * Division 4.3 Dangerous When Wet
CLASS 5	Oxidizing Substances and Organic Peroxides * Division 5.1 Oxidizing Substances * Division 5.2 Organic Peroxides
CLASS 6	Toxic Substances and Infectious Substances * Division 6.1 Toxic Substances * Division 6.2 Infectious Substances
CLASS 7	Radioactive Materials
CLASS 8	Corrosives (Liquids and Solids)
CLASS 9	Miscellaneous Hazardous Materials

Table 3 - Dangerous Good Classes and Divisions

**Figure 1 - Dangerous Good Classes and Divisions****4.1.1 Class 2: Gases**

At the Eti Bakır Port Facility, the UN 1965 Hydrocarbon Gas Mixture, Liquefied, B.B.B, and UN 1005 Ammonia, Anhydrous handled fall under Class 2.

4.1.2 Class 3: Flammable Liquids

At the Eti Bakır Port Facility, the UN 1202 Diesel Fuel, and UN 1203 Gasoline handled fall under Class 3.

4.1.3 Class 8: Corrosive Substances

At the Eti Bakır Port Facility, the UN 1830 Sulfuric Acid (containing more than 51% acid), and UN 1805 Phosphoric acid solution handled fall under Class 8.

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CLASS 2: GASES

Danger label:			Additional dangers:	
Nr. 2.1 	Nr. 2.2 	Nr. 2.3 	Nr. 5.1 	Nr. 8 
Flammable gases (F)	Non-flammable, non-toxic gases (A)	Toxic gases (T)	Oxidizing substances (O)	Corrosive substances (C)

Classification Codes (A, O, F, T, C, TFC, TOC) / They are not divided into packaging groups.

CLASS 3: FLAMMABLE LIQUIDS

Danger label:		Additional dangers:	
Nr. 3 	Nr. 6.1 	Nr. 8 	
Flammable liquids	Toxic substances	Corrosive substances	

Packaging group I, II, III (high, medium, low, hazardous)

CLASS 8: CORROSIVE SUBSTANCES

Danger label:		Additional dangers:			
Nr. 8 	Nr. 3 	Nr. 4.1 	Nr. 4.2 	Nr. 4.3 	Nr. 5.1 
Corrosive substance	Flammable liquids	Flammable solids	Substances liable to spontaneous combustion	Oxidizing substances	Toxic substances

Packaging group I, II, III (Highly corrosive, corrosive, less corrosive)

Figure 2 - Class 2: Gases, Class 3: Flammable Liquids, Class 8: Corrosive Substances

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4.2 Packages and Packaging of Dangerous Goods

At the Eti Bakır Port Facility, dangerous liquid bulk cargoes are handled; therefore, packaging is not performed.

4.3 Placards, Plates, Brands and Labels for Dangerous Goods

At the Eti Bakır Port Facility, dangerous liquid bulk cargoes are handled, ; therefore, placarding, plating, branding, and labeling are not performed.

4.4 Markings and Packaging Groups of Dangerous Goods

At the Eti Bakır Port Facility, dangerous liquid bulk cargoes are handled; therefore, marking and packaging are not performed.

The substance information of the dangerous liquid bulk cargoes handled at the facility is provided below.

UN NO	APPROPRIATE SHIPMENT NAME	CLASS	PG	LABEL
1005	AMMONIA, ANHYDROUS	2		2.3 + 8
1805	PHOSPHORIC ACID, SOLUTION	8	III	8
1830	SULPHURIC ACID (CONTAINING MORE THAN 51% ACID)	8	II	8
1965	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S.	2		2.1
1202	DIESEL FUEL	3	III	3
1203	GASOLINE	3	II	3

Table 4 - Dangerous Goods Loaded/Discharged at Eti Bakır Port Facility

4.5 Segregation Tables on Board and Port Facility According to The Classes of Dangerous Goods

At the Eti Bakır Port Facility, dangerous liquid bulk cargoes are handled; therefore, segregation tables are not used.

4.6 Segregation Distances and Terms for Dangerous Goods in Warehouses

No warehouse storage is conducted at the Eti Bakır Port Facility.

5. HANDBOOK FOR DANGEROUS GOODS HANDLED AT PORT FACILITY

"Dangerous Goods Handbook", an example of which is given in the Annex-10, has been prepared and presented to the use of the relevant parties to learn and recognize the hazardous cargo classes and labels, signs, dangerous load segregation rules by the relevant port facility personnel.

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6. OPERATIONAL ISSUES

6.1 Procedures for the Safe Berthing, Mooring, Loading/Discharging, Sheltering or Anchoring of Ships Carrying Dangerous Good, Day and Night

6.1.1 Entering the Port Area

a) The captain of a ship carrying dangerous goods must do the following before entering the Port Area.

- ✓ Should prepare all the personnel for the loading and evacuation of dangerous goods in the port area and the legal and administrative obligations regarding ships carrying dangerous goods,
- ✓ Check the suitability of the ship in terms of machinery, apparatus, and equipment,
- ✓ Evaluates the possibilities against damage or leakage of dangerous cargo and its contents,
- ✓ Informs the relevant port authority about the unsuitable machinery, apparatus and equipment in the ship, damage or leakage of dangerous cargo and protection system errors that will endanger the environment, property, and life.

b) The captain of a ship carrying dangerous goods while entering the Port Area should do the following unless otherwise requested by the port authority.

- ✓ Maintains the communication by establishing communication with the port authorities on the VHF channel,
- ✓ The Bravo signal flag during the day and red light visible from all directions at night, will be displayed.

c) Safety Shifts:

- ✓ Captain of the ship should establish an appropriate cruise shift at the entrance/exit to the port and deck and machinery safety shifts during the loading/unloading period,
- ✓ Captain of the ship should decide for safe watches, considering all aspects of the subject and the amount of dangerous cargo stored.

d) Docking: Should continuously show the appropriate danger signs in the port area if it is at the pier unless requested by the Port Authority.

e) During the stay at the port.

- ✓ For emergencies, there must be a spare rope that is hand-tacked to the ship's side with sufficient slack at the fore and aft of the ship and can be easily salvaged in an emergency. One end of the towing rope should be extended from the deck to the water level and should be kept ready by being fixed in a way that it can be used at any time by being released in any dangerous situation.
- ✓ Anchorage equipment should be available so that it can be anchored in case of any emergency.

f) Captain of the ship should always keep the ship's machinery ready for the safety of the ship or the proper storage of the cargo or ship ballast handled and should not allow any smoke from gas or boiler pipes unless permitted by the port authorities.

- ✓ Captain of the ship should provide safe entry and exit between the ship and the shore.

g) Emergency procedures:

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- ✓ While the ship's captain is at the pier, he/she must keep himself/herself, his/her officers, and his/her crew ready to implement the emergency response procedures he/she will establish.
 - ✓ The ship's captain should consider the necessary arrangements for safe and quick departure, bearing in mind the content of the dangerous cargo and any special situation that may occur on the deck.
 - ✓ The ship's captain should establish emergency response procedures on board to control / prevent incidents involving dangerous cargo and again ensure that officers and personnel are properly trained to perform / accomplish such emergency response procedures.
- h) Emergency information procedures: The captain of a ship carrying dangerous goods should keep the following information in the same place in addition to the information specified in the SOLAS contract paragraph II-2 / 15.2.4.2.
- ✓ A list of dangerous cargo carried on board
 - ✓ A list of dangerous cargo discharged at the port facility area
 - ✓ In addition to the emergency response procedures required for dangerous cargo, the captain of the ship should keep appropriate safety information easily accessible. This type of information includes the EmS Guide (Emergency Response Procedures for Ships Carrying Dangerous Goods), the Medical First Aid Guide (MFAG) used in incidents involving dangerous goods, and safety information papers, which are used in connection with the transport documents.
 - ✓ Captain of the ship should ensure that deck watchman is informed about the exact numbers and status of the crew both on board and land as well as visitors/passengers. (This measure ensures that the exact number of the crew on the ship or on the shore or resting in the cabins in an accident or emergency.)
- i) Fire Precautions: The ship's captain should.
- ✓ Ensure the detection of areas where smoking is prohibited.
 - ✓ Ensure that the areas where smoking is prohibited are appointed clearly in illustrated diagrams in important areas and that the areas where smoking is free do not pose any danger. (Considering that the dangerous cargo transported has a risk of fire and explosion, it should be accounted empty tanks may still contain residues and might contain flammable vapors and pose a risk.)
 - ✓ Make sure that the equipment or tools used to check whether there is flammable or explosive in an area or an empty place, do not cause fire or explosion.
 - ✓ Make sure that the equipment or tools to be used, including any sampling or measurement device, are safe, portable electrical equipment that can be used in a flammable atmosphere without causing fire or explosion if there is a possibility of a flammable or explosive substance in an area or an empty place.
 - ✓ Make sure that electrical equipment is not used indiscriminately or accidentally in areas where flammable atmospheres may occur.
 - ✓ Ensure that a fire station, which is sufficient and suitably tested, is established, and kept ready for the dangerous cargo on board, and that the relevant personnel are trained in firefighting and arranges practices and fire drills in this regard.
- i) Environmental Protection: The ship's captain should.

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- ✓ Make sure that all measures are taken to prevent the dangerous cargo from being released accidentally to the environment.
 - ✓ Ensure that all the scupper holes are well closed and that the absorbent and disposal materials are kept ready and properly used, considering the safety of the ship and its personnel.
 - ✓ Ensure that the appropriate precautions are taken during the cleaning of the spill site for the spilled hazardous substance.
 - ✓ To prevent the accidental release of dangerous cargo to the environment, it is of utmost importance to have highly trained personnel with sufficient knowledge about the risks arising from the dangerous cargo carried, and the use of correct and safe response procedures in hazardous substance accidents. Personnel should be regularly trained to use the correct and safe equipment.
- j) Reporting of accidents: The ship's captain should.
- ✓ Ensure; If there is an accident that endangers the safety of the ship's crew or other ships in the port facility or the port facility or the property or the environment due to the loading/unloading of the dangerous cargo, the personnel responsible for the loading/unloading should immediately stop the operation until adequate safety measures are taken.
 - ✓ Remind all personnel of their obligation to report the accidents that may occur during the loading/unloading of dangerous goods to the personnel responsible for the operation and the port authorities.
 - ✓ It is essential to report the accident accurately and completely to the emergency response center in shortest time to provide immediate and effective reaction, medical assistance for the injured personnel and reduce damages.

6.1.2 Port Facility

- a) Mooring to The Pier: Port facility operator; should ensure sufficient and safe anchoring facility (depth and sufficient safe area etc.) and the establishment of adequate and safe transportation between the ship and the port facility.
- b) Control – Inspection: When Dangerous Goods are opened for the control of the contents by authorized personnel, the port facility operator should ensure that the personnel assigned to open it are aware of the possible dangers that may arise due to the dangerous cargo.
- c) Classification, Packaging, Marking, Labelling, Placement and Certification: Port facility operator should ensure that when dangerous cargo enters its premises, the cargo related person must be certified / approved in accordance with the relevant national and international requirements.
- d) Safe Handling and Separation: The port facility operator assigns at least one authorized personnel who has sufficient knowledge of national and international legal requirements for the loading / unloading of hazardous substances.
- e) Emergency Procedures: The port facility operator should ensure that appropriate emergency arrangements are made and bring them to the attention of those concerned. These regulations should cover the following.
 - ✓ Determination of the appropriate emergency operation area (Operation center / unit where the response operation will be managed in case of an emergency)

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- ✓ Notifying the accident or emergency to the appropriate emergency services inside or outside the facility verbally firstly and then in accordance with the accident notification procedure and form specified in the Annex 16,
 - ✓ Notification of the accident or emergency to the port authority or to the relevant parties from land or sea part of the port facility area,
 - ✓ Availability of emergency response equipment specified in the Annex 14 according to the requirements of hazardous substances being loaded / unloaded,
 - ✓ Making coordinated arrangements in accordance with the procedures specified in the Port Operation Instruction in any emergency for the release of the ship / emergency departure from the pier,
 - ✓ Making sure that arrangements are made to ensure safe entry and always exit to the ship and the port facility.
- f) Emergency Information: The port facility operator should.
- ✓ Have a list available containing the amount of dangerous cargo in their tanks and the name of the shipment, if any, the secondary risk, if present, and a list of the emergency services currently available.
 - ✓ Ensure that the emergency response procedures of the facility or pier and the emergency telephone numbers of the facility or pier are hung on tanks or areas where hazardous substances are loaded / unloaded or in certain places that are easily visible.
 - ✓ Clearly mark the fire and spill fighting equipment and stations and ensure that the signs are hung in appropriate positions to attract the attention of the concerned parties.
 - ✓ Inform the ship's captain about the emergency procedures in effect in the port facility area and the services at the pier.
- g) Fire Precautions: The port facility operator should.
- ✓ Ensure that the fire department and emergency services can be reached from anywhere on the pier at any time,
 - ✓ Ensure that the establishment of audible and visible alarms for emergency use in the port facility area, in other words, to establish rapid communication with emergency services,
 - ✓ Ensure that the pier is suitably equipped to provide the water required for firefighting compatible with ship equipment within the scope of ship/shore contact arrangements in accordance with international standards for ships of 500 tons and above, regardless of the year of construction,
 - ✓ Ensure that all areas where loading/unloading operations of hazardous cargo are carried out are kept clean and dry,
 - ✓ Ensure that the ship captain is informed about the locations of the nearest emergency services that can be called before loading/unloading dangerous cargo,
 - ✓ Ensure that the fire balls are rotated towards the manifold on the dock and the ship, during loading,
 - ✓ Ensure that the lighting and other electrical equipment at the pier where the dangerous cargo is located is equipped with materials that are safe against flammable and explosive environments.
 - ✓ Determine the areas where smoking is prohibited.
 - ✓ Ensure that the areas where smoking is prohibited are designated with illustrated diagrams, hung in a clearly visible way in important areas and that the areas where smoking is free

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do not pose any danger, (Considering that the dangerous cargo being transported has a risk of fire and explosion, it should be accounted empty tanks may still contain residues and might contain flammable vapors and pose a risk.)

- ✓ Make sure that the equipment or tools used to check whether there is flammable or explosive matter in an area or an empty place, do not cause fire or explosion.
 - ✓ Ensure that, if there is possibility of a flammable or explosive material being present in an area or an empty place, the equipment, or tools to be used for sampling or measurements, are safe portable electrical equipment that can be used in a flammable atmosphere without causing fire or explosion, and no electrical equipment is used haphazardly or unintentionally in areas where a flammable atmosphere may occur.
- h) Firefighting: The port facility operator establishes and maintains a sufficient and suitably tested fire station in accordance with the requirements of the regulatory authority of the region where the loading / unloading is made and ensures that the relevant personnel are trained in firefighting and make sure they practice and conduct fire drills. In addition, the fire line is tested by an independent accredited organization every 5 years and the result report is shared with the Port Authority.
- i) Measures on environmental protection: The port facility operator should.
- ✓ Ensure the loading/unloading of hazardous substances in accordance with the requirements of the regulatory authority of the region.
 - ✓ Not do the loading/unloading of any damaged pipeline or tank used in the evacuation of dangerous substances, unless it is ensured that it is made suitable and safe in all aspects in accordance with the regulations of the regulatory authority.
 - ✓ Ensure that appropriate precautions for the spilled hazardous substances are taken during the cleaning of the spillage area. To prevent the accidental release of hazardous substances to the environment, it is of utmost importance to use correct and safe response procedures in hazardous material accidents by well-qualified and trained personnel who have sufficient knowledge about the risks that might arise from the dangerous cargo transport. Personnel should be regularly trained to use the correct and safe equipment.
 - ✓ Keep spare large-scale drums, absorbents or cleaning equipment, equipment to prevent the spread of liquid hazardous cargo (discharge preventers, absorbents, and oil barriers etc.) ready at the dock and pump house and train the relevant personnel regularly in the correct and safe use of equipment.

6.2 Procedures for Additional Measures Required to be Taken According to Seasonal Conditions for Loading/Unloading of Dangerous Goods

- a) Hazardous materials can generally be affected by high temperature (in summer), rain and strong wind (valid all year) depending on the season. The port facility is rarely exposed to snow and icing during the winter months due to its geographical location.
- b) In heavy rain, stormy, restricted weather conditions, and weather conditions with a possibility of lightning, loading/unloading operations will be suspended, considering personnel safety.
- c) In case of snow and icing, loading / unloading operations are not allowed until the slippery environment is disposed of, and operations are carried out at the safest speed when the environment is safe.
- d) Procedures regarding this matter are specified in the ship shore safety check list.

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6.3 Procedures for Keeping Flammable, Combustible and Explosive Goods Away from Spark-Creating/Possible Processes and Operating Tools, Equipment or Instruments That Create/Can Create Sparks in Dangerous Good Handling, Stacking and Storage Areas

- All hot works to be done in the port facility or on the ship are subject to permission.
- Ship personnel or all subcontractors who will work on the port facility or on the ship are informed about the need to request a mechanism that will provide isolation and insulation for safety, information signs regarding the work to be done, a restricted work area, an evacuation plan and, if necessary, permission to work at height.
- If it is obligatory to work in places where the risk of danger is high, necessary permits will be obtained within the framework of the Hot Work Procedure before starting the work and work will begin after the necessary precautions are taken.
- Hot Work Procedure and Hot Work Request Form is in Annex-22.

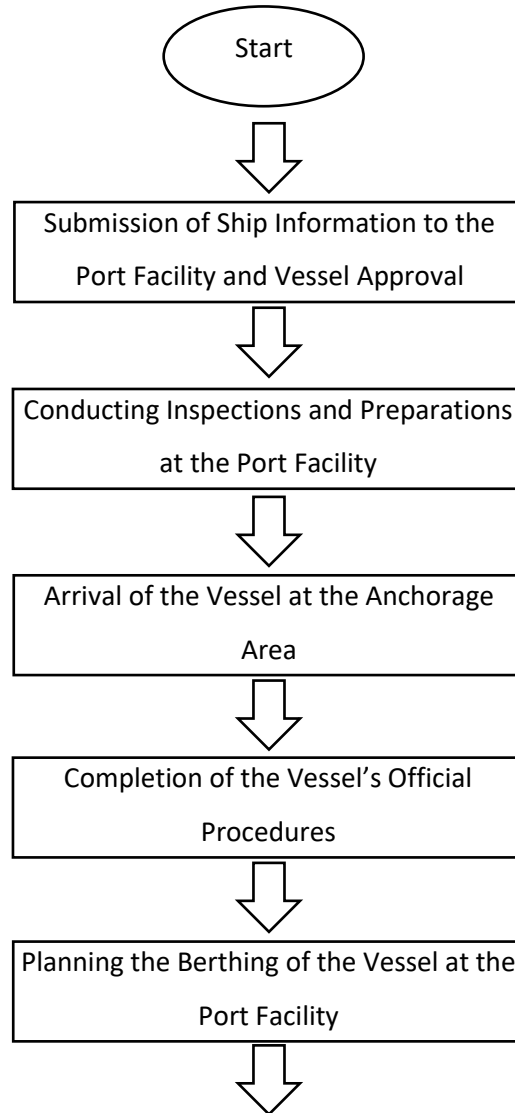


Figure 3 – Process Flow Schema (1)

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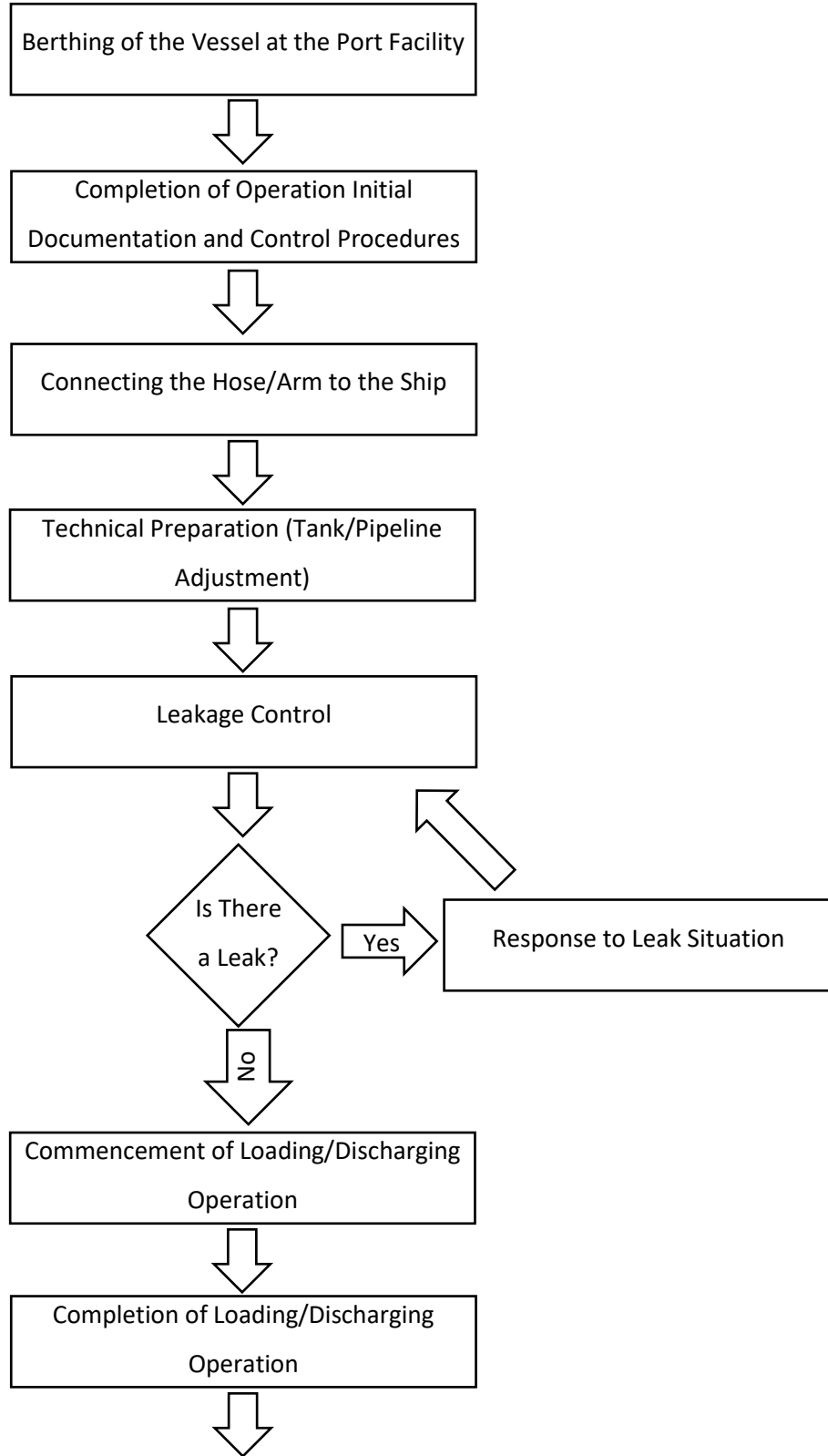


Figure 4 – Process Flow Schema (2)

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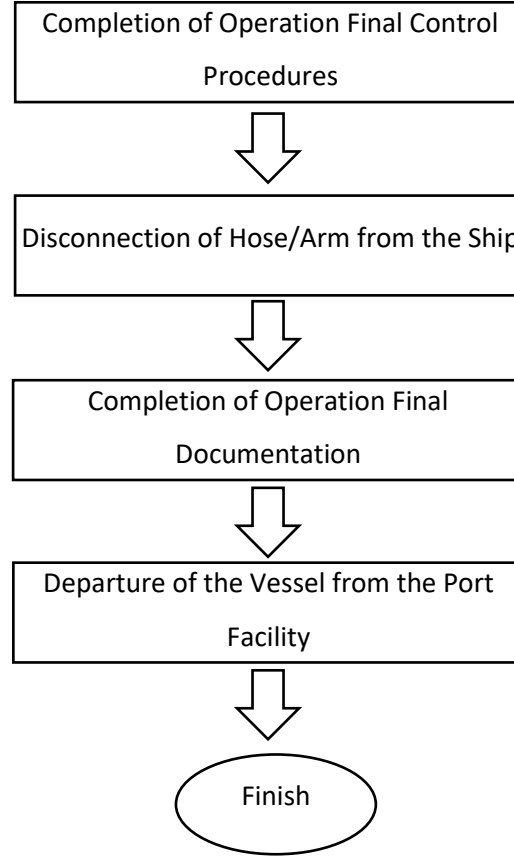


Figure 5 – Process Flow Schema (3)

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 Procedures for What are all the Mandatory Documents, Information and Certificates Regarding Dangerous Goods, and Their Procurement and Control by the Relevant Persons

The following documents related to dangerous goods will be kept up to date by the port facility.

- IMDG Code (International Code for Dangerous Goods Transported by Sea)
- IBC Code (International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk)
- IGC Code (International Code for the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk)
- The EmS Guide (Emergency Response Procedures for Ships Carrying Dangerous Goods)
- MFAG (Content of Dangerous Goods, Medical First Aid Guide for Use in Accidents)
- SOLAS (International Convention for the Safety of Life at Sea)
- MARPOL (International Convention on the Prevention of Pollution from Ships)
- ISGOTT (International Safety Guide for Oil Tankers and Terminals)
- Regulation on the Transport of Dangerous Goods by Sea
- Ports Directive

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

l) OCIMF: Vessel Inspection Questionnaire (VIQ) for Oil Tankers, Combined Carriers, Commercial Tankers, Chemical Tankers and Gas Tankers, Barges, Tugs Used for Towing Barges and Boats Carrying Package Cargoes,

m) International Oil Pollution Prevention Certificate (IOPP Certificate)

For the port facility to safely handle the dangerous goods coming to the facility and to take appropriate precautions, the documents sent beforehand are absolutely needed. These documents are as follows.

- ✓ Dangerous Cargo Notification Document
- ✓ SDS (Safety Data Sheet)
- ✓ Documents Required on Board
- ✓ Other Required Documents and Information

Dangerous Cargo Notification Document

The shipping documents prepared by the shipper will include a "Signed Certificate or Dangerous Cargo Notification Document" stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.

At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area; Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the port authority in writing, right after their departure from the port facility.

In case the notification obligation is not complied with, or the notifications do not contain correct information, administrative action may be taken against the notifier, and he may lose the order of approaching, departing, or passing, if any. When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section. The Dangerous Goods Notification Document can be in any form, if it contains all the information specified in IMDG Code Section 5.4.

SDS (Safety Data Sheet)

The Safety Data Sheets, prepared to ensure effective control and efficient surveillance of the Dangerous Goods arriving at our port facility against the negative effects they may cause on human health and the environment, will be sent to our port by the sender prior to the handling of the Dangerous Goods and will be accessible at any time during the loading/unloading and handling of the material.

Documents Required on Board

Each ship carrying Dangerous Goods and marine pollutants shall have a special list, manifest or stowage plan with the names and locations of Dangerous Goods and marine pollutants. This

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list and manifest will be based on the documents and certificates required in the IMDG Code. A detailed stowage plan, which is determined by class and shows the locations of all Dangerous Goods and marine pollutants, can be used instead of this special list or manifest. For Dangerous Cargo shipments, Appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to Dangerous Goods during transportation. This information will be far from packages containing Dangerous Goods and will be available immediately in case of an event.

Information to be used in emergency response will be found in the following documents.

- Within the special list, manifest or Dangerous Cargo declaration,
- In a separate document such as a safety data sheet,
- In separate documents such as the Medical First Aid Guide (MFAG) for Use in Accidents Involving Dangerous Goods and the "Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide)" to be used in conjunction with the transport document.

Multi-Mode Dangerous Goods Form

Multi-Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode.

7.2 Procedures for Keeping a Regular and Complete Updated List of All Dangerous Goods and Other Relevant Information at the Port Facility Site

The port facility is obliged to provide information to the relevant parties at any time, stating the class, quantity, emergency response methods and locations of all dangerous goods present in the port facility. Records of dangerous goods handled in our port will be kept by the operations department, including the following information.

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a marine pollutant,
- Receiver,
- Consigner,
- Additional Information (Ignition degree, viscosity, etc.),
- Where it is stored in the Port Area,
- Duration of stay in port,

This information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested. The port facility keeps up to date the class and quantity information of the dangerous goods handled throughout the year and reports it to the port authority in quarterly periods.

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7.3 Reporting Procedures Indicating That Dangerous Cargoes, Correct Shipping Names Are Used, arriving at the Facility Are Properly Identified, Are Certified, Packaged/Packaged, Labeled, Declared and Safely Loaded and Transported into Proper Packaging, Container or Cargo Transport Unit, and Control of Dangerous Cargoes and Control Results

Before the ship arrives at the port facility, the site planner will determine the dangerous cargoes based on the ship's loading plan. The UN number of dangerous goods will be defined and entered the port operating system. When the cargo is discharged, it will be transferred to the appropriate tanks or storage areas allocated for storage.

They check the accuracy of the following information on the dangerous goods documents issued by the Shipper of the dangerous goods to be accepted to the Port in coordination with the planning and operation.

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a marine pollutant,
- Additional Information (Ignition degree, viscosity, etc.),
- Where it is stored in the Port Area

This information is transmitted to Pointers, Field Supervisors, Warehouse Officers, HSE and personnel who need to know, via terminals/documents to control the incoming dangerous cargo.

In case the information from the operation and the cargo carries different information, the operation is immediately informed, and the sender is instructed to verify the information about the dangerous and correct the missing incorrect information.

7.4 Procedures for Obtaining and Maintaining Safety Data Sheet (SDS)

a) In addition to the general precautions taken by Eti Bakir Port Facility within the scope of dangerous cargoes, a Safety Data Sheet is requested from the cargo person regarding every dangerous cargo or cargo with dangerous content coming by sea.

b) It is the general standard that every cargo with dangerous content entering the Eti Bakir Port Facility must have a Safety Data Sheet. In case of embarkation/evacuation and emergency, the measures specified in the Safety Data Sheet are taken immediately.

c) The Safety Data Sheet (SDS) consists of 16 sections, and the 14th section contains the following information about transportation.

- ✓ UN Number,
- ✓ PSN name, (Proper Shipping Name) (Required for sea freight)
- ✓ Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with Sub-hazards)
- ✓ Packing Group (I, II, III)
- ✓ Whether it is a marine pollutant,
- ✓ Tunnel Restriction Code (Required for road transport)

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For all dangerous goods to be accepted into the port, it is checked that this document is included with the Dangerous Cargo.

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods

- Information on dangerous goods is kept regularly, and statistical information is prepared and reported as requested by the competent authorities. Reports are stored in a digital environment so that they can be accessed whenever required.
- The e-maritime applications of the Ministry of Transport and Infrastructure (MTI) are entered into the ATLANTIS program every time a ship arrives, and information is entered for the statistical infrastructure. For the same purpose, data is entered into the Port Facility Management System each time a ship arrives.
- A report containing information about the dangerous goods handled in our port facility is requested by the Administration to be reported to the Port Authority in quarterly periods. Statistical evaluations from the records of the dangerous goods handled annually in our port are made by the trade and operations departments. Dangerous Cargo monthly count and control reports stored in our port area are prepared by the operations department and presented to the management. Records and reports are archived by the departments in 5-year periods.

7.6 Information on the Quality Management System

Eti Bakır Port Facility has a quality management system compliant with ISO 9001:2015 requirements. The certificate confirming that the facility has established and implements a management system in accordance with these standards was issued by 'ARTIBEL CERTIFICATION TECHNICAL CONTROL SUPERVISION AND TRAINING SERVICES LTD. CO.', accredited by TURKAK.

- Field of Activity: Port Operations
- Certificate Number: Q291242678
- Date of Issue: 28/01/2025
- Validity Period: 1 year
- Expiration Date: 04/01/2026

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Procedures for Responding to Dangerous Goods that Pose/May Pose Risk to Life, Property or the Environment, and Hazardous Situations Involving Dangerous Goods

- Eti Bakır Port Facility is carried out within the framework of the Emergency Response Plan.
- Emergency response plans will always be in effect and in practice.
- The emergency response plan covers the following topics:
 - Scope and relationships with other plans
 - Dangerous goods in the port area
 - Rules and responsibilities
 - Emergency response procedures
 - Management methods after emergency intervention
 - Training and drills

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- Emergency response plan management
- Coordination with external parties and stakeholders
- Types of emergencies:
 - Facility, Field, Cargo Fires
 - Explosion
 - Accident and injury
 - Natural disasters such as earthquakes
 - Adverse weather conditions such as storms
 - Leakage or spillage of dangerous cargoes
 - Marine pollution (For example: oil/fuel leakage)
 - Power outage
 - Ship fires

8.2 Information on the Port Facility's Ability, Capability and Capacity to Respond to Emergencies

The ability to respond to emergencies that may be encountered within 24 hours is limited by the technical facilities and manpower of the facility. In natural disasters or emergencies where the facility's facilities may be insufficient, public, or other private sector facilities are used. The facilities to be used in case of fire are in ANNEX-6 and the equipment to be used in case of spillage are in ANNEX-14.

8.3 Regulations Regarding First Response to Accidents Involving Dangerous Goods (First Response Procedures, First Response Abilities and Capabilities etc.)

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

- a) When the injury is caused by any dangerous substance, the first aid measures written in Section 4 of the Safety Data Sheet of the dangerous substance exposed are applied. At the same time, the toxicological effects of the substance in Chapter 11 should be considered.
- b) When any person is injured, first aid personnel are informed. According to the characteristics of the substance, first aid rules are applied with the personnel who have received first aid training, with the first aid kit in the dolphin and the cargo building, or a health personnel who can provide the closest first aid is called, but the injured person is not moved if it is not necessary.
- c) The nearest Health Unit is called simultaneously. The scene of the incident should be clearly explained to the first aid team, and if necessary, an ambulance should be met.
- d) The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. If the injured person is affected by the environment (toxic gas, airless or smoky environment) by persons with appropriate protective equipment, they should be taken out of this environment as soon as possible.
- e) If the injured has been exposed to a corrosive substance, he must get rid of the contaminated clothes as soon as possible.
- f) From the telephones written in Section 8.4, the necessary ones are called and expert support or an ambulance is called.

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g) No matter how insignificant it may seem, all injuries requiring first aid and non-injury accidents and incidents must be reported to the higher authorities.

8.4 Notifications to be Made On/Off the Facility in Emergencies

Any kind of emergency that may occur at Eti Bakır Port Facility shall be reported to the Samsun Regional Port Authority. Communication with other public institutions and organizations that need to be informed regarding the emergency is specified in the Emergency Response Plan. The Emergency Response Plan is provided in Annex-7. Additionally, emergency contact points and communication details are included in Annex-3.

SERIAL NUMBER	UNIT	TELEPHONE
1	Eti Bakır Port Facility Shift Supervisor	0 362 256 09 90
2	Samsun Regional Port Authority	0 362 435 90 13
3	Emergency Call Center (Ambulance-Police-Gendarmerie-Fire Department-Coast Guard)	112

Table 5 - Relevant Units and Contact Numbers in Emergencies

8.5 Accident Reporting Procedures

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

8.6 Coordination, Support and Cooperation Method with Official Authorities

- When there is an emergency response requirement, the organizational structure that will manage the emergency and provide coordination, support and/or cooperation with official authorities will be carried out within the organization specified in ANNEX-9.
- The Operation Coordinator manages the emergency response operation and the entire team under him. It carries out all the activities to be carried out in accordance with the Emergency Response Plan. It is also the point of contact for the communication to be established with the relevant official institutions and authorities.
- In the absence of the Operation Coordinator, the person to manage the operation is the Incident Site Coordinator.
- Institutions that can be contacted, coordinated, requested for support, or only informed in case of emergency, and their contact information are in Annex-3.

8.7 Emergency Evacuation Plan for Removing Ships and Marine Vehicles from Port Facilities in Emergencies

The emergency situations that may occur for the removal of ships and marine vehicles from the port facility and the notifications and operation plans to be made before, during and after

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the evacuation are below.

a) Fire on Board or in Port facilities Under Operation

- The port facility employee (ship operation workers, crane operators, quay security personnel, CCTV personnel, technical personnel or any port facility employee who is on the quay due to his duty) first to see or hear the fire, as soon as possible, using the numbers in the Section 8.4 of this document, within working hours. Makes an emergency notification by calling the Manager and the Shift Supervisor outside of working hours.
- If the ship needs to leave the port facility with the notification, the ship's captain decides on the size and development of the event and in consultation with the Eti Bakir Port Facility Relevant and Regional Port Master, and the following processes are completed:
- If the operation continues, it is stopped, and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the shore connections on or near the ship are closed safely and quickly and the crane booms are turned over.
- The fire department and firefighting teams are informed about the fire extinguishing operations at the pier, and the operation personnel are informed about the location of the fire and the entry of the fire extinguishing vehicles into the port facility.
- The pilotage and tugboat organization and the mooring operators are informed, and the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can idle.
- Tugboats equipped with fire extinguishing equipment are also requested to come to the scene to respond to the fire from the sea.
- The Regional Port Authority is called and informed that the ship will leave the port facility due to an emergency.
- If the ship's machines are in working condition and can be freed from the dock by its own means, it is ensured that the quay ropes are released and leave the port facility as soon as possible.
- All operations are directed by the port facility officer during working hours and by the Shift Supervisor out of working hours.

b) Rope Cut of a Ship Anchored to the Dock Due to Sudden Strong Wind or Storm

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

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can be reconnected, or the existing ropes can be pulled out and the ship can be separated from the pier.

- In case the ship under operation leaves the pier for compelling reasons before the operation is completed, the Port Authority is informed.

8.8 Procedures for the Handling and Disposing of Damaged Dangerous Goods and Waste Contaminated with Dangerous Goods

a) Since packaged cargoes are not handled at the port facility, there will be no damaged dangerous cargoes. However, many materials and apparatus used in the loading and unloading of dangerous goods are exposed to dangerous goods due to possible leaks. Substances and materials that are considered as waste from the said materials will be processed within the framework of the Eti Bakir Port Facility Waste Management Instruction.

b) In case of leakage of any dangerous substance during unloading operations, the following hazards may occur:

- ✓ Suffocating, suffocating effect,
- ✓ Poisoning,
- ✓ Infection and burning effect on living tissues,
- ✓ Corrosion and skin burn,
- ✓ A fire in the working areas,
- ✓ The effect of increasing or spreading the fire,
- ✓ Explosion

c) Therefore, it is necessary to ensure that the dangerous cargo with a leakage is handled safely and securely, that the protective materials and equipment are complete, complete and in working order, that leakage cases are reported appropriately, that the leaking flange, connection record, and pipeline are checked, and the leakage is eliminated, and finally, that the leakage area is professionally cleaned in accordance with the rules and regulations.

d) The methods and steps to be followed until the end of the process, including cleaning the leak, are specified in the workflow diagram below:

- The role of the environment in hazardous cargo leakage:
- The Environmental Officer checks the situation at the leakage location.
- In case of serious leaks and spills, the Safety Data Sheet of the leaking/spilled dangerous cargo is obtained before the leakage is controlled.
- The Environmental Officer decides on the type of activity to be carried out according to the hazard class of the dangerous cargo and the nature of the substance.
- A fire truck is kept ready when necessary.
- When the exit procedures for the leaked dangerous substance or waste contaminated with dangerous substances are ready, they are removed from the leakage area.
- Records regarding the leakage and shipment are kept being accessed when necessary.
- The area where the leakage was first detected is also checked by the Environmental Officer and if environmental pollution has occurred, it must be cleaned appropriately.
- If necessary, appropriate personal protective equipment is used during the operation according to the nature of the substance.
- After the leakage is stopped, each area contaminated by the leakage is cleaned appropriately either with the facility's emergency response equipment or by the Emergency

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Response Company, depending on the level of the spillage.

- The general processes and provisions to be followed in case of environmental pollution are as follows:
- After the leak is detected, the incident site will be surrounded first: The area where the leak is located is surrounded by a security tape to prevent unauthorized personnel from entering and the relevant units are notified.
- Risk assessment is performed, and the risk is determined:
- The type of leaked or spilled material, the source and amount of the leak are determined. A Safety Data Sheet for the hazardous cargo is obtained.
- Necessary Personal Protective Equipment is provided: Appropriate personal protective equipment and materials are provided before the leak is intervened.
- Where possible, the leak is limited and its spread is prevented: To prevent the leak from spreading further to the surroundings, its surroundings are first surrounded by barriers.
- If possible, the leak is stopped.
- Cleaning operations are initiated for the leak: The leak is never cleaned with flammable materials such as sawdust; dry, neutral absorbent materials such as absorbent kits, sand, sorbent pads are used. In small liquid spills, absorption is performed by adding absorbent material/material. In large spills, a border/set is created around it. The leaked/spilled material is prevented from mixing with the soil, underground and surface waters.
- Disposal of waste
- The rescue packages in which the hazardous materials will be placed and sent for disposal must be UN type approved. The cleaned hazardous material is collected in appropriate waste bags or boxes and sent to the Temporary Waste Storage Area within the port facility.
- In accordance with the Environmental Law and regulations on waste disposal, it is delivered to companies with hazardous waste transportation licenses to be disposed of in hazardous waste disposal facilities licensed by the Environmental Law and waste disposal regulations and removed from the facility.

8.9 Emergency Drills and Drill Records

The planned drills within the scope of the port facility drill program will be carried out at the specified frequency. The drills will be recorded by Eti Bakir Port Facility, distributed to the relevant participants, kept for 3 years and then the records will be destroyed.

8.10 Information on the Fire Protection Systems

Emergency and fire equipment is as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors, Emergency Lamps and Glass Breaking Units in the Fields
- Electric Fire Pumps
- Diesel Fire Pumps
- Emergency Phone Lists
- Port Facility Fire Plan
- Emergency Safety Signs

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- Emergency Sirens

8.11 Procedures for Approval, Inspection, Testing, Maintenance and Commissioning of the Fire Protection Systems

Fire Hydrants: The Facility Directorate will keep a list of all fire hydrants. 3-month checks, and tests and monthly checks will be carried out and their records will be kept.

Fire Extinguishers: A list of all fire extinguishers will be kept, and monthly checks will be carried out. A label will be attached on all fire extinguishers with the date of the last check and the identification number of the personnel performing the check.

Fire Cabinets and Fire Hoses: A list of all fire cabinets will be kept. 3-month checks, and tests, monthly checks, repairs and maintenance will be carried out. Control records will be kept.

Fire Alarm Detectors, Emergency Lights and Glass Breaking Units on the Fields: Maintenance and attitudes will be carried out according to the maintenance program.

Electric Fire Pumps: Maintenance and attitudes will be carried out according to the maintenance program and all records will be kept. Pump checks will be carried out weekly.

Diesel Fire Pumps: Maintenance and attitudes will be carried out according to the maintenance program and all records will be kept. Pump checks will be carried out weekly.

Emergency Phone Lists: It is the responsibility of the relevant unit manager to ensure that the relevant departments and emergency phone lists are accurate and up to date.

Port Facility Fire Plan: In accordance with the Regulation on Fire Protection of Buildings, the building has a fire plan prepared and approved by a mechanical engineer working full-time at a registered independent consulting engineering office in the field of fire installations by the Chamber of Mechanical Engineers of the Union of Turkish Chambers of Engineers and Architects (TMMOB), and holding a Fire Installation Engineering Authorization Certificate from the Chamber of Mechanical Engineers.

Emergency Safety Signs: It is the responsibility of the relevant unit manager.

8.12 Necessary Precautions to be Taken in Cases Where Fire Protection Systems Do Not Work

When there is a need for an emergency response and the fire protection systems do not work, the nearest team is informed by calling the telephone numbers written in Section 8.4.

8.13 Other Risk Control Equipment

Fighting Marine Fires

In accordance with the provisions of the "Regulation on Prevention, Extinguishing and Rescue Measures to be Taken Against Fires That May Be Taken on Land, Fires that May Start on Land, Reach and Spread on the Sea, Port or on the Coast, or which may originate on land and reach the Coast, Port and Sea", all official and private institutions intervene. Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready, and working condition in port facilities.

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

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activities in line with the instructions of the port authority.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

- a) All occupational health and safety rules are valid and strictly enforced in Eti Bakir Port Facility. 18001 Quality Management System is applied.
- b) To be successful in this regard depends on the understanding, acceptance, active participation and implementation of the port facility's health, safety, security, and environmental protection management system. For this, we work in coordination with the OHS unit and DGSC.
- c) It should not be forgotten that the work or mistakes you will make may adversely affect others, as well as the environment. The following rules and prohibitions should be observed to pay attention to these and not to cause any unsafe event, accident, or injury:
- The use of alcoholic beverages and drugs is strictly prohibited in the Eti Bakir Port Facility.
 - Smoking is prohibited except in specially designated "Smoking Areas".
 - It is forbidden to use portable radio or other electronic devices, "Walkman" type entertainment tools, headphones or similar tools and devices in Eti Bakir Port Facility.
 - The personal protective materials that should be used at the minimum level in Eti Bakir Port Facility are as follows:
 - Reflective vest or high-visibility clothing
 - Helmet
 - Safety Goggles
 - Safety Shoes

Symbolic Safety Signs

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

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

Prohibition Signs

These symbolic safety signs are round, the underside is white, the circumference is red in a ring, and there is a diagonal stripe. The pictogram is black, located in the center of the sign and below the diagonal strip. This sign means that something should not be done.

Some prohibition signs include, but are not limited to, the following:

 NO SMOKING	 NO NAKED LIGHTS	 NO ENTRY
 NO LOOSE CLOTHING	 NO ENTRY TO UNAUTHORIZED PERSONNEL	 NO VEHICLES ALLOWED
 NO CAMERAS	 DO NOT RELEASE PRESSURIZED GAS TOWARDS YOU BODY	 NO ALCOHOLIC BEVERAGES

Table 6 - Prohibition Signs

Warning Signs

These symbolic safety signs are triangular, with a yellow underside and black around the perimeter. The pictogram is black, located in the center of the sign. This sign warns of a particular risk or danger.

Some warning signs include, but are not limited to, the following:

 GENERAL WARNING	 CORROSIVE SUBSTANCE	 FIRE HAZARD
 EXPLOSION RISK	 TOXIC SUBSTANCE	 FALLING OBJECTS
 FORKLIFT TRUCK OPERATION	 OVERHEAD LOAD	 MOBILE BOM RISK
 SAFETY HELMET MUST BE WORN	 FOOT PROTECTION MUST BE WORN	 HAND PROTECTION MUST BE WORN
 HEARING PROTECTION MUST BE WORN	 HI-VISIBILITY CLOTHING MUST BE WORN	 FACE SHIELD MUST BE WORN

Table 7 - Warning Signs

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General Information Signs

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

		
GENERAL DIRECTION	EMERGENCY EXIT	WAITING AREA
		
PEDESTRIAN PERMITTED	DRINKING WATER	MALE TOILET

Table 8 - General Information Signs

Fire Prevention and Fire Protection Signs

These symbolic safety signs are square or rectangular in shape, with a white base with yellow and red around the perimeter. The pictogram is red and is in the center of the sign. This sign indicates the location of firefighting equipment and fire centers.

		
FIREFIGHTING EQUIPMENT	FIRE EXTINGUISHER	FIRE HOSE
		
FIRE HYDRANT	SPRINKLER STOP VALVE	FIRE PUMP CONNECTION

Table 9 - Fire Prevention and Fire Protection Signs

Work Permit:

Work permit documents should include the following topics:

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

Permission should be used for work to be done on subjects not covered by standard operational procedures. A work permit is required for routine and non-standard works to be carried out at the port facility and anywhere on the sea, which carry potential risks and dangers. Work permits are available for different jobs. Issues that require work permits, including but not limited to the following jobs:

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- Works to be done in limited areas
- Hot works
- Works to be done regarding dangerous substances
- Works to be done on or near the sea
- Works to be done in pressurized systems
- Excavation works throughout the port facility
- Electrical work
- Working at height
- Fuel and Oil Supply

For all non-routine work, not all subcontractors and third parties may do business without a work permit.

9.2 Information on the Personal Protective Clothing and Procedures for Using Them

The types, standards, places of use, and usage procedures of Personal Protective Equipment to be used to protect employees from hazards in the work environment and from the hazards caused by the activity are the same as in the "Personal Protective Equipment Use Procedure". The procedure in question is in Annex-15. In case of any emergency or spill, acid, fire, and static electricity resistant work clothes are used at the dock and pump station.

9.3 Confined Space Entry Permit Measures and Procedures

The company is responsible for determining the necessary procedures for the safe entry of personnel into confined spaces on board. The process of requesting, issuing, and documenting permits to enter a confined space should be controlled by procedures in the ship's Secure Management System (SMS). It is the captain's responsibility to ensure that published procedures for entering a confined space are followed.

a) Risk Assessment

In addition to the risk assessment done when compiling a list of confined spaces on a ship, another risk assessment should be carried out on site by a competent person before any entry into a confined space is made. Such an assessment should consider various factors such as the final cargo carried, the ventilation of the space, and should be done to determine whether there is any potential hazard in the space. Until it is determined otherwise, the assessment should be made with the assumption that the area to be entered is dangerous.

b) Entry Permit

No entry should be made into a confined space unless authorized by the master or a designated responsible person (who is authorized to allow entry to a confined space and has sufficient knowledge of the procedures to be established and followed on board to ensure that space is appropriate). Before entering a confined space, a "Permission to Entry" system must be in place. The master or the designated responsible person authorizing the entry must ensure that all aspects of the "Permission to Entry" are followed and that regular checks are made to continually monitor the area before authorizing entry.

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10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

a) Within the framework of the Regulation on the Transport of Dangerous Goods by Sea, port facilities handling dangerous goods must obtain a Dangerous Goods Conformity Certificate (DGCC). In case of temporary non-compliance with the provisions of the relevant directive, it is obligatory to obtain special permission from the Administration.

b) Eti Bakır Port Facility; dangerous liquid bulk cargoes within the scope of petroleum and petroleum products, dangerous liquid bulk cargoes within the scope of liquefied gas or compressed gas, chemical and similar liquid dangerous bulk cargoes are loaded and discharged. In this respect, a Dangerous Cargo Conformity Certificate will be obtained within the framework of the Directive on Obtaining Dangerous Goods Conformity.

c) The validity period of the Dangerous Goods Conformity Certificate is three years. At the end of this period, the certificate is renewed by re-inspection.

10.2 Defined Duties for the Dangerous Goods Safety Consultant (DGSC)

The duties and responsibilities of the DGSC are specified in the IMDG Code, the Regulation on the Maritime Transport of Dangerous Goods and the DGSC Notification. There is no other defined duty other than the duties.

10.3 Issues for Those Carrying Dangerous Goods Coming to/ Leaving the Port Facility by Road (Documents Required to be Presented by Road Vehicles Carrying Dangerous Goods when Entering/Exiting the Port or Port Facility Area, Equipment and Devices These Vehicles Must Have, Speed Limits in the Port Area etc.)

No dangerous good entry or exit is carried out by road to or from Eti Bakır Port Facility. However, in cases where dangerous good transportation is performed by road, carriers are required to have the necessary documents and equipment in accordance with the relevant ministry regulations and port rules. Additionally, the maximum speed limit for road vehicles within the port facility is set at 20 km/h and is indicated throughout the facility with warning signs.

10.4 Issues for Those Carrying Dangerous Goods Coming to/ Leaving the Port Facility by Sea (Lights and Signs to be Shown by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Port Facility, Cold and Hot Working Procedures on Ships etc.)

a) If a ship is actively participating in an operation or will participate in an operation related to the transportation or handling of dangerous goods at the port facility area, a special sign that can be seen both day and night will be used.

b) The reason for using the day or night signal is to inform the maritime traffic and personnel within the port facility area about the increased danger due to the presence and handling of dangerous goods. The signals and signs to be used are as follows:

- During the day: 'B' flag (loading, unloading, or carrying dangerous cargo)
- At night, Flashlight with red light without strobe that is visible from 360 °

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Cold and Hot Working Procedures for Ships Carrying Dangerous Cargo in Port

- a) Ships and marine vessels that will perform degassing operations for the purpose of maintenance or repair with hot and cold processes comply with the provisions of the Regulation on the Construction, Modification, Maintenance, Repair and Dismantling of Ships and Sea Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.
- b) Except for special cases to be permitted, hot work and gas freeing are not allowed at the Eti Bakir Port Facility. In cases where hot work is required, "Hot Work Procedure" is applied, and "Hot Work Permit Form" is filled. The procedure and work permit form given in the ANNEX-22.

10.5 Matters to be added by the Port Facility

Prohibited Activity

The following restrictions in the Ports Regulation will be followed.

- a) In the approach channels of the port facilities, in the breakwater opening, in the berthing and mooring areas and in the anchorage areas; Fishing, sailing, rowing or other water sports activities and swimming are prohibited.
- b) Boats for sports, touring and recreational purposes must navigate in the port facility area, within the area limited by the breakwaters and in the bays in a manner that will not interfere with the activities of other ships and marine vehicles and at a speed that will not harm them. The Port Authority determines the appropriate speed limit in places and situations it deems necessary.
- c) Except for the ships and marine vehicles that come to the buoy to be tied or leave the buoy and those who are serving for the port facility services, no ships or marine vehicles can pass between the buoys and buoy lines.
- d) Ships and marine vessels cannot be moored or berthed to places that do not have a port facility operation permit and to places not operated or owned by any institution / organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergencies.
- e) Ships and marine vessels that have excessive trim, a dangerous list or at risk of environmental pollution due to any damage as well as ships and marine vessels that are towing vessels that are carrying dangerous cargo without a license cannot berth to the facility or leave it without the approval of the port authority.
- f) It is forbidden to test life rafts and lifeboats by launching or releasing them.

Other Matters Subject to the Permission of the Port Authority

According to the Ports Regulation, the activities that are subject to the permission of the Port Authority are listed below.

- a) After the necessary permissions and approvals are obtained from the relevant institutions / organizations, before the construction of the port structures and the establishment of the fisheries production areas, the relevant persons obtain permission from the port authority to start the activity.
- b) It is obligatory to obtain permission from the port authority before buoying, diving, seabed and underwater studies, seabed dredging and similar activities. Ships and marine vessels used in such activities show daytime signals with running lamps and sound signals in accordance with the legislation.

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- c) It is compulsory to make a request for permission to the port authority at least 15 days in advance for races starting from one port administrative area and ending in another port administrative area, and at least 7 days before for other competitions and activities.
- d) Racing and similar activities or other organizations cannot be arranged in the port administrative area without the permission of the Port Authority.
- e) Water sports to be carried out in the administrative area of the port are carried out within the scope of the Tourism Intended Sports Activity Regulation and other relevant legislation provisions published in the Official Gazette dated 23/2/2011 and numbered 27855. The officers of the port authority are reserved for ensuring the safety and security of life, property, cruising, and environment related to water sports for tourism purposes. Port Authority is authorized to make all kinds of restrictions and to stop these activities, considering the safety and security of life, property, cruising, and environment.
- f) Unless permission is obtained from the port authority, no ships or marine vehicles can board the ships and sea vehicles that are anchored in the port facilities. Agency and supply engines, public ships, refueling ships, water tankers and port facilities service ships are outside the scope of this clause, and these types of ships carry out their services in coordination with the port facility operations within the knowledge of the port master.
- g) The captain of the ship or its agency, who will deliver fuel, oil, and water, notifies the relevant port authority before the supply operation. Fishing boats and yachts; They can board each other in port facilities, they cannot do double row mooring.
- h) Ships and marine vehicles in the port areas requires permission from the port authority for; repair, scraping and painting, welding and other hot work and cannot launch lifeboat and/or boats or other maintenance work. If the ships and marine vessels that will have these works are at the port facility, they must coordinate with the port facility operation.
- i) Port facilities located in the port administrative area notify the Turkish Naval Forces, Office of Navigation, Hydrography and Oceanography about their locations to be recorded on the relevant sea maps.
- i) Ships and marine vessels cannot change their anchorage areas without permission from the port authority. However, those who are unable to stay where they are due to adverse weather and sea conditions can leave their places and anchor at safer anchorage areas. Those concerned shall notify the port authority urgently. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a vessel traffic service center.
- j) Ships and marine vessels anchoring in the anchorage areas for shelter due to force majeure such as adverse weather conditions and situations that may endanger the safety and security of the cruising, life, property, environment, but will not carry out any activities in the port facilities make the necessary notification to the relevant port authority and / or the pilotage organization without delay. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Vessel Traffic Service Centre.
- k) Ships and marine vessels may not berth at the fore ward of ships and marine vessels that are stern-to-dock.
- l) Floating equipment to be used in the beach areas within the boundaries of the port and port hotels, motels, holiday villages, in front housing estates, in the sea areas up to 200 meters from the shore, to determine the boundaries of the swimming area, will be determined by the

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relevant authorities and will be fully installed between April 1st and November 15th of every year and preserved. Ships and sea vehicles are not allowed in the designated swimming areas. The port authority can make changes in the boundaries of the swimming area in terms of cruising, life, property, environmental safety, and security.

m) Transshipment in the port administrative area is subject to the permission of the port authority. Towing is done with the permission of the port authority within the framework of the procedures and principles determined by the Administration.

n) The mooring and anchoring needs and related regulations are made by the port authority at each port, and the operating procedures and principles are determined by the Administration.

o) Providing pilotage services to ships and marine vehicles that do not have permission to berth to port facilities and, ships and marine vehicles without port exit certificate or anchoring order are subject to the permission of the Regional Port Master.

ö) In regards of excursion boats that make daily trips; The issues concerning mooring, accommodation and determination of cruise routes are governed by the port authority, considering the waste collection and other services, and approved by the Administration. The port master may impose restrictions on capacity, entry-exit and use of the mooring and sheltering areas in case the capacity of mooring and sheltering areas is exceeded.

Hazardous Waste Management

Activities related to the temporary storage, disposal / recycling of all kinds of waste generated because of the activities in the port facility will be carried out within the framework of the principles and procedures of the Port Facility Waste Management Procedure.