



LIQUID BULK DANGEROUS CARGO SAFETY HANDLING OPERATION PROCEDURE

1.PURPOSE AND SCOPE:

This procedure aims at safe handling of dangerous liquid cargoes, protection of raw material and product quality, safe operation, inspection of facility and ship's equipment, pre-operation control process, and reduction of possible damage to the environment and human health.

2. RESPONSIBLE:

Terminal Manager

The shift supervisor and staff affiliated to the terminal manager

OHS specialists

Personnel, administrative and social affairs directorate

DGSA adviser

Ship captain

3.LIQUID CARGOES THAT HANDLING AT BAGFAŞ PORT

Sulphuric acid-UN 1830

Phosphoric acid- UN 1805

Ammonia – UN 1005

4-SAFETY OPERATION

4.1 WHAT TO DO BEFORE SHIP ARRIVES

Ship operations are carried out in accordance with production activities and production process flow.

Arriving ships are notified by the trade department.

The suitability of the incoming ships is given by the terminal manager.

Tank suitability is determined by informing the relevant enterprises according to the load brought/or will be carried by the ships to come.

Prior to arrival, the Form-10 Questionnaire for Tankers Before Arrival is requested through the agency.

(See Form-10). This form is filed by the terminal manager.

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Pipelines, filling arm, connecting flanges, emergency release couplings are checked before the ship arrives.

The test certificate of the hoses to be used in the discharge is requested from the ship through the agency channel and these certificates are filed by the terminal manager.

In chemical purchase and sale transactions, Procedure-008 Documentation Control and Registration, Chemical Material Management Procedure is applied.

4.2 WHAT TO DO WHEN THE SHIP BERTHS

Ships are safely berthed and moored to the pier accompanied by a pilot and tugboat.

Ships that pass customs and police control are boarded.

The captain of the ship and the port management contact and the Form-004 Ship Shore Safety Checklist Form is filled in and signed mutually. This form is filed by the port management. (See Form-004)

An approved loading/discharge plan is requested from the ship's master.

Scaffold connection flanges, valves are checked.

If it is ammonia, the valves of the ammonia filling arm, connection flange and equipment are checked.

Ship connection flange, hoses are visually checked. Compliance with the certificate is checked.

Before the connection is made, Bagfaş personnel completes their personal protective equipment.

Connection is made in accordance with ISGOTT 17.5.5 insulation flange standards.

The information that the ship customs control procedures are completed is received from the agency.

Liquid dangerous bulk cargoes are discharged/loaded so that they do not react with other dangerous goods.

Discharge/loading starts with low capacity. If there is no problem, the flow is increased. Discharge/loading is done at the appropriate pressure and flow, in agreement with the ship.

Shore lines, connection flanges are checked at certain periods.

There is an ammonia detector in the arm connection area in ammonia discharges. The relevant personnel should have a gas meter on their collar.

Ship and Terminal management is in contact with exproff radios during the operation process.

When the discharge is completed, compressed air is applied to the line and the remaining load in the hose is swept.

The ship captain is responsible for the ship's personnel.

Ships berthing in the port are not allowed to clean their tanks at the BAGFAŞ port.

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4.3 STOP OPERATION IN EMERGENCY SITUATION

In case of any leakage or spillage, Procedure-007 Accident Procedure and Procedure-002 Dangerous Materials Incident Location Notification Procedure are applied.

In case of any spillage, Procedure-012 Waste Management Procedure is applied for cleaning the spilled material.

In case of any leakage in ammonia discharge, Procedure-010 Ammonia Leak-Explosion Procedure is applied.

In the event of an accident, the Procedure-004 Emergency Procedure and the Procedure-011 Procedure for the Actions to be Taken in Sulfuric and Phosphoric Acid Burns are applied.

For any gas accumulation, Procedure-003 Gas Measurement and Degassing Operation Procedure is applied.

In all emergencies, loading/discharging processes are stopped in a controlled manner.

Pumps are stopped from emergency loading pumps stop buttons.

Relevant valves are closed from the emergency automatic valve closing buttons. All valves on the port are closed.

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