



**SOCAR REFINERY AND
PETROCHEMICAL BUSINESS
UNIT**

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PETKİM PORT INFORMATION AND REGULATION BOOKLET

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District Gendarmerie Command of Aliaga	0232 616 1982
Coast Guard of Aliaga	0232 366 6667 (ALO 158) / VHF 08
Police Department of Aliaga	0232 617 0697
Customs Office of Aliaga	0232 625 5233
Office of the Mayor of Aliaga	0232 616 1980
Alo Fire Department - Emergency Ambulance Service	ALO 112
Aliaga State Hospital	0232616 2839



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Aliğa District Health Directorate	0232616 8989
Aliğa Coastal Directorate of Health	0232 616 2706

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INTRODUCTION

Dear Master, Agency and Relevant Persons,

This booklet has been drawn up in order to inform you about the rules required to be observed for the purpose of continuity of the Safe Operation as long as your vessel, Agencies, maritime companies, and any third party, which needs such information, is present at the PETKİM Port.

The Loading Master shall visit your vessel in order to discuss the Operational conditions and to perform the necessary inspections after your vessel berths at our Port. You shall be provided with a radio in order to ensure that the Port – Vessel communication is always effective. Please do not hesitate to contact PETKİM Port in case of any doubt about any matter that is stated or not stated hereunder. The Master of the Vessel, the Port officers shall be responsible for the Safe Operation as long as your vessel is present in the PETKİM Port. Your cooperation is expected with respect to implementation of the rules on Occupational Health and Safety, Maritime Safety, General Safety and Environmental Protection as long as you are present at our Port.

You are required to comply with the rules, as specified hereunder, and to ensure that any and all of your personnel, including the crew members and the persons and companies, from which you procure services, comply therewith, as long as your vessel is present at the Port.

Respectfully,

PETKİM PORT MANAGEMENT

LEGAL NOTICE

The unit responsible for PETKİM Port activities (Jetty Operations Management) shall make any reasonable effort in order to keep the content of this document up-to-date, accessible and error-free as far as possible. However, PETKİM and PETKİM Port management shall not make any representation or warranty with respect to the accuracy, entirety or completeness of such content. PETKİM and/or PETKİM Port management shall not accept any responsibility arising from or in relation to occurrence and/or consequences of any error, defect, deficiency or omission, under any reference whatsoever, that is connected with the information provided hereunder.

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1. PURPOSE

The purpose of this booklet is to raise awareness of the crew members and other persons, who are available for any and all cargo Operation activities at PETKİM Port, and to ensure the compliance with the rules determined by PETKİM with respect to the Port, and to ensure performance of any and all activities in accordance with the PETKİM documents and Occupational Health and Safety, Maritime Safety, General Safety and Environment rules.

2. SCOPE

This booklet is applicable for the vessels, crew members, Agencies, maritime companies, 3rd parties needing such information and Shore Facility Operator (PETKİM PETROKIMYA HOLDING A.S.), which visit the PETKİM Port.

3. DEFINITIONS, TERMS AND ABBREVIATIONS

3.1 Definitions

Agent: shall mean the organization that carry out the port, customs and some special transactions with respect to the vessels for and on behalf of the vessel owner or the charterer.

Flammable (Combustible): The flammables or combustibles, which are synonymous based on their usage, shall mean any substance, which can heat up in contact with the air at ambient temperature, and which consequently inflame, or any substance, which can spontaneously combust upon the short-term contact with any source of fire.

Waste Disposal Unit: shall mean the unit, to which any and all kinds of liquid and solid wastes taken from tankers are sent, within PETKİM.

Vapor Combustion Unit (VCU): shall mean the unit, which consists of the equipment and systems collecting vapor from the vessels in order to control the vapor emission during the Tanker Handling Operations, and also which has a monitoring and control system.

Naked Light: shall mean any material such as the direct fire or cigarettes, cigars or similar smoking materials, other sources of direct fire, unprotected light bulbs, and other electrical equipment that might spark in case of being used.

Ship Shore Safety Check List: shall mean the checklist that has been drawn up and signed before the Operation upon the mutual agreement between the vessel and the Port representatives in order to ensure the safety of the Ship/Shore Operation. At specified intervals, it shall be checked that the checklist requirements are implemented.

Handling: shall mean relocation, transfer from the large containers to small containers, ventilation, separation, mixture and transportation of, and any similar operation with respect to, the Dangerous Goods without changing the essential characteristics thereof.

Notice of Readiness: shall mean an important document stating the time in which any vessel arriving at PETKİM Port is ready for loading or discharging.

Contracting Entity: shall mean the Ministry of Transport and Infrastructure of the Republic of Turkey.

Master: shall mean the person who drives and manages the vessel.

Shore facility: shall mean the quays, jetties, buoys and platforms, the boundaries of which are determined by the Contracting Entity, and through which the vessels can safely take in and out of cargo or passengers, or in which the vessels can take shelter, as well as the anchor points, approach areas, covered and open storage areas, and the structures used for administrative and service purposes.

Personal Protective Equipment (PPE): shall mean any and all instruments, tools, equipment and devices, which protect the employees against one or several risks arising from the work carried out and affecting the health and safety, and which are worn, attached and hold by the employees, and which are designed for such purpose,

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and also the equipment, which consists of the devices, instruments or materials that have been unified by the manufacturer in order to protect any person against one or several risks, and also the protective devices, instruments or materials, which are used together with the equipment carried or worn without any protection in order to perform any certain activity, and which are of either separable or inseparable nature, and also the replaceable parts thereof, which are required for the personal protective equipment to operate conveniently and functionally, and which are used only with such type of equipment.

LPG Vessels: shall mean the vessels that are constructed and equipped in a manner to transport the liquefied Petroleum Gas, which is liquefied and pressurized at its atmospheric boiling point, in bulk.

Certified Equipment: shall mean the equipment that is tested and approved by the competent institutions such as vessel classification societies. Such societies shall certify the equipment in order to be used in any hazardous atmosphere designated.

Operation: shall mean such activities as loading/discharging or chemical product transfer or ballast, bunkering, tank washing, gas free operation, purging, gauging, gassing up, sampling.

Petroleum: shall mean the parent material constituting the Crude Oil and hydrocarbon products.

Petroleum Gas: shall mean the gases emitted from the Petroleum products, which basically contain the hydrocarbon gas, however, which might also contain other gases such as Hydrogen Sulphur.

Officer (or person) in charge: shall mean the authorized person, who has the experience and knowledge in order to serve the purpose, and who can make any and all decisions with respect to her/his duty, and who is appointed by the Owner or Master.

Hot Work: shall mean the works at the heat source or temperatures that might cause the combustible gas environment to flame up. For example, such studies include the welding operations, equipment repair, some mechanical equipment, and certified mobile intrinsically safe electrical equipment without an anti-deflagration enclosure.

Restricted Area: shall mean the terrestrial or marine area within the boundaries of 200 m width from the PETKİM Port site.

Company/PETKİM: shall mean PETKİM Petrokimya Holding A.S.

Tanker: shall mean the vessels, which transport the liquid chemical, gas or petroleum products in bulk, and which include the combined carriers designed in order to serve such purpose.

Dangerous Cargo (Dangerous Good): shall mean the materials, which are of dangerous nature, and which have the potential to damage the life, property, environment or other materials during the transportation in case of failure to be controlled properly.

Port: shall mean the jetty, quay or other elements located in the PETKİM Port.

Port Rules: shall mean the rules that are applicable to the persons, who arrive at the Port, and to any and all employees, who serve at the Port, and to any and all Tankers, which arrive at PETKİM Port.

Loading Master: shall mean the person who is appointed by PETKİM, and who provides the coordination between the Tanker vessels and the Port-Vessel for and on behalf of the Port. He shall be in direct contact with the Port-Vessel-Control Room.

Cargo Arm: shall mean the multi-functional equipment that has is equipped with the line and devices of various sizes available on the jetty in order to ensure transfer of the products from the facility to the vessel or vice versa.

Cargo Hose: shall mean the equipment, which is subject to the standard specifications accepted, and which is designed in order to ensure transfer of the liquid cargoes from facility to vessel or vice versa.

Loading: shall mean the Operation to load any cargo to the Tankers that will receive products from the relevant PETKİM tanks in accordance with the PETKİM safety rules and international safety requirements.

Very High Vapor Pressure Cargo: shall mean emission and dispersion of the gas from very high vapor pressure cargoes that constitutes the layers of concentrated gas of 1 meter or less in thick when loaded.

Discharging: shall mean the Operation in which the Tankers bringing products to PETKİM berth at the jetty and discharge their cargo to the shore tanks in accordance with the PETKİM safety rules and international safety requirements.



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Loading and Discharging Protocol: shall mean the protocol, which includes such information as flowrate, the Tanker cargo tank plan, the person to complete the cargo Operation or the Discharging requirements, and which is executed and signed by the Loading Master and Master of Vessel.

3.2 Terms and Abbreviations

Code	Description
ASTM	American Society for Testing and Materials
ERP	Emergency Response Plan
BAS	Berthing Aid System
B.L.	Unit Limit
CA	Cargo Arm
CPI	Oily Water Treatment System
DWT	Dead Weight Tonnage
ERS	Emergency Release System
ESD	Emergency Shutdown System
ETA	Estimated Time of Arrival
GRT	Gross Tonnage
HU	Hydraulic Power Unit
H2S	Hydrogen Sulphur
IBC Code	International Code for Construction and Equipment of Vessels Transporting Dangerous Chemical Cargo in Bulk
ICE	In case of emergency
IGC Code	International Code for Construction and Equipment of Vessels Transporting Liquefied Gases in Bulk
IMDG Code	The International Maritime Dangerous Goods Code
IMO	International Marine Organization
ISM	International Safe Management Code
ISGOTT	International Safety Guide for Oil Tankers and Ports
ISPS	International Ship and Port Facility Security
ISPS Code	International Ship and Port Facility Security Code
LOA	Length Overall
LPG	Liquefied Petroleum Gas
MARPOL	International Convention for Prevention of Pollution from Ships
MOV	Motor Operated Valve
MAWP	Maximum Allowable Operating Pressure



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Code	Description
MTIS	Port Information System
MTMSA	Port Management and Site Audit
MTPQ	Port Properties Questionnaire
OCIMF	Oil Companies International Marine Forum
PBL	Parallel Body Length
PERC	Propelled Emergency Release Coupling
PETKİM	PETKİM Petrokimya Holding A.S.
PPE	Personal Protective Equipment
SDS	Safety Data Sheet
SIGTTO	Society of International Gas Tanker and Port Operators
SIMOPs	Simultaneous Operations
SOCAR	State Oil Company of Azerbaijan Republic
SOLAS	Convention on Safety of Life at Sea
STAR	SOCAR Turkey's Aegean Refinery
DGSC	Dangerous Goods Security Consultancy
MTI	Ministry of Transport and Infrastructure
QRHS	Quick Release Hook System
VHF	Very High Frequency
VCU	Vapor Combustion Unit



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4. RESPONSIBILITIES, ROLES AND AUTHORIZATION

Jetty Operations Lead Engineer: S/He shall be responsible for executing and updating this booklet as well as presenting the same to PETKİM Port personnel in accordance with the PETKİM rules and requirements and PETKİM Port Operating Procedure and Instructions.

S/He shall monitor the operating conditions in the unit, for which s/he is responsible, and s/he shall ensure performance of the appropriate interventions and changes in accordance with the production instructions to be given by the Planning and Optimization department, and s/he shall take into account the comments from the Technical Services, Maintenance and relevant units, and s/he shall perform the necessary coordination and guidance. S/He shall be responsible for technical and administrative management of the ordinary Operation, commissioning, decommissioning and emergency response with respect to the unit in accordance with the HSE standards of the Company. S/He shall audit, control and approve the compliance of the Work Authorization and certificate preparation process with the facility work authorization system.

S/He shall constantly monitor the technological and sectoral innovations and any amendment to the statutory regulations and standards, with respect to her/his field, and s/he shall develop suggestions in order to adapt the same to the activities, for which s/he is responsible, and s/he shall fulfill and cause to fulfill the requirements as prescribed under the applicable regulations and internal regulations, standards and instructions.

Loading Master: S/He shall be primarily responsible for coordinating the safe execution of the Vessel Loading, Discharging and field Operations/controls along with her/his team.

Responsible for the safe, properly, efficient, and timely completion of the entire operation from the vessel berthing to her departure, as well as the loading/discharging operation and documentation in accordance with local and national law. Prior to operation, S/He conducts a Port safety inspection and safety meeting.

S/He ensures that all parties involved in the operation of cargo are coordinated. S/He is responsible for ensuring that the PETKİM Port Information and Regulation Booklet is applied and enforced in its entirety. S/He can stop loading/discharging operations when necessary. During cargo transfer, S/He ensures safe, timely, and clear communication with the vessel's Master and responsible officers. During loading/discharging, agree on specifics such as flowrate, pressure values, loading/discharging procedures, and estimated completion times.

S/He is responsible for the efficient operation of the jetty by coordinating the entire shift's team. All types of emergency situations, significant vessel operations problems, malfunctions that will affect the continuity of jetty operations, etc. After executing priority actions, s/he is responsible for providing a report to the Jetty Operations Lead Engineer. S/He shall be responsible for auditing her/his team and the vessel on-site, and reporting any problem and inconvenience, which is encountered during the applications, and which is communicated to her/him, to the Jetty Operations Lead Engineer, and acting based on the instructions to be received under the smooth and safe performance of the operations, and determining the training and equipment needs of the personnel, and notifying the Jetty Operations Lead Engineer of such matter.

Jetty Operations Chief Engineer: S/He shall constitute the primary area authority within the PETKİM Port Area. S/He shall arrange and monitor any periodic maintenance and repair to be carried out in her/his site, and s/he shall check and sign the work request forms and work permits. S/He shall be entitled to cancel the work authorizations in the event that the conditions are unfavorable for maintenance or repair. S/He shall assess the feedback received from the Loading Master or Foreman about the equipment failures, and s/he shall perform the necessary planning and work in order to eliminate the same. S/He shall identify any situation that poses a risk in terms of HSE rules in her/his area of responsibility, and s/he shall initiate the relevant processes in order to fulfill the necessary regulatory activities. S/He shall monitor the operating conditions in the unit, for which s/he is responsible, and s/he shall ensure that the production is carried out in proper quality and quantity as prescribed under the work instructions given. S/He shall regularly review such



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documents as production instructions, procedures, booklets, etc., and s/he shall perform the necessary revisions, and s/he shall ensure performance of the necessary trainings with respect to such matter.

S/He shall ensure that the necessary preparations are carried out under the daily maintenance plan, and s/he shall monitor the relevant processes, and s/he shall offer solutions in order to eliminate the problems.

Jetty Operations Engineer: S/He shall arrange and monitor any periodic maintenance and repair to be carried out in the PETKİM Port site along with the Chief Engineer, and s/he shall check and sign the work request forms and work permits. S/He shall be entitled to cancel the work authorizations in the event that the conditions are unfavorable for maintenance or repair. S/He shall assess the feedback received from the Loading Master or Foreman about the equipment failures, and s/he shall perform the necessary planning and work in order to eliminate the same. S/He shall monitor the basic operating parameters, equipment performance and Operational and maintenance activities through the site and DCS, and s/he shall keep the Operation within the necessary quantitative and qualitative parameters based on the instructions determined by the relevant disciplines. In case of ordinary and emergent situations, s/he shall act in accordance with the instructions determined by her/his superiors and the regulations, and s/he shall participate in any emergency situation, and s/he shall communicate with the control room, and s/he shall observe the instructions for the purpose of correct actions.

Jetty Operations Foreman: S/He shall be responsible for organizing the port Operations and operation thereof in the site under the documents based on the instructions received by her/him, and for causing the same to be implemented safely. S/He shall control the site, for which s/he is responsible, and s/he shall ensure that it is safe, clean and tidy, and s/he shall take any measure in order to prevent any environmental pollution, and s/he shall ensure that any and all persons available in the site, for which s/he is responsible, fully comply with the rules for Occupational Health, Safety and Environment.

During her/his duty, s/he shall monitor the operating conditions in her/his units, and s/he shall ensure that the production is in proper quality and quantity as prescribed under the work instructions given by the relevant units. S/He shall decommission and commission the unit in a manner as specified under the procedures, and s/he shall perform the necessary intervention in case of any emergency, and s/he shall inform her/his superiors about the matter as soon as possible.

Jetty Operations Process Control Technician: S/He shall be responsible for monitoring and implementing the Loading, Discharging and site Operations hereunder through the Jetty Control Room based on the instructions received from the Loading Master. S/He shall be responsible for implementing the instructions, as given his superiors, and the current rules in order to monitor the Operational parameters of the unit and to ensure that the production complies with the quantity and quality as prescribed under the instructions given by the relevant units. In case of emergencies, s/he shall make the necessary response, and s/he shall take the necessary action as soon as possible. S/He shall ensure that the operating parameters of the unit are within the allowable limits, and s/he shall respond the Operation by means of the on-site control systems and/or booklet responses.

Jetty Operations Technician: S/He shall responsible for carrying out the field applications under the documents based on the instructions received. S/He shall be responsible for controlling the field, for which s/he is responsible, and ensuring that it is safe, clean and tidy, and preventing any environmental pollution, and ensuring that any and all persons available in the field, for which s/he is responsible, comply with the rules for Occupational Health, Safety and Environment, and that they use their PPE completely. During her/his duty, s/he shall monitor the operating conditions and equipment with respect to the unit, and s/he shall ensure that the production complies with the work instructions given by the relevant units, and s/he shall fulfill her/his duty by

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providing a safe work environment under the ordinary and emergent circumstances based on the instructions given by her/his superiors as well as based on the relevant operating instructions.

5. IMPLEMENTATION

5.1 Emergency Procedures

Emergencies at Sea shall constitute the emergencies occurring on board the vessels berthed at jetty/quay. In case of emergency alarm, the cargo Operations with respect to any and all vessels carrying out the Loading / Discharging Operations shall be stopped. Any and all vessels available in the port shall be instructed to "Start Preparations for Departure" simultaneously with cessation of the cargo Operation against the possibility to push the vessels off the port urgently. The Port Officer and Loading Master shall subsequently forward such information to the Land and Marine Coordinator or the radio operator.

The measures required to be taken in case of any emergency shall be negotiated by the Loading Master and the Master of Vessel during the Safety Meeting. Such meeting shall include the Emergency Documentation and communication methods. In case of any emergency, the measures required to be taken by the Port officers and vessel officers are provided as follows:

→ In case of any emergency affecting the vessels at PETKİM Port, then the vessel officers shall be informed about the matter as soon as possible in order to take the appropriate measures.

→ In case of any EMERGENCY on board the vessel, then the Port officers must be informed about the matter through the Shore Radio Channel "PTKM ISK OP2" or VHF Channel 77 as provided to the vessel by the Port. In case of failure to establish connection with the UHF and VHF, then it must be contacted with the Loading Master on Duty through the telephone number "+90 553 019 6061", or with the Lead Engineer through the telephone number "+90 537 397 7198", and/or with the Port management through the numbers as specified in section of Important Telephone Number provided on the page 2 hereof.

→ The ambulance, fire department and security organizations may be reached on 24/7 basis through the numbers, as provided on the page 2 hereof, within PETKİM.

Any situation, from which the vessels might suffer when the vessels are at the Port jetty/Quays, shall include but not limited to:

- Fire at Port;
- Fire at vessel in Port at jetty/quay;
- Power Failure;
- Control System Failure;
- Adrift;
- Main Engine or Auxiliary Engines Breakdown;
- Man Overboard;
- Bomb Threat Call;
- Terrorism Activities;
- Oil spill;
- First aid.

A copy of the Port Emergency Documents, which include the actions required to be taken in case of any emergency as specified above, shall be provided to the vessels for their information and action. The Loading



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Master shall state the details during the Ship/Shore Safety meeting.

5.1.1 General

5.1.1.1 Alarms

In case of the emergency sirens, please leave the place, in which you are working, in a manner that the wind will be on your side (The crew members should go to the living area, and the hatch doors of the vessel must be closed. The safety rules determined by the vessel should be applied completely). In case of the siren alarm, it shall immediately be gathered in the Emergency Assembly Area. The emergency assembly area for vessels shall constitute the areas available in the accommodation space determined by the vessel itself. The Emergency Assembly Area at PETKİM Jetty 2 and 3 shall be in front of the Jetty 2 Port building. The Emergency Assembly Area at PETKİM Jetty 5 shall be in entry of the Jetty 5 Port building. In the event that the Emergency requires protection from gas and fire, then the instructions given by the Port officers with respect to the Emergency Assemblies shall be observed. The testing alarms shall be performed every Tuesday at 13:30. The vessels may not perform any siren test and any drill without the knowledge and permission of the Port. PETKİM shall test the emergency (fire and gas emission) alarms every Tuesday at 13:30 LT.

Fire Alarm: Continuous

Gas Emission Alarm: Intermittent

General Discharging: Fluctuatingly Continuous

*At the Neighboring Facilities (STAR Refinery and STAD and SOCAR Port and Tupras), the regular emergency alarm tests are provided as follows:

→ STAR Refinery shall test the emergency (fire, gas emission and general evacuation) alarms every Tuesday at 13:30 LT.

Fire Alarm: Intermittent

Gas Emission Alarm: Continuous

General Discharging: Fluctuatingly Continuous

→ STAD shall test the emergency (fire, gas emission and general evacuation) alarms every Tuesday at 13:30 LT.

Fire Alarm: Continuous

Gas Emission Alarm: Intermittent

General Discharging: Fluctuatingly Continuous

→ SOCAR TERMINAL shall test the emergency (fire, gas emission and general evacuation) alarms every Tuesday at 13:30 LT.

Fire Alarm: Continuous

Gas Emission Alarm: Intermittent

General Discharging: Fluctuatingly Continuous

→TUPRAS shall test the emergency (fire and gas emission) alarms every Tuesday at 10:00 LT on monthly basis.

Fire Alarm: Continuous

Gas Emission Alarm: Intermittent



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5.1.1.2 Contacts

The Page 2 hereof contains any and all **EMERGENCY CONTACT INFORMATION** that might be needed.

5.1.1.3 Prevention of Pollution

In case of any pollution occurring at sea, at the quay or at the jetty, then the person, who sees the pollution, shall inform the Loading Master about the matter. The Loading Master should inform the Land and Sea Coordinator, Jetty Operations Lead Engineer and PETKİM Pilotage Unit as soon as possible. The maritime coordinator and the PETKİM Pilot shall ensure that the necessary measures are taken in coordination with the Emergency Environmental Response Team by assigning the mooring team and tugboat(s) in order to isolate the pollution as soon as possible. The “Emergency Response and Evacuation Team Leader / Coordinator” shall contact the Port Authority and other relevant institutions and organizations. The Loading Master shall be entitled to mobilize any anti-pollution facility in order to control the spillage.

In the event that any pollution occurring at the jetty/quay spill into the sea, then the Tugboat and mooring team under the command of the PETKİM Pilot shall isolate around the relevant quay/jetty with the barriers by means of the marine vehicles upon the instruction to be given by the Marine Coordinator in order to isolate such pollution from the sea.

In case of any pollution caused by the vessel, then the labor, equipment, consumables and necessary supply costs to be spent in order to combat shall recourse to the vessel. Any leak, leakage or spillage must immediately be reported to the Port Loading Master and the Operation shall be suspended until the spillage is cleared based on the Port requests.

The leakages caused by the vessel shall constantly be monitored by the local authorities, port authorities and the Port. The Master of Vessel shall be responsible for taking any and all measures with respect to the pollution. In case of any spill or leakage, the Master of Vessel shall contact the emergency contact numbers, and s/he shall provide the necessary information about the matter.

Note: The authorities of the Republic of Turkey may impose sanctions on the Master of Vessel, the Owner of the vessel, the Operator of the vessel, the Charterer for any reason whatsoever in accordance with the relevant regulations. In such case, the Port may request postponement or suspension of the Operation, and removal of the vessel following the decision to be adopted together with the parties, without prejudice to its other rights. The Port shall be entitled to reject the vessel to complete its cargo after it has received the documents in relation to the sanctions.

5.1.1.4 Safety Equipment

The Master of Vessel shall be responsible for ensuring that the fire water pumps, fire extinguishing equipment and fire stations, which will ensure their own fire safety as long as the vessels in the Port are moored at the jetty, are available for any fire response and emergency at any time.

In case of performance of the annual inspections with respect to the vessel fire equipment, then such equipment should be present in its own place based on the vessel fire and safety plan, and it should be checked that they are available. In case of any safety equipment requiring service, then the equipment to be taken to the service may be removed from the vessel, and it may be provided with the service after the equipment, which will perform the same duty, is supplied instead of the equipment to be taken to the service.

There is a ground and tower monitor on each platform available at the jetties and quays. Such equipment is designed in order to be able to respond to any and all kinds of fire on the jetty/quay or on board the vessel.

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In addition, a springler system has been placed under the Jetty at PETKİM Jetty-5. Also, the firefighting system shall be managed through the control center available in the building. There are fire alarm buttons in the areas as specified in the fire plan. There is also a telephone connected to fire safety. There are rooms, in which the equipment required to prepare foam is placed, in the buildings at PETKİM Quay-2 and Jetty-5. The chemical substance available in the tank shall primarily be fed to the line in order to prepare the foam. It shall be ensured that the foam is generated by providing the pressurized water in the same line. The lines should be cleaned with water upon completion of the operation. Because the remaining foam on the line coagulates after twelve hours, and it causes the blockages as well as corrosion problems.

The fire water pumps shall be present in the water pre-treatment plant.

Pump Name	Capacity	Quantity
G-102 A/B/C Electric Motor	455 m3/h - 10.5 kg/cm	3
G-103 A/B/C Diesel Engine	455 m3/hour - 10.5 kg/cm2	3
G-101 Electric Motor Jockey Pump	68 m3/hour - 10.5 kg/cm2	1

The PETKİM is equipped with the underground fire water network in loop. The diameters of the pipes in the network range from 20"-16"-14"- 12"- 10"-8" to the most extreme points. The fire water shall be available in the hydrant valves along with the 6" lines received from the network. There are 2 2" valves in the 6" body. There are 18 hydrants in total throughout the Port. There are one Fire Cabinet next to each fire hydrants. There are hoses, adjustable nozzles, F Key, adapters in the cabinets, and also there are foam and foam nozzles in some areas. The cabinet doors are kept sealed.

5.1.1.5 Emergency Muster Areas, Maps and Locations



Figure 1. Jetty and Quays

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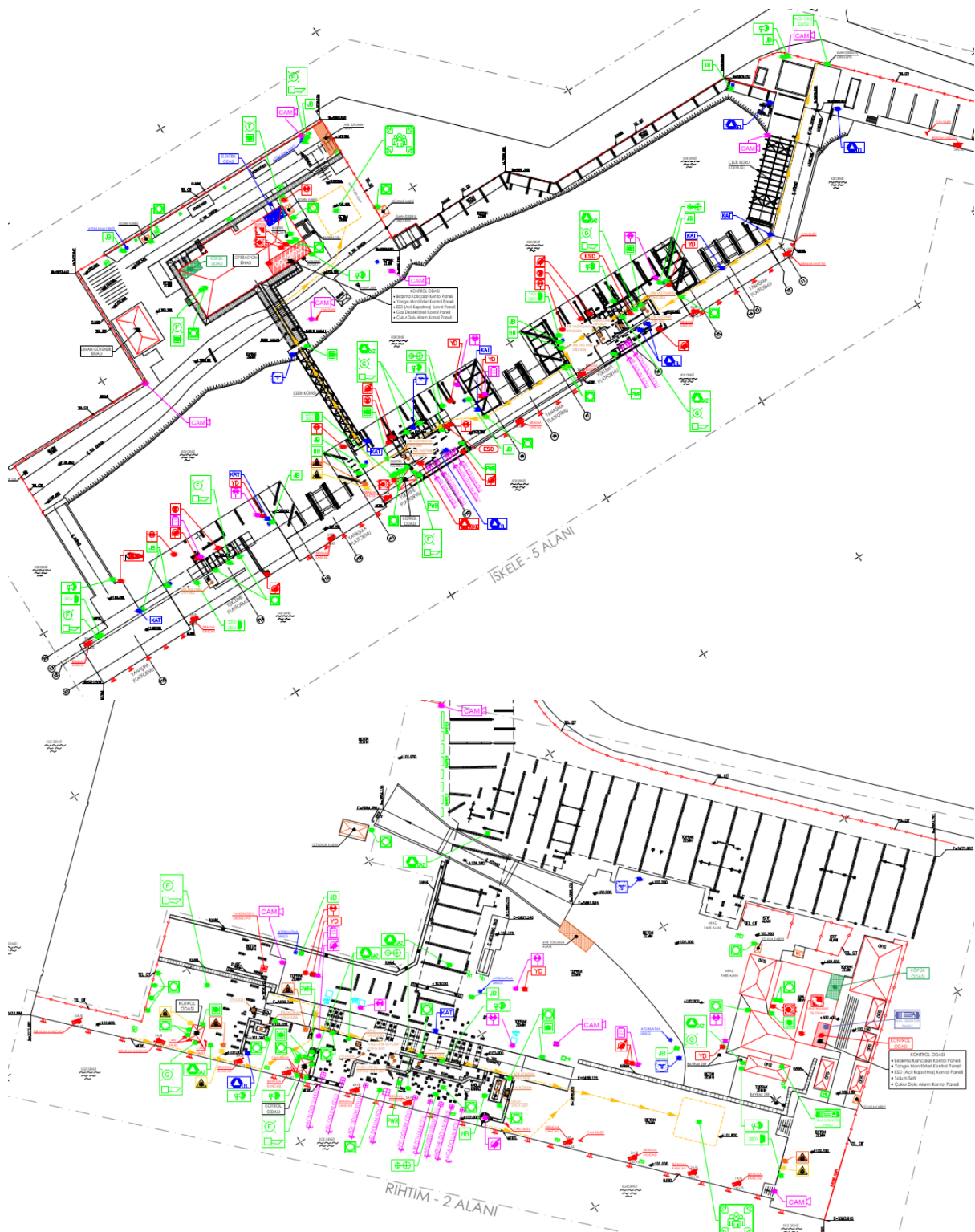


Figure 2. Jetty 5 and Quay 2-3 Emergency Escape Areas

In case of any emergency, any and all Port personnel shall comply with the escape plan, and they shall gather at the Port assembly area as soon as possible. In case of any obstacle or restriction on your escape route, then go towards the seaside end point of the jetty/quay, at which you are present, by taking into account the wind direction.

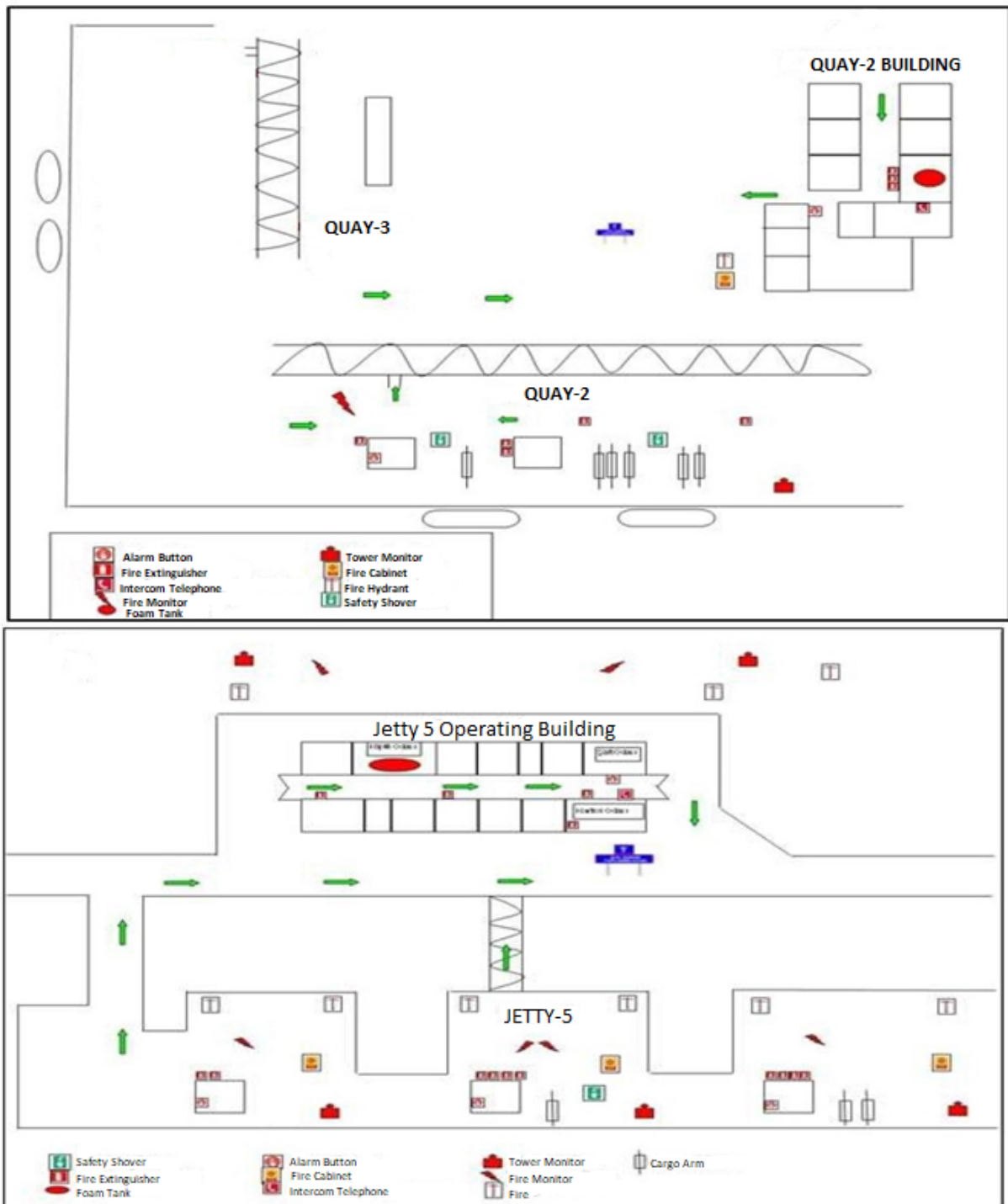


Figure 3. Quay 2 and Jetty 5 Fire Fighting Equipment and Devices and Locations Thereof

5.2 Pollution / Pollution Prevention and Vapor Emission

5.2.1 Pollution / Pollution Prevention

It shall not be allowed to discharge the oil or the water, which might contain the oil, out of the vessel. Any and all scupper plugs should be kept tight in order to prevent the oily water, which might occur on the deck,

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from reaching the sea during the operation, and the material used in order to clean the spillage should be kept and labeled properly, and they should be available for emergency.

The Masters of Vessel are required to take any and all kinds of measures in order to prevent any spillage or oil leakage while the vessel is berthed at, or approaching, the PETKİM Port. The oil and waste spillages shall be observed and assessed by the local authorities and Company's authorized persons. There is an emergency response boat and equipment, which is owned by the emergency response company, and which serves on 7/24 basis, and which is deployed at the jetty/quay of the PETKİM Port, and which will provide emergency response to the oil spillage to the sea that might occur at the PETKİM Port or the surrounding organizations. In respect of any response to any spillage arising from the vessel, the labor force, equipment, consumables and necessary supply costs, and any and all costs for emergency response activities shall be borne by the vessel.

The Master of Vessel shall be responsible for taking any and all measures with respect to the pollution. In case of any spill or leakage, the Master of Vessel shall contact the emergency contact numbers, and s/he shall provide the necessary information about the matter.

5.2.2 Vapor Emission

In the event that the wind speed is less than 2 knots (1 meter/second) during the vessel Operation based on the data observed at the Meteorology Station at PETKİM Quay2, then the Loading Operations shall be stopped in order to prevent the dangerous situation occurring due the fact that the gas, which emits from the P/V valves of the vessel, cannot be dispersed through the wind, and that it remains in the region in which it is located, and accordingly that the mixture gas ratio increases. Such rule shall be applicable for the following loads that emit the product vapor from the P/V valves of the vessel:

-Aromatic Oil, Cutter Stock, Paraxylene (PX), Benzene, Orthoxylene (OX), C5, Naphtha, Pentane, PY-GAS, Heptane, Hexane

In case of emission of any product from the PV valves under the extraordinary circumstance that might occur during the Vessel Loading, any and all Operations shall be stopped immediately, and such case shall be prevented by responding the same through the appropriate PPE.

5.3 Fire and explosions

FIRE CALL NUMBERS: Mobile Phone: +90 555 969 1233 (for 24 hours)
Telephone: +90 232 616 1240 - 3333 (Extension) (for 24 hours)

When you see a fire in the Port or on board the vessels berthed at the Port jetty/quay, please press the Port alarm button or do not hesitate to sound the vessel fire alarm siren. The fire alarm in such Port shall be as follows:

Fire Alarm: Continuous Siren / The Loading Master shall inform the vessel about the matter during the drill.

Instructions to be applied in case of fire are provided as follows:

In the event that the Fire is at Port, then please:

- Sound the alarm.
- Go to the nearest telephone, and dial Fire Call number 3333, and introduce yourself by saying your full name when you are responded. Specify the location and type of fire. Have the officer on the telephone repeat the fire news and its type, and hang up the telephone.

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- The first response to the fire should be performed by the personnel assigned to the relevant area, if and when possible.
- In the event that are not assigned thereto, and that you are not ordered, then do not go to the location of the fire.
- In the event that you are within the Port, then go to the emergency assembly point.
- Stop any and all cargo operations and close any and all valves.
- Fight the fire and prevent the spread of the fire.
- Be available to separate the arms from their contacts, if and when required.
- Inform any and all vessels about the matter.
- The Port emergency response plan shall be put into effect immediately.

In the event that the fire is on board your vessel, then please:

- Sound the alarm.
- Fight the fire and prevent the spread of the fire.
- Inform the Port about the matter.
- Stop any and all cargo Operations and close any and all valves.
- Be available to separate the arms.
- Make the machineries of the vessel ready for action.
- The Port and vessel emergency response plan shall be put into effect immediately.

The officer in charge of the vessel shall immediately call the Loading Master in order to report that there is a fire on board the vessel, and it shall be ensured that "Emergency Response and Evacuation Team" gathers. The PETKİM Pilot shall keep the Tugboat and Mooring boat and the crew members thereof ready for response to the vessel on fire through the sea. In the event that it is agreed to respond the vessel on fire through the sea, then the tugboat shall respond the fire through the sea side.

In the event that the fire is on board another vessel or at another Port, then you will be recommended, and if and when required, instructed to perform the following matters:

- Stop any and all cargo Operations and then close any and all valves.
- Be available to disconnect the cargo arms from vessels.
- Keep the machineries and crew members of the vessel ready for action in order to unmooring operation.
- The traffic activities shall be managed by the Port in case of any fire.

5.4 Collision/Damage to Quay-Jetty

In case of collisions resulting or any damage to the Quay/Jetty, your vessel should sound the alarm, and the Port Loading Master, the PETKİM Pilot and the VTS Sector Aliaga from VHF Channel 69 should be informed immediately about the matter.

-The emergency procedure should be activated in accordance with the company collision emergency checklist, and the necessary action should be carried out. Please carry out your inspections by taking into account the possibility for cargo leakage, product moving between the cargo tanks or sea water intake with respect to your vessel.

-In case of any cargo leakage, then please activate your protocol for leakage on board the vessel in order to control the spillage.

-Please implement the instructions given by VTS, Loading Master and PETKİM Pilotage Organization.

In case of any damage or failure on board her/his vessel, then the Master of Vessel that is berthing should notify the PETKİM Port of the matter before berthing. In case of any problem in relation to the seaworthiness

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of the Vessel and the effective performance of the Operation, or in case of any oil leakage or a possibility for leakage thereof from the vessel, then the Master of Vessel is required to inform the Port and Port Authority.

Such type of vessels may berth at the jetty/quay upon the authorization granted, and instructions given, by the Port and Port Authority. The Master should immediately report the damage to her/his vessel when s/he enters the territorial waters under the control of ALIAGA Regional Port Authority.

5.5 Medical emergency

The emergency procedure should be activated in accordance with the company medical emergency checklist. Any and all accidents, near misses and dangerous situations shall immediately be reported to the Loading Master. In respect of non-emergent health problems, the vessels should contact their Agent. In case of emergencies, an ambulance can be called by the Loading Master or Port officers. There is a health unit serving on 24/7 at PETKİM facility, and any support shall be received from the relevant unit if and when required to do so.

5.6 Security breach

The emergency procedure should be activated in accordance with the company emergency checklist. In case of occurrence of any emergency caused by any sabotage, terrorism and any and all kinds of security breaches, then the Loading Master and Security Directorate shall be informed about the matter. Necessary measure shall be taken in accordance with the PETKİM Port Facility Security Plan and based on the ISPS code. Administrative sanctions shall be imposed on those, who act in breach of the PETKİM Port security/safety rules, in accordance with the SOCAR Rule Breaches and Penalty List.

5.7 Man Overboard

In case of any person falling into the sea, the vessel should immediately sound the alarm, and the emergency procedure should be implemented based on the conflict emergency checklist of the Company. The Port and Loading Master must be informed by the vessel about the matter. Any and all cargo operations should be suspended, and the emergency procedure for man overboard should be implemented.

5.8 Mooring Line(s) being cut, vessel break out or drift along the quay/jetty

In the event that the vessel mooring lines are cut or or vessel drifted on the quay/jetty, then the vessel should act in accordance with the emergency checklist of the Company/Vessel, and the alarm should be sounded, and the Port Loading Master and the PETKİM Pilot should be informed immediately about the matter.

Please implement the instructions given by the Loading Master and PETKİM Pilot.

5.9 Occupational Health, Safety and Environment Policies

In terms of HSE, the main purpose is to ensure that any and all employees and the persons arriving at PETKİM Port are aware of the risks and hazards, and that their awareness are expanded, and that they act in accordance with the measures taken and the rules defined in order to prevent any accident and incident, and that they act in accordance with the principles for prevention of the pollution. The employees shall be obliged to comply with the methods, regulations, and requirements in the documents created, as defined with respect to the occupational health, safety and environmental management processes, and to audit the

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compliance therewith, and to warn those, who fails to comply with the rules, in case of non-compliance. Any and all activities shall be carried out in accordance with the safe working methods, as specified under any and all HSE documents, including the measures and precautions required to be taken based on the risk assessment results, without limitation to the terms and conditions and rules as specified above. Any and all personnel assigned to the operation are required to comply with the general HSE rules. The Operations shall only be carried out by the trained and responsible personnel. Such incidents as oil spillage or throwing of any contaminated garbage and excessive black smoke on Vessel's Funnel or exhaust gas soots at sea, which might constitute a crime, shall immediately be reported to ALIAGA Regional Port Authority by the PETKİM Port, and any and all such incidents shall be investigated by the ALIAGA Regional Port Authority, and in case of identification of any criminal element, it may be subject to the sanctions as specified under the relevant regulations, and it may result in deport of the relevant persons/vessels from the Port.

5.9.1 Requirements for Personal Protective Equipment (PPE)

The PPE is required to be used at the PETKİM Facility, at the Port site, and on board the vessel berthed. Any person entering the Port and factory site is required to have and use the appropriate Safety Helmet, Safety Goggles, Non-Flammable (Late Flammable) clothing, long-calf and steel-toe work shoes in compliance with the EN 11612 - EN 11049 Standards, and escape mask with ABEK 15 filter. In addition to such PPEs, the companies and persons entering the factory and the Port, and any and all personnel working in the Port Area are required to wear a personal gas detector, and they shall be responsible for having a mask with cannister, or a Self Contained Breathing Apparatus, earplug, etc., and the other PPEs, to be required by the gas and chemical environment that will occur in case of any emergency. The instructions to be given by the Loading Master, PETKİM Pilot, ISPS Officer, occupational safety personnel, Port personnel and security personnel, who warn about such matter, shall be taken into account.

SOLAS-certified life jackets shall be worn during performance of any work posing the risk to fall into the sea. In order to carry out the visual draft checks at the quay/jetty, the consent of the Port is required to be obtained, and the crew members are required to wear the SOLAS-certified life jackets. Each personnel, who will cross the sea/shore line in the Port Area, and who will embark the vessel, is required to wear a life jacket.

The persons, who fail to use the necessary PPE in the Port area, shall not be allowed to embark the vessels, and they shall be taken out of the PETKİM.

5.9.2 Access to Port

Only authorized persons may enter the Port in accordance with the restrictions specified. The vessel shall solely be responsible for ensuring a safe embarkation system between the vessel and the shore. It shall be ensured that the Port is positioned in a safe area of the berthing location by using the vessel gangway, embarkation ladder or wharf ladder. In order to prevent any human from falling, there should be guardrails on both sides of the ladder, and such guardrails should be wrapped with a safety net. The slope of the ladder should not exceed 45°, and it should be in a manner to allow the safe embarkation and disembarkation. The ladder's feet that are in contact with the jetty/quay must be wheeled. The portion that is in contact with the shore must consist of the insulating material in order to provide the insulation between the vessel and the shore. The Safety and Fire Plan, up-to-date personnel list, Loading/Discharging plan and life buoys with light and ropes should be available next to the ladder on board the vessel and on the shore. The vessel shall be responsible for controlling the ladder position movement caused by the draft change during the operation, and for keeping the ladder in the proper position.



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PETKİM and PETKİM Port shall not be liable against the vessel, the Master, the crew members or any party, for any injury, damage or obligation to arise from the vessel gangway embarkation ladder or wharf ladder regardless of the reason thereof.

When it is not used, the gangway or pilot ladder on the sea side of the vessel shall be readily available at deck level due to the safety concerns for emergency escape.

The walkways available at the Port have been painted in yellow with respect to the passages to the vessels. The walkways painted in yellow shall be used for the passages to the vessels. It shall not be allowed to walk around on foot outside the walkway, as specified, in the Port, and in the factory area.

The traffic rules as prescribed under the regulations shall be implemented in the Port area. The speed limit shall be limited to 40 km/h on the roads in the entire Port and factory site while it shall be limited to 20 km/h in the jetty and factories area. At the jetties, any location, to which no vehicle is allowed to enter, are closed with the barriers and chains.

At the jetty/quays, the vehicles are required to be parked in the parking lots, as designated, in the direction of exit.

5.9.2.1 Shore Visit by Crew Members (Shopping, Hospital visit, etc.)

The crew members, who are foreign nationals, shall be allowed to visit the shore by indicating the crew list, a Landing Pass – Shore Pass certified by the Marine Police, and an Identity document bearing a photo thereon (passport). Although there is no restriction for Turkish crew members, the customs-certified crew list of the vessels berthing at the Port is required to be submitted to the Security Directorate of Port. After the customs officer completes her/his work on board the vessel, s/he shall grant the Master of vessel with the conge documentation. Any and all conges granted to the vessel are required to be submitted to the Agency before departure of the vessel.

In order to ensure the safe Operation on board the vessel and to fulfill the requirements in case of any emergency, the minimum number of crew members, which constitutes at least 60% of the crew members, is always required to be present on board the vessel. The Senior Officers may not leave the vessel together at the same time, and the Master of Vessel and Chief Officer, serving within the Deck Department, may not leave the vessel together at the same, and the Chief Engineer and Second Engineer, serving within the Machinery Department, may not leave the vessel together at the same. The Chief Officer is required to be present on board the vessel at the start and end of the Operation.

A zero alcohol policy shall be applicable at the Port. In the event that the crew members, who go outside, arrive drunk, then they shall not be admitted to the Port, and they shall not be allowed to pass to the vessel.

The Port Management shall be entitled not to allow the crew members to go outside/entitled to cancel the exit permit thereof in the event that it is not deemed appropriate.

The shore visits from the vessels shall only be performed by using the PETKİM Shuttle buses. The standard shuttle buses shall be subject to a fee, and such fee shall be collected from any and all vessels arriving at the Port. Any support shall be provided through an e-mail to be sent to “petkim.loadingmaster@socar.com.tr” for any additional navigation request, other than the standard shuttle bus, and subsequently through a call to be made to the service company directly by the Loading Master. The additional charges are requested for the additional services other than the standard ones.

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The walkways available at the Port have been painted in yellow with respect to the passages to the vessels. The walkways painted in yellow shall be used for the passages to the vessels. For the crew members, the lockers, in which they can keep their PPE, are available at the stations at PETKİM Quay 2 and Jetty 5. The crew members, who will leave the vessel in order to go to the market, shall go to the station along with their own PPE from their vessel to the stations, in which they will get on the shuttle bus, and they shall place their PPE to the lockers, which are available at the station, before getting on the vehicle, and they shall take the keys of the locker with them. On the way back, they shall take the PPEs from the lockers, and they shall wear the same, and they shall leave keys on the lockers, and they shall reach their vessels by following the yellow line. The crew members shall not pay any fee for the shuttle bus. It shall not be allowed to walk around on foot outside the walkway, as specified, in the Port, and in the factory area. The crew members shall not be allowed to enter or exit by using any vehicle (taxi), other than the shuttle bus, in the Port and factory site, and other than the Agent vehicle, which has an entrance permit in mandatory cases.

Terms of Use for Shuttle Bus

The crew members shall only use the relevant shuttle buses with respect to the routine outgoings. The shuttle bus shall go around the jetties and quays, and it shall drop the crew members at the station at Aliaga Democracy Square. It shall follow the same route on the way back. The crew members may be present at the stations available at the jetties maximum 15 minutes before the departure time of the shuttle bus, and it shall be not waited after getting off the shuttle bus on the quay/jetty. It shall not be allowed to smoke, and to take photos/videos at the stations available at the jetty/quays.

The crew members shall not be allowed to exit or enter the Port by means of any vehicle (Surveyor vehicle, etc.) other than the Agent vehicle or shuttle bus.

Unless stated otherwise, the hours of the Shuttle Bus are provided as follows.

Departure from PETKİM Port	Departure from Aliaga Democracy Square
08:30	09:30
10:30	11:30
13:30	15:00
15:30	16:30
18:00	20:00
21:00	23:00

5.9.2.2 Crew Change

The crew change, which will be performed on board the vessels berthing at the PETKİM Port, and the exit permissions may be carried out upon the consent of the PETKİM Port (the consent must be obtained from the Port management before performance of any crew change).

In respect to the crew change allowed, the PETKİM Port criteria shall be taken into account without limitation to the following:

The crew change shall only be performed in the presence of the vessel Agency. The crew members shall not be allowed to join the vessel alone through the shuttle bus. The relevant crew members are required to comply with PETKİM Port Safety and HSE rules, and to use PPE while being accompanied by the Agency representative who will bring/take the crew members. It is required not to use mobile phones outside the vehicle (provided that the vehicle shall not be in motion) in the PETKİM Port area and within the PETKİM facility. The Agency assigned for crew change should accompany the crew members, which will leave/participate, from the vessel to the vehicle/from the vehicle to the vessel. The crew members, who

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leave/participate shall be left unaccompanied under no circumstances, and the Agency shall be responsible for such matter. Also, the relevant Agency shall be obliged to provide safety helmets as much as the number of crew members, to be changed regardless of those who are on-signer/off-signer, through its own means. The crew members shall not be allowed to carry a safety helmet from the vessel to the quay-jetty/from the quay-jetty to the vessel.

The crew members, who will participate in the vessel recently, may participate in the vessel as long as the vessel is moored at the quay/jetty. In respect of the crew members who will leave, the persons other than the "Senior Officer (Master, Chief Officer, Chief Engineer and Second Engineer)" may be changed. In the event that the Loading Master deems necessary, then s/he may prefer that the crew members, who are assigned to the other duties, leave after the Operation. The Senior Officers shall be changed following completion of any and all Operations and documentation. In total, a maximum of half of all crew members may be changed.

Any planning should be performed by the Agency accordingly. While the vessel is berthed at the PETKİM Port, the Port Management shall be entitled to cancel/not to allow the crew change in the event that it deems the same inappropriate.

5.9.2.3 Agent

The authorized persons of the Agency shall be allowed to enter and exit the Port provided that they shall meet the following terms and conditions as well as the PETKİM Security Directorate procedures and the customs bonded area procedures.

PETKİM Port is required to comply with the rules of Safety and PPE requirements, as specified under article 5.9 hereof, at the Port area and on board, and also to comply with the Vessel/Port security and Security declaration rules as specified in article 5.10 hereof. It shall not be allowed to use mobile phones outside the vehicle (provided that the vehicle shall not be in motion) in the PETKİM Port area and within the PETKİM.

It shall not be allowed to enter the quay/jetty with any vehicle. It shall not be allowed to bring goods subject to customs without permission.

The Charterer/Owner/Operator shall be responsible for ensuring that her/his/its Agency is informed about the Port requirements before the Vessel arrives at the Pilot Station, and that s/he/it submits any and all necessary documents to the relevant persons.

5.9.2.4 Vessel Owner Representatives / Technicians and Other Visitors

The Vessel Owner Representatives / Technicians and the Other Visitors shall be allowed to enter and exit the Port, provided that they shall meet the following terms and conditions as well as the PETKİM Security Directorate procedures and the customs bonded area procedures. The number of relevant visitors shall be limited to a maximum of 3 persons, provided that it shall not exceed the number of passengers, as specified under the Safety Equipment certificate of the vessel, and subject to the approval of the Port management. PETKİM Port is required to comply with the rules of Safety and PPE requirements, as specified under article 5.9 hereof, at the Port area and on board, and also to comply with the Vessel/Port security and Security declaration rules as specified in article 5.10 hereof. It shall not be allowed to use mobile phones outside the vehicle (provided that the vehicle shall not be in motion) in the PETKİM Port area and within the PETKİM. It shall not be allowed to enter the quay/jetty with any vehicle. The relevant visitor shall not be allowed to enter through the gate C through her/his own vehicle. It shall be entered through the gate C by means of the



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Agency vehicle, and the Agency shall accompany the visitor. The Agency must accompany the persons, who will visit, until the vessel/vehicle during their arrival and departure. The relevant authorized persons should be left unaccompanied under no circumstances, and the Agency shall be responsible for such matter. The request of the visitors, who are required to embark by means of their own vehicles based on the scope of the work, shall be forwarded to the Port management, and they shall be allowed to enter and exit in company with the Agency upon the consent of the Port management following the assessment thereof. It shall not be allowed to bring goods subject to customs without permission. The Officer in charge of Cargo Operations (Chief Officer or other officers on duty in her/his Shift) may not be occupied. It should be confirmed by the visitor, through the e-mail address "petkim.loadingmaster@socar.com.tr", that the visit shall not affect the cargo operation in any manner whatsoever, and that any and all relevant rules shall accepted. It is required to obtain the approval from the Port through the UHF or VHF prior to the tests and controls requested to be performed. It shall not be allowed to enter the enclosed spaces on board the vessel.

In the event that the relevant visitor is to visit the vessel in order to provide services, then s/he is required to confirm, through the e-mail address "petkim.loadingmaster@socar.com.tr", that the following terms and conditions shall be satisfied in addition to the terms and conditions as specified above:

The detailed work plan is required to be sent to the Port management at least 8 hours before the relevant service starts to work. Following the assessment to be carried out based on the work plan to be sent, you shall be informed about whether the relevant service will be allowed or not. In accordance with the Port Rules, the vessel is required to keep the main engine available for departure following the short notification period as long as it is present in the Port. Except for the exceptional cases, the Hot Work, cold work and working aloft /outboard shall not be allowed unless the consent is obtained, in writing, from the Port officer. The boiler maintenance and cleaning, chipping, painting, and testing and repair of the electrical equipment (including the radars and internal electrical systems) shall not be allowed to be performed at the Port. The work to be performed should not affect the cargo Operation in any manner whatsoever. The vessel firefighting systems, including the main and emergency fire pump, are always required to be available for emergencies. Any and all fire and safety equipment, which are required to be kept available on board the vessel based on the Fire and Safety plan of the vessel, is required to be kept available at its relevant place during the service process, and it is required to be available for the work to be performed. (In the event that the relevant equipment is required to be replaced, or to be maintained by the relevant service on the shore, then the certified and ready-to-work spare thereof must be provided to the vessel by the relevant service.) Except for the exceptional cases, no work shall be allowed in the Cargo Control Room unless the consent is obtained, in writing, from the Port officer.

No visitor shall be allowed to enter without the consent of the Master of Vessel and the Port officers. The Master of Vessel shall be responsible for any visitor on board the vessel. Any person under the age of 18 shall not be allowed to board the vessel and to enter the Port.

5.9.2.5 Inspections

The operational safety shall constitute the 1st priority at the Port, and the 3rd party inspections shall never prevail the Port rules, and no Port rules shall be bent during the inspection. Any test/inspection that is not allowed by the Port (the entry to the enclosed space, the life boat engine/emergency generator test, the high level alarms test, etc. upon the consent of the Port) shall not be carried out by the inspector; otherwise, the Master of Vessel shall be responsible for the process. Such details shall also be negotiated with the vessel during the safety meeting, and they shall added to the section of note of the Ship / Shore Safety Checklist. In



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case of any breach of the rules specified, then the inspection shall be ended, or the cargo operation shall be suspended until the safe terms and conditions are met.

The PETKİM Port shall be under the responsibility of the Aliaga Regional Port Authority. It shall be of importance to comply with any and all arrangements and regulations and instructions applied by the Aliaga Regional Port Authority. Accordingly, the vessels shall be subject to the Customs surveillance, Maritime Police and Port State Inspections. Since such inspections can be carried out at any time of the day, it shall be important to keep the necessary documents ready for a safe and efficient operation at all times.

5.10 Ship/Shore Security and Security Declaration

The PETKİM Port shall be covered by the IMO - ISPS Code, and any and all kinds of security information exchanges between the vessel and the Port should be covered thereby. The Masters of Vessel and/or the Ship Security Officer shall submit the Vessel security declaration under the ISPS Code after they berth at the Port jetty/quays. Unless otherwise stated, the PETKİM Port implemented the MARSEC Level 1. The vessels which will arrive at the Port, are required to be at MARSEC level 1. Any and all vessels are required to provide information about the ISPS Code Security Levels of the vessels before they arrive at the PETKİM Port.

As long as the vessel is present at the Port, it is required to take measures with respect to the hatches and other entrances available in the accommodation space based on the vessel security plan, and to provide only one entrance.

The Port security shall be ensured in 3 shifts of 8 hours for each through the security personnel, who is trained specially and by means of a closed line camera system.

Those, who are unwilling or unable to prove their identity if and when asked under the ISPS code, and/or who are unable to verify their reason for visit, shall be rejected to enter the port facilities, and their efforts to enter shall be reported to the PFSO and the national and local authorities that are responsible for security. Any and all persons, who wish to enter the port facility in relation to the vessel, including the passengers, crew members and visitors, are required to be confirmed to enter by checking the identity thereof as well as by checking such documents as the participation instructions, passenger tickets, boarding passes, work orders, etc.. The security guards assigned at the Port entrance gates shall not allow any 3rd party person to enter without the consent of the Loading Master.

COUNTRY PORT CODE: 2935102

IMO (GISIS) Number: TRALI-0031

PORT FACILITY: PETKİM PORT (ALIAGA)

OPERATOR: PETKİM PETROKIMYA HOLDING A.S.

ADDRESS: Siteler Mahallesi Necmettin Giritlioglu Caddesi SOCAR Turkiye Aliaga Yonetim Binasi No:6/1 35800 Aliaga / IZMIR

5.11 Drug and alcohol

It shall not be allowed to use, have or be under the influence of the alcoholic beverages at the Port. It shall not be allowed to use and have any and all kinds of drugs under the laws of the Republic of Turkey. It shall strictly not be allowed to bring alcohol and drugs into the Port, and to use alcohol and drugs at the Port. In the event that it is determined that the person or persons assigned in the operation use alcohol and drugs, then any and all Operations shall be stopped.

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The Operations shall not be started until the Master of Vessel submit a report stating that the situation is under her/his control, and until the Port officers/Loading Master complete the inspections and they see that a safe Operation can be carried out. Such incident may result in the delay of departure of any vessel as well as cancellation of the Operation. Similarly, in case of identification of any person or persons under the influence of alcohol and/or drugs, then such person(s) shall not be allowed to enter, and to be present at, the Port on permanent basis.

5.12 Smoking

It shall strictly not be allowed to smoke in the Port site and on board the vessel, except for the areas designated as "Smoking Area" by the Port management and the Master of Vessel. The locations, in which smoking is allowed inside the vessel, shall constitute the rooms which are specified by hanging a letter of information on their door for such purpose. It shall not be allowed to smoke in the other cabins, rooms, indoor and outdoor areas and on the deck. A warning sign stating such prohibitions must be hung on the entrance of the vessel. Failure to comply with such regulations shall cause the Operation to be stopped, and it may also cause the vessel to be investigated and to wait for a period of obtainment of an assurance, in writing, from the Master with respect to performance of the effective inspection on board the vessel. The Port shall be entitled not to allow at all smoking around the Port or in any area or at any time, including the Smoking Area, under extraordinary circumstances.

The vessels calling at the PETKİM Port shall strictly not be allowed to give such products as cigarettes and alcohol as gifts, in accordance with the Code of ETHICS of SOCAR. Actions shall be taken with respect to the Master of Vessel, who has given the relevant gifts, and the SOCAR Personnel, who has received the gift.

5.13 Use of Mobile phone, electronic equipment, Naked Light, Match, Lighter

It shall strictly not be allowed to bring and carry Naked Light, matches and lighters at the PETKİM Port site, and to make a Naked Light within the site as specified. The safety matches shall only be allowed to be used within the area designated for smoking, and the substances such as lighters etc. shall not be allowed to be used.

It shall not be allowed to use mobile phones, electronic devices and cameras, which are not of ATEX (Ex-proof) nature, in the areas, which are designated as Ex-proof, of the PETKİM Port site as well as in the open areas of the vessel. The mobile phone must be switched off continuously in the Port site

and in the open areas of the vessel. It shall not be allowed to take any photo and video without authorization in any manner at the Port. Any person, who fails to comply with such rule, shall immediately be taken out of the Port by the Port officers. The mobile phones may be used only in the Port buildings at the Port, while the mobile phones and other electrical devices may be used in the closed accommodation spaces, as specified by the vessel, on board the vessels.

SAFETY ZONE - 30 METERS;

A 30-meter safety zone shall be applied around any and all vessels during the cargo operations at the Port. Within such zone, any and all equipment must be intrinsically safe, and the Naked Light, cell phone, pager, walkie talkies etc. shall not be allowed to be used. Any and all vessels or other vehicles must obtain approval/consent from both the Port and the Master of Vessel before entering such safety zone.

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5.14 Maintenance/Repairs at Port

It is required to obtain a work permit with respect to any and all works carried out at the Port. The work permits shall be canceled in case of any emergency signal, and it is required to obtain a new work permit after everything is safe again.

While the vessel is berthed at the Port, it shall not be allowed for the HOT WORKS and any maintenance work that might pose a risk at the Port. The vessel shall be available to sail along with its main engine (available for short notice) and auxiliary engines so that it can leave the jetty/quays at any time.

In the event that the vessel is immobilized in any manner whatsoever, then the Port shall immediately be informed about the matter.

In the event that any equipment, which assists the Operation, becomes out of order or deactivated during the Vessel Loading/Discharging Operations, then the Port shall immediately be informed about the matter.

The consent of the Port shall be obtained with respect to any maintenance work that might be deemed essential. Except for the exceptional cases, the HOT WORK, cold work and working aloft/outboard shall not be allowed on board the vessels unless the consent is obtained, in writing, from the Port officer. Also, the boiler maintenance, cleaning, chipping, painting, and testing and repair of the electrical equipment (including the radars and internal electrical systems) shall not be allowed to be performed at the Port.

In addition, while the vessels are berthed at the Port, no deck washing and painting works on the deck and on the hull may be performed. It shall not be allowed to use any Combustible Product and any Combustible material (gasoline, naphtha, solvent, etc.) for cleaning purposes. In obligatory cases, the Port may be used in a controlled manner upon the consent, in writing, obtained from the Port officers. Please keep and transport such products in the containers which have been allowed to be used. It shall strictly not be allowed to wash the clothing items by using such products. The volatiles such as gasoline, solvent, etc. may be used for cleaning purposes under no circumstances.

In case of any request for permission with respect to the maintenance at the Port, the detailed work plan, and any information about the services to be included from the shore, if available, shall be submitted to the Port officers at least 8 hours before the start of work.

5.15 Provision, Stores and Spare Parts Supply

Supply of Provision and Stores and Spare Parts should be organized by the Agent, and the Vessel Agent should provide the PETKİM Port management with any necessary information about the planning before the vessel berths at the jetty/quays.

The Port shall not allow to perform the Supply of the Provision and Stores and Spare Parts through the shoreside at the PETKİM Port.

No supply may be performed concurrently with the Cargo Operation. The vessel crane may not be used in order to perform the supply of Provision and Stores and Spare Parts as long as the arms are connected to the vessel. It shall be allowed the parts, which are up to the safe lifting capacity of the crane, to be handled by ensuring the necessary safety measures during the use of the vessel crane. The packages of weight and size that can be handled by hand may only be allowed by obtaining the necessary permits before the supply.

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Before bringing the Provision and Stores and Spare Parts to the vessels, the companies that bring the Provision and Stores and Spare Parts to the vessels shall absolutely send their service boats by obtaining the information about the appropriate delivery time from the vessel Agent. Before entering the Port site, the service boat that will perform the supply is required to inform the PETKİM Pilot as well as PETKİM Maritime Security Unit in order to supervise the supply, through the VHF Channel.12.

The name of the relevant service boat to perform the supply and the list of the relevant Provision and Stores and Spare Parts to be received by the vessel should be forwarded to the Port management and the PFSO. In respect of the foreign flag vessels, the relevant Provision and Stores and Spare Parts list is required to be approved by the customs.

At PETKİM Port, the service boat shall only include the supply of Provision and Stores and Spare Parts (deck / machinery / cabin / consumables, etc.), and chemical, lub oil, etc. in bulk or in barrels, which might cause the environmental pollution, (not limited thereto, and approval must be obtained with respect to the different supplies) shall not be allowed.

The suppliers shall not be allowed to board the vessel / to exchange any material while the vessels are in Operation.

5.16 Material Safety data sheets

The safety data sheet for the goods loaded at the Port shall be given to the vessels. The Master of Vessel shall be obliged to ensure the personnel awareness for the hazards (such as H2S), as specified under such form, and to ensure that such forms are accessible.

The vessels arriving at the Port / for Discharging purposes must have an MSDS specific to the cargo available thereon. They shall be requested to submit their MSDS to the Port before and upon arrival at the Port. Also, they are required to take cargo-specific measures as specified under their MSDS.

The vessels to be loaded at the Port are required to take measures specific to the hazards as specified under the MSDS submitted thereto by the Port. The vessels must also notify the Port and the surveyors of the fact that whether the previous cargo contains any toxic substance, or not.

5.17 Benzene and Hydrogen Sulphur (H2S)

The Benzene is an aromatic hydrocarbon, and it is found in many Petroleum products, such as gasoline, gasoline-mixing components, reformat, naphtha, in varying amounts, and the vessel is required to comply with the relevant sections (of the closed Loading and gauging and sampling) available in the most current revision of the ISGOTT during the Operations for the Benzene and the products containing Benzene. The Benzene is known to be a potent carcinogen, and to cause the leukemia. Measure shall be taken against the fire due to its combustible and poisonous nature. It shall not be allowed to get mixed in the water and soil. The product and the soil contaminated shall be transported to the concrete pools. Its vapors shall be very toxic. It shall cause the serious damage to the skin and eyes. While working, it is required to use a mask, which has a process air connection or a SCBA, in order to prevent any inhalation intoxication. The vessels, which transport the bulk liquids containing the BENZENE of 0.5% or higher, are required to comply with the minimum standards determined by the IMO (MSC/Circ.1095 "Revised Minimum Safety Standards for Vessels Transporting Bulk Liquids Containing Benzene"). While transporting any cargo containing the BENZENE less than 0.5%, the vessel is required to comply with the relevant section available in the most current revision of the ISGOTT.

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In the event that the H₂S exceeds 5ppm in the tank atmosphere while the Mercaptan exceeds 0.5ppm therein, then it shall be perceived as dangerous atmosphere. Any and all vessels, which are considered to have a dangerous atmosphere, are required to take safety measures against the dangerous atmosphere. The vessels, whose previous cargo constitutes the naphtha, should measure the cargo tank atmosphere with respect to the presence of H₂S and Mercaptans 24 hours before arriving at the Port. The content of H₂S and Mercaptan shall be measured, and the results shall be forwarded to the Port along with the pre-arrival forms. The Master of Vessel shall be responsible for any and all measures to be taken on board the vessel in order to ensure that the crew members, Port personnel/surveyors, etc. are not exposed to the H₂S levels exceeding the concentrations higher than 5 ppm.

5.18 Static Accumulator

As per the Port RULES, the following items are required to be checked one by one by the vessel under the measures for statics accumulating cargo, and each item is required to be approved one by one. In order to carry out the Vessel Loading Operation, the following terms and conditions are required to be met:

- A loading rate based on a linear velocity of 1m/sec at the tank inlet for the initial loading of static accumulator cargoes into non-inerted tanks.
- Accepted way to control electrostatic generation in the initial stages of loading is to restrict the velocity of oil entering the tank to one meter per second (m/sec) until the tank inlet and any other structure on the base of the tank has been submerged to twice the diameter of the filling pipe. This will stop all splashing and surface turbulence in the tank.
- A loading rate based on a linear velocity of 7m/sec for bulk loading of static accumulator cargoes into non-inerted tanks.
- To exercise control over the rate of liquid rise in any cargo tank, it may be appropriate to set the loading rate so as to limit the rate of rise of liquid in a cargo tank to a maximum of 150 mm/minute.
- The ISM poster in relation to the initial Loading rate and period that has been calculated specifically for the vessel covering the items 1, 2, 3 and 4 under the static electricity measures of the vessels, which are not in the inert condition as specified above, and which will be Loaded at the Port, as well as the maximum Loading rate thereof during the routine Loading upon completion of the initial Loading period is required to be hung visibly on the Cargo Control Room of the Vessel.
- At the beginning of the Loading, the Loading should be performed to a single cargo tank, and the other cargo tanks to be Loaded should be opened after the cargo entry into this tank and the Loading rate are approved by the Chief Officer.
- No more than four cargo tanks should be Loaded at the same time during the Initial Loading period.
- Possible different flow distributions into different tanks should be considered by vessel and best efforts should be made to ensure equal flow distribution between cargo tanks.
- The tank input valves should always be in the 100% open position during the Initial Loading rate period.
- Before arrival, the vessel must confirm that any and all cargo tanks and the cargo lines thereof are free of the water and dry.
- It shall not be allowed for sounding, ullaging and sampling for a period of 30 minutes after completion of the Loading as well as during the Loading. After the 30-minute waiting period, the equipment must primarily be grounded safely to the structure of the vessel for sounding, ullaging and sampling purposes, and it must remain grounded until completion of the work to be performed.
- The closed Operation should always be performed as long as the vessel is present at the Port, including the ullaging and sampling.

Ship/Shore Safety Checklist shall be valid for a period during which the vessel is present at the Port. Any and all procedures for handling of the cargo or ballast, including the measures, should be established and agreed

during the safety meeting. Any change or deviation as proposed with respect to the Operational Plan should be specified in writing.

In addition to the measures above, the closed drain method shall be used in the manifold, and it shall not be allowed for open drain to the drums.

5.19 General Information

The PETKİM Port shall be owned and operated by PETKİM. The PETKİM Port shall continue its activities under the Tanker Port Integrated Management System. Accordingly, the contractors available at the Port, the vessels arriving at the Port quay/jetty and any and all other persons in relation to the Port are required to act in compliance with the requirements prescribed under the documents specified.

5.19.1 Location and layout of Port

The PETKİM Port is a special area situated on the side of Nemrut Bay within the borders of Aliaga Administrative Port of PETKİM Petrokimya Holding A.S. in the Province of Izmir in the Aegean Region of the Republic Turkey. The district of Aliaga, which is the closest residential area to the PETKİM Port, is 3 km away while Izmir is 70 km away.

The PETKİM Port is located on the coast of Nemrut Bay in the Aegean Sea at the following positions:

It has been established within the area which connects the harbor light at the position 38° 46' 36" N - 026° 55' 33" E and the point 38° 46' 30" N - 026° 55' 30" E on the sea to the point 38° 46' 30" N - 026° 55' 49" E.



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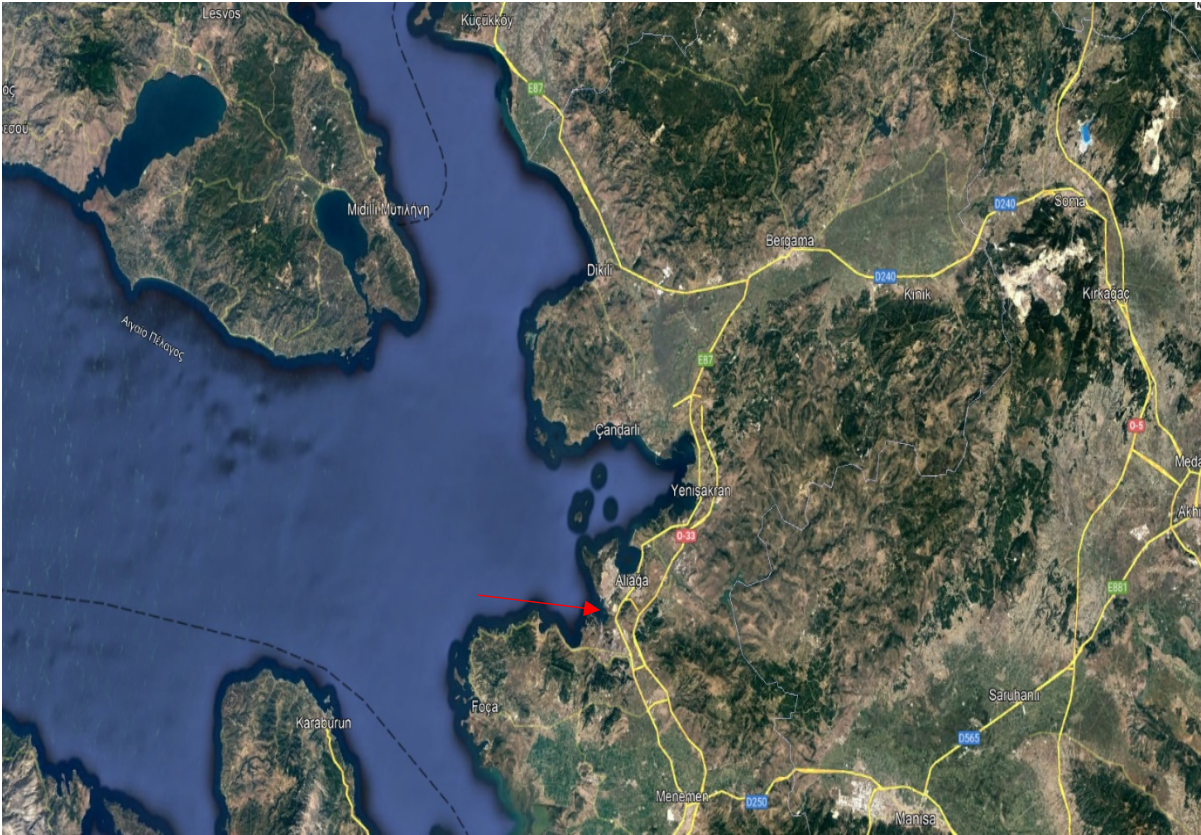


Figure 4. PETKİM Port Location Images





Figure 5. PETKİM Port Location Images

5.19.2 Hours of Operation

The Port shall serve on 24/7 basis based on the prevailing and expected sea and weather conditions and at the discretion of the Aliaga Regional Port Authority or Port officers.

5.19.3 Local time

The local time in Turkey is 3 hours ahead of GMT. (UTC+3)

5.19.4 Ship/Shore communication

The vessel officers are required to access the UHF radio, which meets the most current ATEX and IECEx standards provided by the Port, for the purpose of the continuity of the effective vessel/Port communication at all times. In respect of the Vessel Operations, the Vessel/Port communication shall be performed through the shore radio provided to the vessel as the primary communication as long as the vessel remains berthed at the Port. The secondary communication shall be performed through the VHF Channel 77. The OFFICER IN CHARGE is required to listen to the shore radio and VHF Channel 77 as long as the vessel remains berthed at the Port.

When calling the Port, the call sign "PETKİM Loading Master" shall be used.

In the event that the vessel secondary communication VHF systems are used for emergency, then they should preferably be portable, and they should be carried by the officer / OFFICER IN CHARGE on the deck or in the

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accommodation space in such a manner that s/he can immediately communicate with her/his relevant superiors. The primary and secondary communication systems should be tested before commencing a Loading or Discharging Operation.

The UHF radio provided to the vessel by the Port should be returned to the Port at the end of the Operation, and the Loading Master and the Vessel should affix their signature with respect to the fact that it was has been received. In the event that the UHF radio owned by the Port is not returned, or that it is returned in a manner that has been damaged, then a fine amounting to the current list price of the UHF radio manufacturer shall be imposed on the vessel.

Any information about the Port contact information, useful phone numbers and VHF channels is provided on the page 2 hereof.

5.19.5 Language spoken

The working language shall be Turkish and English at the Port.

Any and all Vessels must have the sufficient number of crew members, who have a good working knowledge in Turkish or English, on board the vessel in order to ensure that the Operations are carried out efficiently and safely, and to maintain a fast, reliable vessel/shore communication in a manner to cover the Operations and emergencies.

5.19.6 Clearance and inspection of vessel

The PETKİM Port hereby agrees and acknowledges that it shall handle the vessels with the understanding of carrying out the cargo operations in a safe manner.

The Port shall entitled to suspend the Operations, and it may request remove of any vessel from the Port due to the following reasons:

- Any breach of the safety and environmental rules.
- The vessel, equipment, personnel or Operation defects, which pose a hazard to employees or Operations in the Port's reasonable opinion.
- Any Operational performance which is not in compliance with the requirements of the Port.

The Port shall not be responsible for any cost incurred by any vessel and vessel owner, charterer or Agencies thereof due to the fact that it rejects to Load/Discharge the entire or any portion of any shipment determined and that the Loading/Discharging is delayed or suspended in consequence of the defects arising from the rules, as provided hereunder, as well as from the instructions, as specified under the international and local regulations.

The Port shall be entitled to monitor the Loading/Discharging of any vessel for the purpose of ensuring that the vessel is loaded in accordance with the International Load Line Regulations, and to notify the relevant authority of any breach of such regulations, if available.

The Master, charterer or vessel owner/operator shall be responsible for ensuring that the vessel is seaworthiness, and that any and all equipment is in good working order, particularly including the equipment required for the Operations carried out at the Port. Rejection, by the Port, of any vessel, which fails to meet the requirements, shall not relieve the responsibility of the Master, charterer and vessel owner.

Applicable Regulations;

The Vessel Owners/Operators/Masters, charterers, Agencies, and any and all relevant third parties, who/which use this booklet, shall be obliged to ensure that they possess the latest versions of any and all relevant regulations, and they should not take this booklet as a guide with respect to the complete list and/or correct version of the applicable laws, regulations or international standards or practices. The Masters/Vessel Owners, Charterers, Agencies shall also be obliged to ensure that it is acted in accordance with any and all health, immigration, notification and customs rules/requirements. The Local Agents, which act for and on behalf of the Vessel Owner/Master, should be consulted in order to ensure the compliance. Any and all vessels arriving at the Port are required to comply with any and all regulations with respect to any and all Operations, including but not limited to:

International Conventions	https://www.kiyiemniyeti.gov.tr/uluslararasi_anlasmalar
Laws	https://www.kiyiemniyeti.gov.tr/kanunlar
Decree Laws	https://www.kiyiemniyeti.gov.tr/kanun_hukmunde_kararnameler
Bylaws	https://www.kiyiemniyeti.gov.tr/tuzukler
Regulations	https://www.kiyiemniyeti.gov.tr/yonetmelikler
Directives and Communiques	https://www.kiyiemniyeti.gov.tr/yonerge_ve_tebbligler
Charter	https://www.kiyiemniyeti.gov.tr/kegm_ana_statu
List of Publications	https://www.kiyiemniyeti.gov.tr/turk radyo_yayinlari
IMO Legislation	https://denizcilik.uab.gov.tr/imo-mevzuati
Marine Legislation	https://denizcilik.uab.gov.tr/denizcilik-mevzuati
AAKMM Legislation	https://denizcilik.uab.gov.tr/aakkm-mevzuat
Vessel Audit Module	https://denizcilik.uab.gov.tr/gemi-denetim-modulu
Seaman Practices	https://denizcilik.uab.gov.tr/gemiadamlari-modulu
Lists of Dangerous Cargo	https://denizcilik.uab.gov.tr/tehlikeli
Acceptable P&I Organizations	https://denizcilik.uab.gov.tr/muteber-p-ve-i-kuruluslari
ILO – MLC Practices	https://denizcilik.uab.gov.tr/ilo-mlc-2006-uygulamalari
ISPS Practices	https://denizcilik.uab.gov.tr/isps-uygulamalari

The vessels that will arrive at the Tanker Port must be under the age of 25 in accordance with the PETKİM Port Vessel Acceptance Criteria.

In case of any request of the relevant business units to bring any vessel between the ages of twenty-five and thirty (25-30) exceptionally, then grant of exemption/compliance to any vessel between the ages of twenty-five and thirty (25-30) shall be at discretion of the PETKİM Port, provided that the relevant vessel shall be subjected to the inspection in terms of compliance of the nomination thereof with the minimum standards, as defined under the rules and procedures of the SOCAR Vetting unit, as well as with the international rules, to which it is subjected.

Any vessel between the ages of 25-30 may be admitted after they are subjected to the Vetting Inspection under the following standards:

- 1) The fact that the vessel is subjected to the Vetting in the previous port, or in the anchorage area in the event that it is not possible in the previous port, during the vessel admission process.
- 2) The fact that no high risk substance is identified during the Vetting inspection; and in case of identification of any high risk substance, then the risks are required to be minimized by the vessel, and to be submitted to

the Company Jetty Operations Directorate and SOCAR Vetting Department. The compliance shall be granted to the vessel after it is approved by the Company Jetty Operations Directorate that such items are permanently closed during the vessel admission process under the Company Jetty Operations with respect to the vessel.

3) The medium and low risk Vetting Items are required to be closed permanently during the next vessel clearance process under the Company Jetty Operations with respect to the vessel. Otherwise, the vessel shall be rejected.

4) In the event that the items occurring during the Vetting inspection are related to the cargo operation, then the vessel is required to take action and to minimize the risk, regardless of the risk level.

5) Any Product/Chemical Tankers between the ages of 25-30, which have passed the Vetting audit, shall have a Vetting exemption for a period of 6 months as of the date of the audit.

6) Any Gas Tankers between the ages of 25-30, which have passed the Vetting audit, shall have a Vetting exemption for a period of 3 months as of the date of the audit.

5.19.7 Operational weather criteria and environmental conditions monitoring procedure

Based on the information obtained from the meteorology, the information about the monthly maximum wind and its direction determined based on the results obtained during the measurements performed in 1984-1991 are provided in the following table. As seen in the table and figures, the prevailing winds in the area are in NE and SW directions.

Table 1. Dominant wind speed values by years (Beaufort)

	1984	1985	1986	1987	1988	1989	1990	1991
January	7.0 S	8.0 SW	6.0 S		7.0 S	5.0 NE	5.0 NE	5.0 SE
February	7.0 SW	7.0 SW	6.0 SW		8.0 NE	9.0 NE	5.0 NE	5.0 NE
March	7.0 SW	5.0 SW	5.0 NE	6.0 NE	5.0 S	7.0 SW	5.0 SW	5.0 NE
April	5.0 NE	7.0 W	5.0 SW	8.0 SW	5.0 W	5.0 NE	5.0 S	5.0 NE
May	8.0 SW	5.0 NE	5.0 NE	4.0 SW	5.0 NE	7.0 NE	5.0 NE	5.0 NE
June	6.0 NE	5.0 NW	4.0 SW	4.0 S	5.0 W	4.0 SW	5.0 NE	5.0 SE
July	4.0 NE	7.0 NE	4.0 NW	5.0 NE	5.0 NE	5.0 NE	5.0 NE	5.0 NE
August	4.0 NW	6.0 E	7.0 NE	5.0 NE	5.0 NE	5.0 NE	5.0 NE	5.0 NE
September	4.0 SW	5.0 NE		6.0 E	5.0 NE	5.0 NE	5.0 N	5.0 NE
October	6.0 NE	4.0 SW		7.0 NE	8.0 NE	5.0 NE	8.0 NE	
November	7.0 NE	6.0 SW		6.0 NW	5.0 E	5.0 NE	5.0 SE	
December	4.0 NE	6.0 NE		8.0 NE	5.0 S	5.0 NE	5.0 SW	

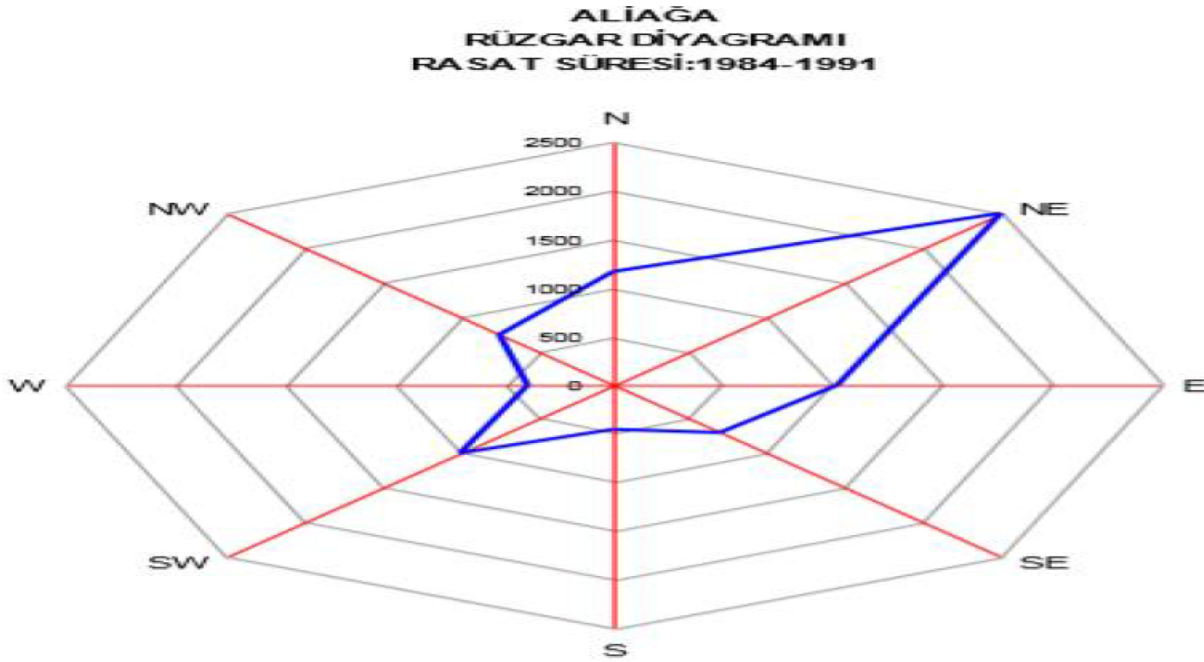


Figure 6. Aliaga Wind Diagram

The tide level is approximately 0.30 meters. The current speed in Nemrut Bay shall does exceed 14.1 cm/s (0.14 m/s). The PETKİM Port is protected from the open sea waves through the current breakwater. Only south-west open sea waves can reach the port after they lose the most of their energy in Nemrut Bay. The open sea waves in Nemrut Bay are around 1.5 meters, and the west and south-west waves can reach up to 4 meters based on the 10-year statistical data taken as a basis.

The safe operational weather criteria to be applied at any and all quays and jetty of PETKİM Port are provided as follows:

- The Loading/Discharging Operation shall be stopped: At wind speeds of 25 Knots and above.
- The Cargo Arm/Hose shall be disconnected: At wind speeds of 28 Knots and above.
- Vessel may be unberth with pilot based on the safety situation: At wind speeds of 30 Knots and above.

Lightning Strike and Thunderstorm weather:

Any leakage available such vents as hydrogen, hydrocarbon, etc. should be checked against the lightning strikes to nearby places during the thunderstorm weather, or against the fires that might occur through the other sources of ignition, and any necessary measure should be taken accordingly. The Operation should be suspended, and it should not be resumed until the weather conditions clear up, if and when required.

5.20 Quay/Jetty Information

At PETKİM Port, 1 jetty and 2 quays are operated in order to export and import the various products.

Such jetty and quays are called as Quay-2, Quay-3 and Jetty-5.

Any vessel shall be accepted only in the event that the characteristics of the vessel to be berthed at the jetty/quay comply with the jetty/quay design criteria.

The density of the sea water at the Port is 1,025 gr/cm³.

- Use of the crane of the vessel: The vessel cranes may not be used as long as the arms/hoses are connected to the vessel.

- Vapor Return Line: In respect of the Loading and Discharging of the cargos as provided below, the vapor return line shall be connected to the vessel along with the cargo arm connection. Thus, the product vapor, which will occur during the Loading, shall be prevented from being sent to the atmosphere.
 - Ethylene (The shore valve shall always be kept open. The vessel gas return manifold valve shall only be opened in case of emergency.)
 - C3 (The shore valve shall always be kept open. The vessel vapor return manifold valve shall only be opened in case of emergency.)
 - C4 (The shore valve shall always be kept open. The vessel vapor return manifold valve shall only be opened in case of emergency.)
 - LPG (The shore valve shall always be kept open. The vessel vapor return manifold valve shall only be opened in case of emergency.)
 - ACN (The shore valve shall always be kept open. The vessel vapor return manifold valve must be open during the Operation.)
 - Ammonia (The shore valve shall always be kept open. The vessel vapor return manifold valve must be open during the Operation.)
 - The VEC system of the vessels, to which the vapor return line will be connected, is required to be active and available for the work to be carried out.
- Safe working load of the mooring equipment: There are emergency release hooks in order to ensure that the vessels arriving quays/jetty at the Port safely, and that they leave the Port rapidly, in case of any emergency. The safe working load of the emergency release hooks are provided in the following table.

Table 2. Safe working load of the mooring equipment

Quay 2					
Number	SWL (Ton)	Number	SWL (Ton)	Number	SWL (Ton)
1A	75	5A (M)	75	8B (M)	75
1B	75	5B (M)	75	9A	60
2A (M)	75	6A (M)	75	9B	60
2B (M)	75	6B (M)	75	10A (M)	75
3A (M)	75	7A	60	10B (M)	75
3B (M)	75	7B	60		
4A	60	8A (M)	75		
Jetty 5					
Number	SWL (Ton)	Number	SWL (Ton)	Number	SWL (Ton)
1A	100	4A	100	7B	60
1B	100	4B	100	8A	100
1C	100	5A	100	8B	100
2A	100	5B	100	8C	100
2B	100	6A	60	9A	100
3A	100	6B	60	9B	100
3B	100	7A	60		

• **Requirement for Minimum Underkeel Clearance:** The Masters of Vessel of any and all vessels arriving at PETKİM Port shall be responsible for possessing the vessel floating stability and condition as long as the vessels are moored at the quays/jetty. The underkeel safe water clearance of the vessels, which will berth at the Shore facility for Loading/Discharging purpose, may not be less than half a meter (0.5 meters) in the quays, jetty and buoy areas, at which the vessel will berth, during maneuvering and any and all Operations. The Master of Vessel shall be responsible for keeping the underkeel clearance within the rules, as specified, during the Operations.

5.20.1 Details for Quay Number 2

Table 3. General Details for Quay 2

GENERAL CONSTRUCTION DETAILS			DETAILS FOR PRODUCT AND EQUIPMENT HANDLED				DETAILS FOR VESSEL TO BE BERTHED		
LENGTH OF QUAY (m)	NUMBER OF THE FENDERS	EMERGENCY RELEASE NUMBER OF HOOKS	PRODUCT	ARM / HOSE CONNECTION SIZE	OPERATION	OPERATIONAL FLOW CAPACITY (mt/hr)	MAX DWT	MAX LOA (m)	MAX DRAFT (m)
175	39	19	ETHYLENE	1 X 6"	Loading / Discharging	175	25,000	150	9.5
			C3 (KSP&PSP)	1 X 10"	Loading / Discharging	75			
			C4 (BUTANE, BUTADIENE)	1 X 10"	Loading / Discharging	300			
			PYGAS (ETHYLENE COMING FROM FACTORY)	1 X 8"	Loading	100			
			NAPHTHA	1 X 8"	Discharging	550			
			LPG	1 X 10"	Discharging	150			
			BENZENE	1 X 8"	Loading	530			
			C5	1 X 6"	Loading	150			
			PARAXYLENE	1 X 8"	Loading	520			
			ORTHOXYLENE	1 X 6"	Loading / Discharging	400			
			PYGAS	1 X 8"	Loading	100			
			ACN	1 X 8"	Loading / Discharging	350			
			ACA	1 X 4"	Loading / Discharging	120			
			HEPTANE	1 X 6"	Discharging	200			
			HEXANE	1 X 6"	Discharging	200			
MEG	1 X 8"	Loading / Discharging	400						

5.20.2 Details for Quay Number 3

The works shall continue under the Jetty Modernization Project. The relevant quay shall be closed for the vessel Operations.

5.20.3 Details for Jetty Number 5

Table 4. General Details for Jetty 5

GENERAL CONSTRUCTION DETAILS			DETAILS FOR PRODUCT AND EQUIPMENT HANDLED				DETAILS FOR VESSEL TO BE BERTHED		
LENGTH OF QUAY (m)	NUMBER OF THE FENDERS	EMERGENCY RELEASE NUMBER OF HOOKS	PRODUCT	ARM / HOSE CONNECTION SIZE	OPERATION	OPERATIONAL FLOW CAPACITY (mt/hr)	MAX DWT	MAX LOA (m)	MAX DRAFT (m)
219	34	18	C4(BUTANE, BUTADIENE)	8"	Loading / Discharging	280	40,000	190	10.5
			AROMATIC OIL	10"	Loading	160			
			NAPHTHA	12"	Discharging	1200			
			CUTTERSTOCK	10"	Loading	160			
			AMMONIAC	8"	Discharging	300			
			VCM	6"	Loading / Discharging	70			
			EDC	6"	Loading / Discharging	150			
			VCM	6"	Loading / Discharging	70			
			CAUSTIC	6"	Loading / Discharging	300			

5.21 Pre-Arrival Communication and Information

5.21.1 Process for pre-arrival information exchange from Port to Ship

The Pre-Arrival Forms, which are sent to the vessel by the Agent, and which are requested by the Port, must be filled by the vessel, they must be submitted to the Port by e-mail through its Agencies 48 hours before the vessel arrives the port, at the latest, or following the departure thereof in the event that the distance between the last port of departure and the PETKİM Port is less than 48 hours. Any delay, which might occur in the event that the forms are not delivered to the Port, might cause delays in berthing of the vessel, and any cost, which might arise from such delays, shall be invoiced to the vessel and the Owner thereof. In case of any failure in her/his vessel, the Master shall be obliged to notify the Port of such matter before berthing at the jetty. The Master shall be obliged to notify the Port of any other situation that might prevent maneuvering or Loading/Discharging of the cargo.

The forms to be sent to the vessel by the Port through the Agent are provided as follows:

- PETKİM Port - Port/Port Information and Regulation Booklet
- PETKİM Pre-Arrival Form
- Vessel Dimensions Form
- MSDS for the product to be loaded to the vessels that will arrive for the Loading Operation
- Ship/Shore Safety Check List – Chapter 1A, Chapter 1B and Chapter 2.
- Gas Tankers Questionnaire Before Berthing (For the cargo of C4/PGP)

Before the vessel berths at the Port, the local Agent is required to submit the "Request and Letter of Undertaking for Port, Pilotage and Tugboat Services" to the office of Marine Services Directorate, and to deposit the port cost deposit of the vessel.

5.21.2 Process for pre-arrival information exchange from Ship to Port

The forms, which the Port requests the Vessel to submit through the Agent, and which are required to be submitted by e-mail within the period as specified under the section 5.21.1 hereof, are provided as follows:

- Ship/Shore Safety Check List – Chapter 1A, Chapter 1B and Chapter 2.
- PETKİM Pre-Arrival Form (signed and stamped by the Master)
- Waste Declaration Form (signed and stamped by the Master)
- Certificate of Registry
- Crew List (signed and stamped by the Master) (In the event that crew change coincide with the Port processes, then the crew list updated must be re-submitted)
- Cargo Stowage Plan (signed and stamped by the Master)
- Ship Particulars (signed and stamped by the Master)
- Last 3 cargo and cleaning procedure documentation
- Manifold Arrangement Plan and Cargo Line Diagram (signed and stamped by the Master)
- MSDS, Bill of Lading, Cargo Manifest and Port of Loading survey documents (for the vessels that will arrive for Cargo Discharging purposes)
- Cargo Tank inert report (signed and stamped by the Master) (in the event that the vessel is in the inert condition)
- Gas Tanker Questionnaire form (signed and stamped by the Master) (for the C4/PGP cargo Operations)
- Dew point and Oxygen Measurement Report for each tank (based on certificate issued by any independent survey organization or based on the vessel measurement) (Only for the Gas Tankers)
- Cargo compressor capacity certificate (Only for the Gas Tankers)

Estimated Time of Arrival:

Any and all vessels are required to notify, by e-mail, the PETKİM Pilot and PETKİM Port of their estimated time of arrival (ETA) 72, 48, 24, 12, 6 hours before their arrival. In case of any change in the notifications served, then the notifications are required to be updated 6 hours before arrival of the vessel, at the latest. In respect of the short voyage, the notifications must be served when the vessel departs the previous port.

The current and actual ETA notification must be served 3, 2 and 1 hours before arrival of the vessel through the PETKİM Pilot and VHF Channel 12.

The content of the first call;

- a. Vessel name and flag
- b. Call Sign
- c. LOA, Summer DWT, GT
- d. Arrival Displacement
- e. Max. Arrival Freeboard
- f. Arrival drafts
- g. Is there a Bow Thruster? / What is the capacity thereof?
- h. Name and quantity of the cargo to be Loaded or Discharged
- i. Estimated time of arrival
- j. Type of vessel rope used (Note: The first ropes to be given to the shore from the fore side and the aft side should be polypropylene and floatable.)

Shifting / Estimated Time of Departure: The Master of Vessel and/or the Agent thereof shall be obliged to notify the PETKİM Pilot of its estimated time of shifting / departure (ETD) through VHF Channel: 12 at least 1 hour before departure or shifting. In case of any change, the Port and PETKİM Pilot shall be informed by the Agent or the Master of the vessel as soon as possible.

5.21.3 Pilotage and Tug Boat Services

Pilotage Service:

The Tankers of 500 GT and larger and the vessels and marine vehicles transporting any and all kinds of Dangerous Goods, which will berth at the shore facilities and fish farms, or which will leave such facilities, and the vessels and marine vehicles of 1000 GT and larger with Turkish Flag, and the vessels and marine vehicles of 500 GT and larger with the foreign flag, and the commercial and private yachts of 1000 GT and larger with the foreign flag are required to obtain a Pilot.

At PETKİM Port, 24/7 pilotage service shall be provided upon the positive opinion to be granted by the Port Authority. The Port shall be closed when the visibility drops below 2 cables (\approx 370 meters) at the boundaries of the Port.

The vessels that will arrive the Port shall contact the PETKİM Pilot 3 hours in advance, and they shall provide the necessary information, and they shall act in accordance with the guidance of the Pilot Center. Any and all vessels arriving should learn any and all berthing and mooring information by contacting the PETKİM Pilot. Any and all vessels arriving at the Port jetty and quays shall be obliged to notify the Aliaga Regional Port Authority and the Port of their ETA through their Agent. The vessels arriving at the anchorage area shall contact the PETKİM Pilot.

The pilot ladder and combination ladder, which constitute the pilot boarding arrangements, must comply with the IMO Resolution A.1045 (27) and SOLAS Regulation (V/23). In the event that the pilot boarding arrangements prepared by the vessel do not meet such criteria, then the Pilot shall be entitled to refuse the vessel, and in such cases, any and all losses and costs shall be claimed from the vessel owners or charterers.

The contact information about the PETKİM Pilotage and Tugboat Organization (PETKİM PILOT) is provided as follows:

- VHF Channel: 12–16 (Call Sign: PETKİM Pilot) (for 24 hours)
- Telephone: +90 232 616 1240 - 3124 (extension) (24 hours)
- Fax: +90 232 616 4766
- E-mail: kilavuz@socar.com.tr

Pilot Boarding Position for arrival: 38° 47' 15" N – 026° 52' 30" E

The VHF channel shall be determined by the PETKİM Pilot during the Operations for berthing and departure of the vessels within the Port site.

Unless otherwise instructed, the vessels shall be berthed in a manner to be bow-out. The berthing side may change based on the current weather conditions and vessel-shore appropriateness.

The Master of Vessel:

- a) is required to make sure that the vessel is securely moored to the jetty/quays by using the sufficient mooring lines in accordance with the "Port Vessels Mooring Plan".
- b) shall be responsible for checking and adjusting the tension of the mooring lines at regular intervals in order to prevent any undesirable movement of the vessel.
- c) In case of any automatic mooring winches on board the vessel, then the automatic mode should not be used. In the event that it is used, the cargo arm might be damaged due to the fact that the position of the vessel at the jetty might change. The vessel shall be held responsible for any damage and loss that might arise from such damage.

Nautical Charts: The PETKİM Port and the approach thereof are available under the "BA 1618 Candarli Bay and Approaches" in the Admiralty chart catalog and under the "Nemrut Port Nr. 2151" in the publication of the Turkish Navigation, Hydrography and Oceanography Department.

Tugboat Service:

The PETKİM Port serves on 24/7 basis along with a sufficient number of tugboats upon the positive opinion of the Aliaga Regional Port Authority. The tugboat ropes shall be used for the purpose of the maneuver safety. The tugboat request shall be made to the pilot station through the VHF channel 12. Any and all domestic and foreign vessels within the boundaries of the Port shall be obliged to use a minimum number of “tugboats” with the towing power, as specified under the Ports Regulation, while entering and leaving the port and/or shifting there for any reason whatsoever. The PETKİM Pilot may increase the number of tugboats by obtaining the approval from the vessel in case of the heavy weather conditions. In the event that an additional tugboat is requested by the vessel, then the fee thereof shall be collected separately.

Berthing at the jetty and quays in the Port, or mooring at the buoys, or leaving the same, the vessels of 2000-5000 GRT, are required to receive one tugboat with a bollard pull of 16 tons, and the vessels of 5001-1500 GRT are required to receive two tugboats with a bollard pull of 18 tons, and the vessels of 1500-300 GRT are required to receive two tugboats with a bollard pull of 37 tons or three tugboats with a bollard pull of 18 tons, and the vessels larger than 300 GRT are required to receive two tugboats with a bollard pull of 30 tons or three tugboats with a bollard pull of 20 tons.

Table 5. The number of tugboats required to be received by the vessels and marine vehicles and the bollard pull of the tugboats based on the gross tonnage

	Vessel Gross Tonnage	Vessel Type	Number of Tugboat Requested (Minimum)	Total Requested Bollard Pull (Minimum)	Description
1	2000 – 5000	All Vessels	1	16	Minimum 16 tons
2	5001 – 15000	All Vessels	2	32	Minimum 16 tons each
3	15001 – 30000	All Vessels	2	60	Minimum 30 tons each
4	30000 – 45000	All Vessels	2	75	Minimum 30 tons each
5	Higher than 45.000	Vessels Not Carrying Dangerous Goods	2	90	Minimum 30 tons each
6	45001 – 75000	LPG, Inflammable, Explosive and Chemical Tankers	3	90	Minimum 30 tons each
7	Higher than 75 000	LPG, Inflammable, Explosive and Chemical Tankers	3	120	Minimum 30 tons each
8	Each Tonnage	Vessels Transporting LNG	3	150	Minimum 30 tons each

However, the PETKİM and Government shall be authorized to perform any adjustment with respect to the tonnage limit to receive tugboat, by taking into account the technical structure and characteristics of the vessels, the intended use, the type of cargo transported, the infrastructure status and maneuverability of the port at which it will be berthed, and the risk situations of the facilities situated in the Port.

Emergency Response: The tugboats serving the Port Area shall be capable of serving in case of any emergency that might occur. In case of any emergency that might occur in the port area or on board the vessel, the first response shall be provided by such tugboats.

The names, types and bollard pull of the tugboats serving the PETKİM Port are provided as follows:

Tugboat Name	Bollard Pull	Type
PETKİM-1	19 Tons	ASD
GOKSU V	16 Tons	ASD
YENICAY XII	31.71 Tons	ASD
BOZCAY VI	33.68 Tons	ASD
BOGACAY XLVII	60.2 Tons	ASD
SANMAR PORT XXX	82.53 Tons	ASD

Mooring Service:

The service shall be provided through the mooring personnel and mooring boats. The mooring service is required for any and all vessels. Mooring line type used must be declared to the pilot in maneuver.

Minimum Mooring Requirement:

A sign shall be placed on the manifold so that the vessel can take a position before commence the berthing maneuver. The mooring lines to be delivered by the vessel to the Port are required to be of the same material and construction as recommended in the last edition of the ISGOTT. Only the mooring crew shall be authorized to attach and detach the vessel ropes to/from the hooks during the vessel maneuver in accordance with the instructions of the PETKİM Pilot. Any personnel shall be made available in the safe area on the jetty/quays in order to assist the vessel to take a position during the maneuver. Attention should be paid that such personnel do not interfere with the ropes, and that they do not approach the ropes. The vessel shall be responsible for mooring the vessel at the jetty/quays and unmooring the same off the jetty/quays. In case of any automatic mooring winches as long as the vessel is moored at the Port, the automatic mode should not be used. The rendering point should be marked based on the BHC testing value, and brake should be tightened to the rendering point.

The berthing speed of vessels shall be determined as 0.2 knots on maximum basis in accordance with the rules of PETKİM Port. The following images indicate the minimum mooring requirement:

The minimum mooring plan required for the vessels berthing at the Port Quays and jetty is provided as follows:

-Quay 2 : 3 Head Lines + 3 Stern Lines / 2 Forward Spring Lines + 2 Aft Spring Lines

-Quay 5 : 3 Head Lines + 3 Stern Lines / 2 Forward Spring Lines + 2 Aft Spring Lines / 2 Forward Brest Lines + 2 Aft Brest Lines

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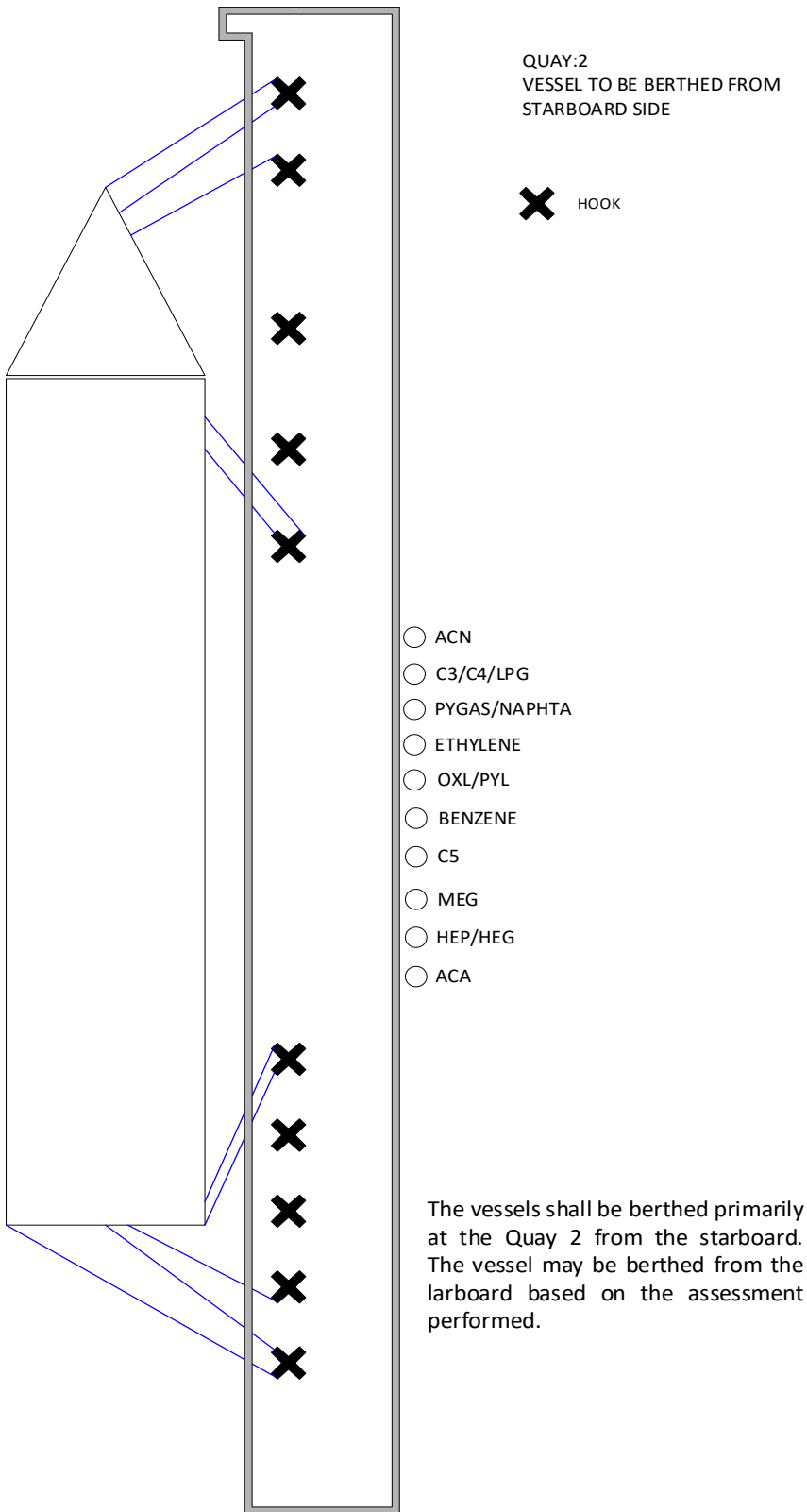


Figure 7. Mooring Plan for Quay 2

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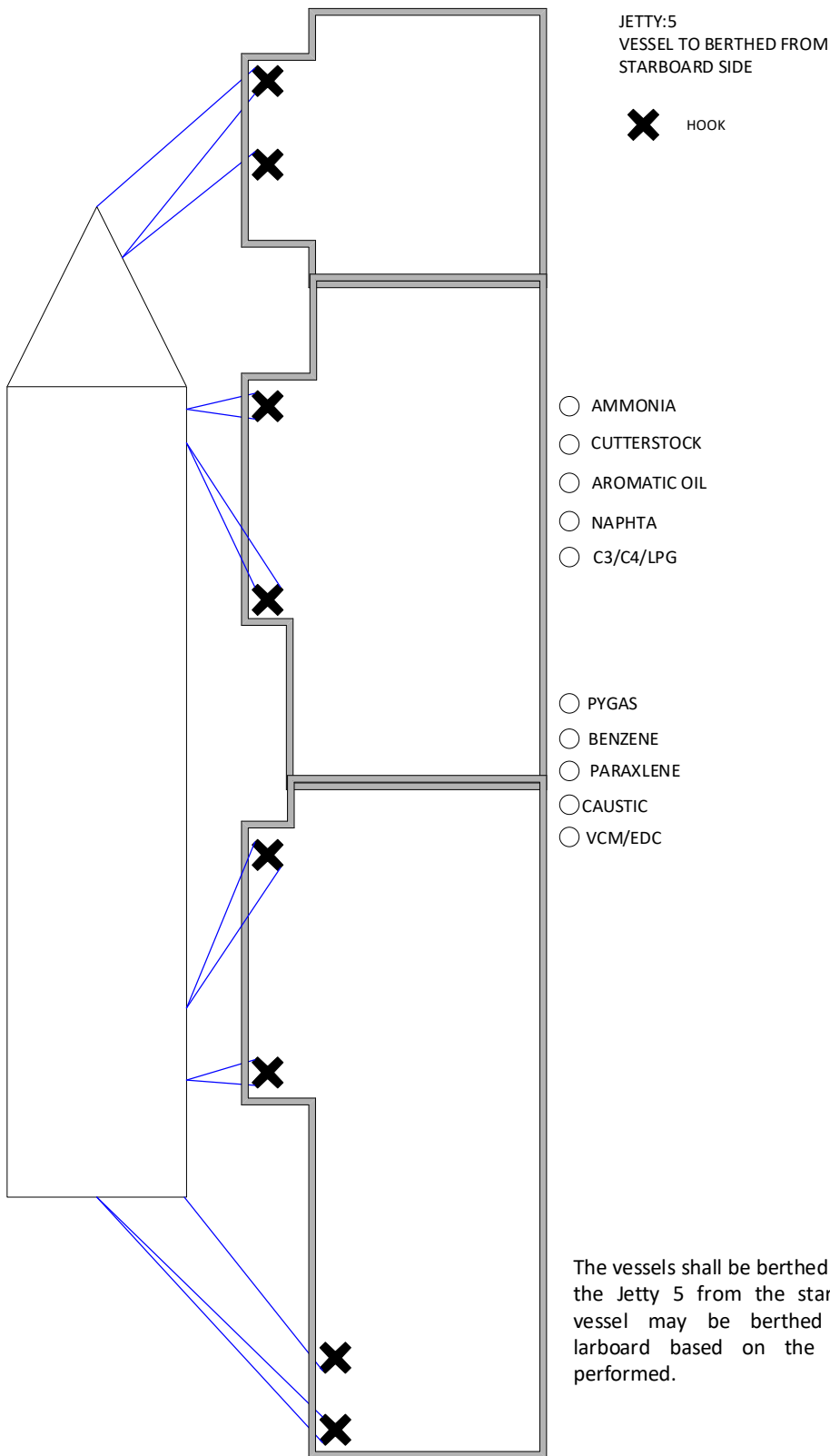


Figure 8. Mooring Plan for Jetty 5

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5.21.4 Vessel Traffic Service

The PETKİM Port is located within the boundaries of VTS Sector Aliaga, and the Sector Aliaga constitutes the sea area in the east of the line connecting the Kanli Burun and Aslan Burnu Lighthouse. The Sector Aliaga serves on the VHF Channel 69, and its Call Sign is "Sector Aliaga". Any and all vessels arriving at the PETKİM Port are required to comply with the VTS recommendations and directions in accordance with the applicable regulations. The vessels and marine vehicles berthed or anchored in the port shall be obliged to comply with the instructions given with respect to the navigation, life, property, environmental security and safety in accordance with the provisions as prescribed under the national and international regulations. The vessels, which are present at anchorage area and at the berthing-maneuvering areas in the port, the international call and safety VHF line, and the Channel-16 (156.8 Mhz), VHF Hannel-69 VTS Sector Aliaga will be constantly listening through the Channel 12 and DSC Channel 70 (156.525 Mhz).

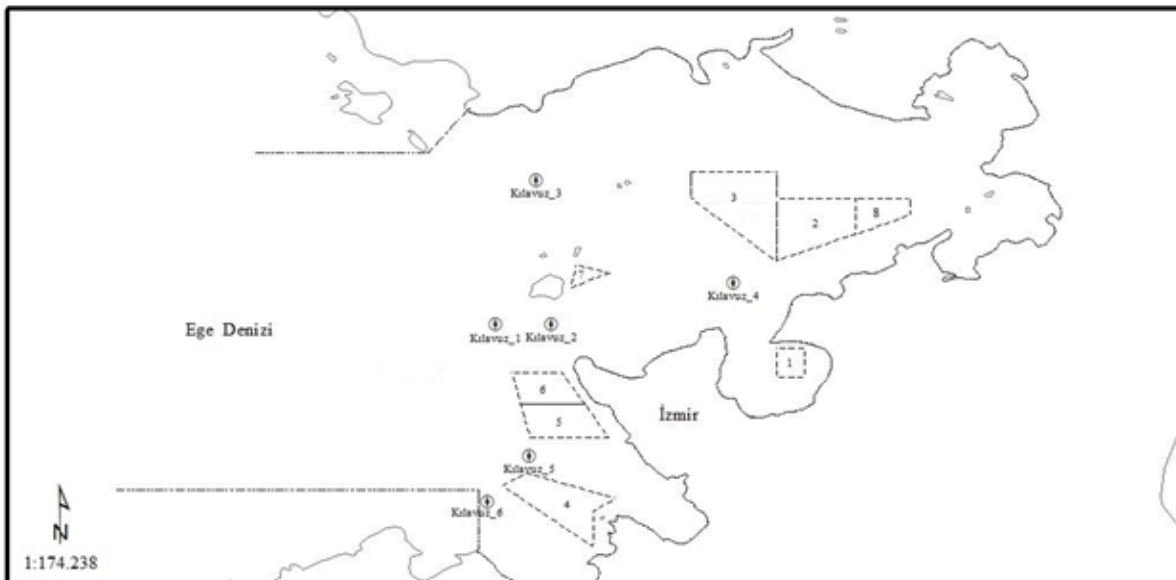
Sector Name	VHF Working Channel	Call Sign
Aliaga	69	SECTOR ALIAGA

5.21.5 Anchorage Area

The vessels arriving at the PETKİM Port may anchor at the anchorage area through the VTS guidance. The vessels may not change their anchorage areas without the permission of the port authority.

Any and all vessels arriving at the anchorage area shall be asked to listen to the VHF CH. 69&12&16. After anchoring, the vessels shall provide the anchoring information to PETKİM Pilot through the VHF CH. 12 and to the VTS through the VHF CH.69.

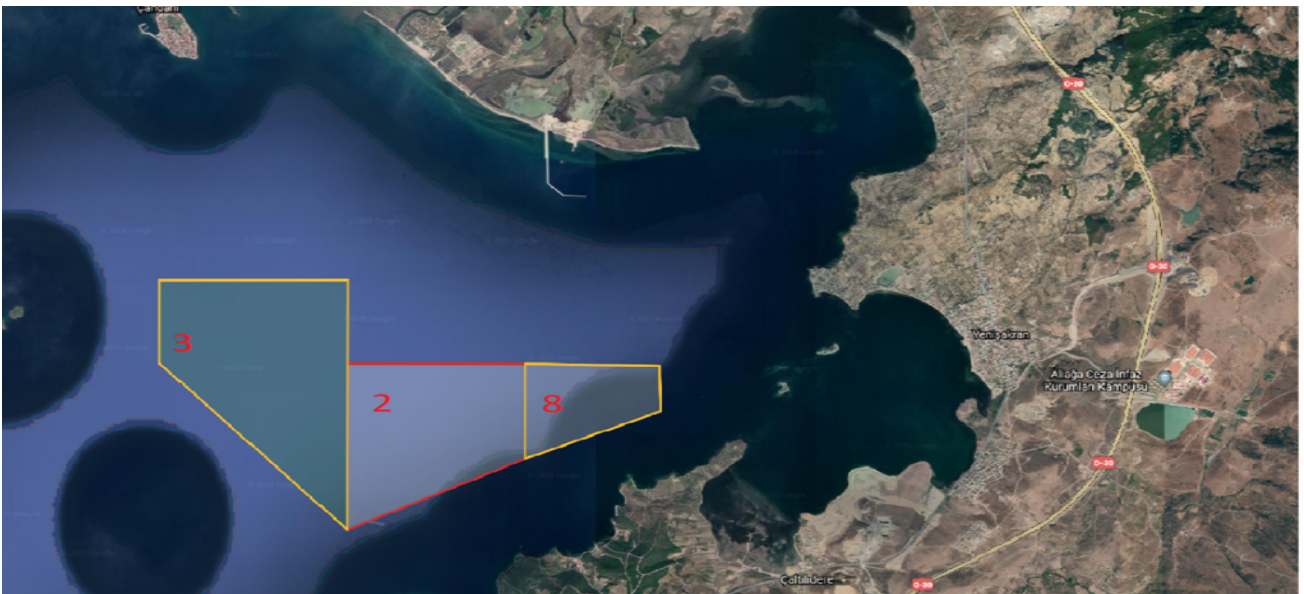
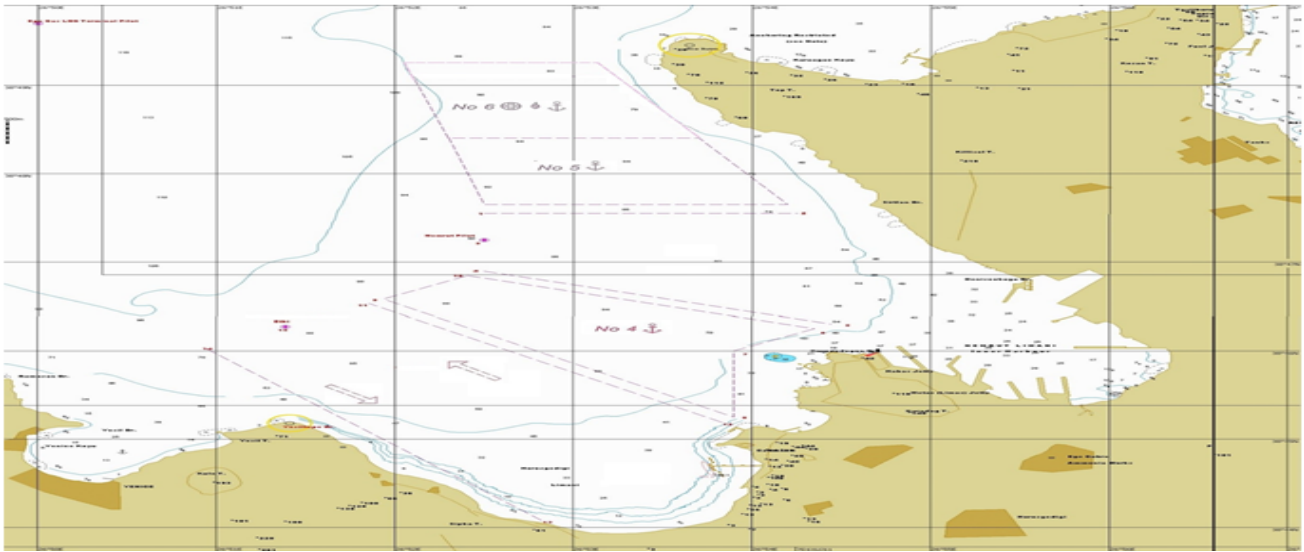
Aliaga Port Authority



	Anchorage Areas	
Administrative Boundary Coordinates	1- Vessels Transporting Fuel Oil and Military Tankers	Harbor Pilot Coordinates
A) ... (Kemikli Point)	2-Vessels Not Transporting Dangerous Goods	Pilot_1

B)	3-Vessels Transporting Dangerous Goods	Pilot_2
C)	4-Vessels Not Transporting Dangerous Goods	Pilot_3
D)	5-Vessels Not Transporting Dangerous Goods	Pilot_4
	6-Vessels Transporting Dangerous Goods	Pilot_5
Aliaga Port Authority Anchorage Areas	7-Vessels Arriving at Vessel Dismantling Zone	Pilot_6
Aliaga Port Authority Administrative Boundary	8-Vessels Transporting Dangerous Goods	

TRAFFIC SEPARATION SCHEME AND PILOT POSITIONS OF GULF OF NEMRUT



Anchorage area nr. 2 The anchorage area of the vessels, which do not carry the dangerous goods, and the military vessels is the sea area constituted by the following coordinates.

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

Anchorage area nr. 3 The anchorage area of the vessels, which carry dangerous goods, and the nuclear powered military vessels, and the vessels, which will be quarantined, and the vessels, which will carry out gas free process, is the sea area constituted by the following coordinates.

- 1) 38° 53' 42" N - 026° 57' 48" E
- 2) 38° 51' 36" N - 026° 57' 48" E
- 3) 38° 53' 00" N - 026° 56' 00" E
- 4) 38° 53' 42" N - 026° 56' 00" E

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Anchorage area nr. 8 The anchorage area of the vessels, which carry the dangerous goods, is the sea area constituted by the following coordinates.

- 1) 38° 52' 12" N - 026° 59' 30" E
- 2) 38° 52' 36" N - 027° 00' 48" E
- 3) 38° 53' 00" N - 027° 00' 48" E
- 4) 38° 53' 00" N - 026° 59' 30" E



Anchorage area nr. 5 The anchorage area of the vessels, which do not carry the dangerous goods, and the military vessels is the sea area constituted by the following coordinates.

- 1) 38° 47' 39" N - 026° 52' 30" E
- 2) 38° 48' 24" N - 026° 52' 18" E
- 3) 38° 48' 24" N - 026° 53' 42" E
- 4) 38° 47' 39" N - 026° 54' 12" E

Anchorage area nr. 6 The anchorage area of the vessels, which carry dangerous goods, and the nuclear powered military vessels, and the vessels, which will be quarantined, and the vessels, which will carry out gas free process, is the sea area constituted by the following coordinates.

- 1) 38° 49' 12" N - 026° 52' 03" E
- 2) 38° 48' 24" N - 026° 52' 18" E
- 3) 38° 48' 24" N - 026° 53' 42" E
- 4) 38° 49' 12" N - 026° 53' 00" E



Port administrative area boundary

The port administrative area of the Aliaga Port Authority constitutes the marine and shore space, which is between the line combining the following coordinates (a) and (b) followed by the line drawn from the coordinate (b) to the actual west (270°) direction, and the line combining the coordinates (c) and (d) followed by the line drawn from the coordinate (d) to the actual west (270°) direction, and which is bounded by the adjacent Turkish territorial waters.

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5.21.6 Garbage and Liquid Waste Reception

The service for garbage and liquid waste reception from the vessels berthing at the PETKİM Port shall be available in consideration of a fee. Any and all vessels shall be obliged to notify the Aliaga Port Authority and PETKİM Port of the current amount of waste on board the vessel as well as of the amount of waste to be delivered to the port facility, 24 hours before arrival of the vessel. It is required to login to the GATS (Vessel Waste Tracking System) of the Turkish Ministry of Environment, Urbanization and Climate Change on online basis through the Master of Vessel or the Agency thereof. The vessels that are not notified shall not be provided with services. For further information, it should be contacted with the local Agent. In the event that any garbage and liquid waste is to be received from the vessel, then the disposal Operation must be completed within the following times.

- Garbage disposal may not be longer than 1 hour.
- Bilge disposal may not be longer than 4 hours.
- Sludge disposal may not be longer than 4 hours.
- Slop disposal may not be longer than 10 hours.

The bilge, sludge and garbage waste reception may be performed simultaneously through the Cargo Operation.

The supply and/or other waste delivery may not be performed simultaneously with the Cargo Operation.

As long as the vessel is present at the PETKİM Port, it may deliver its garbage to the facility in consideration of a fee. The waste receptions shall be carried out between 08:00 and 17:00, on Monday to Friday. An increased tariff shall be applied outside working hours, on weekends and public holidays. During the Cargo Operations, the waste reception vehicles shall not be allowed to approach the vessel more than the distance as specified.

The vessels to deliver their garbage:

a) are required to place their solid wastes (garbage) into the nylon and similar type of durable bags or containers in a manner not be spilled, and to attach the labels, stating the garbage category and vessel name, to the relevant bags/containers, and to deliver such wastes to the waste truck from the aft side of the vessel through the heaving line or through the provision crane available in the aft side of the vessel, at the time as agreed by the crew members of the vessel, in a marked manner. The cranes available on board the vessel shall not be allowed to be used during the Cargo Operations.

b) the garbage delivered to the shore is required to be separated into categories on board the vessel by attaching the labels, stating the garbage category and vessel name, to the bags/containers before arrival of the vessel. In the event that any garbage, which is not separated in to categories, and which is not labeled, is delivered to the shore, then a penalty shall be applied. Annex-I waste, fuel and oil wastes reception shall be performed through the truck from shore side and the special lines available at the jetty. Annex-II wastes shall be admitted upon the assessment of the Waste Disposal Unit based on the MSDS information.

Any metal, medical, battery, fluorescent, explosive wastes (pyrotechnics, mob, etc.) may not be admitted by the facility.

The service shall be provided through the truck from shore side and through the special lines available at the jetty with respect to the liquid waste reception. Before the de-slopping, the amount of the slops to be

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discharged (cbm), and the estimated chemical and water contents of the slop (if available) (cbm), and any information and MSDS about the fact that to which product the slop belongs, and the MSDS, and the category (MARPOL X, Y, Z) are required to be reported.

The Waste Reception Operations shall be observed and assessed seriously by the officers and PETKİM. The pollution that might occur shall be investigated by the relevant authorities, and the collection of the cleaning costs of any pollution, for which the vessel is responsible, from the Master-Vessel Owner may result in the arrest of the Master and the delay of the vessel.

The vessels should state their requests for waste under Port pre-arrival forms, and they shall deliver the same to the Port through the Agent. Before the waste disposal process is performed, the Master of Vessel must mark the confirmation stating that s/he has read and agreed the following "Letter of Undertaking for Vessel Garbage" as provided in the relevant section within the PETKİM Pre-Arrival form.

Letter of Undertaking for Vessel Garbage

Please remember that, in the event that you have any garbage containing any metal, then you are required to separate the same in a separate bag/container. Such bags should be clearly marked in order to understand the metal content, and your team should inform the personnel, receiving the garbage, about the fact that there is metal content in the relevant bags. Also, the labels, stating the garbage category and vessel name, are required to be attached to the bags/containers before arrival at the Port. Any and all garbage received from the vessels shall be checked at the waste facility. The bags, which have been mixed with the metal and other garbage content, and the bags, which has no label stating the vessel name and category, and the bags, whose category label marking and garbage content is different, shall be rejected and returned to your vessel, and the penalties shall be taken against such matter.

The vessels that will deliver their Slop, Sludge and Bilge wastes:

a) Slop reception:

In order to be able to receive the Slop from the vessel, it shall be **expected that** fulfillment and **acceptance** of the following terms and conditions are **confirmed**. In respect of the "SLOP Reception", the following items are required to be checked and approved by the vessel one by one, and also **it is required to be responded, in writing, to the Port**. In order to be able to receive Slop from the vessel, the following preparations must be performed, and the following terms and conditions must be met. In the event that the vessel approves and agrees the following items, then it shall be Operationally eligible for the Port Slop reception.

- De-slopping at the Port shall strictly be performed before the cargo Operation. Following arrival of the vessel, it shall primarily be positioned based on the slop manifold. The vessel should hang a flag at the level of the slop manifold.
- De-slopping shall be performed by connecting the relevant Port hose (1x4" (150 PSI - ANSI)) to the slop manifold of the vessel. The reducer must arrive the Port in a manner to be available for the vessel Slop connection. Otherwise, no de-slopping may be performed.
- In the event that the vessel slop line is also to be used for cargo operation following the slop transfer, then the vessel shall not be allowed to discharge the slop.
- The Slop Discharging should be performed in an inert manner. (In the event that there is IGG on board the vessel)
- Following the Slop Discharging, the Slop hose shall be drained into the slop tank, to which the Slop is discharged, or any other suitable slop tank, which will not be used in the cargo Operation. Otherwise, no de-

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slopping shall be allowed. The Slop arm may not be drained into the vessel manifold tray, or the vessel line only.

- The maximum pressure of the vessel slop manifold should be limited to 7 Bar.
- The vessel wishing to deliver the Slop must submit its MSDS for the SLOP content as well as the photograph of the sample, taken from the SLOP, to the Port before arrival.
- Following the Slop operation, it shall not be allowed for the vessel to wash the Slop tank at the Port.

The Slop shall be received, provided that the terms and conditions as specified above are met. Port shall not responsible for the consequences of any incorrect declaration.

b) Sludge and Bilge reception:

- The Sludge/Bilge reception shall be performed by any 3rd Party company with which PETKİM has executed an agreement.
- The vessel wishing to deliver the Sludge/Bilge must submit its MSDS for the Sludge/Bilge content as well as the photograph of the sample, taken from the Sludge/Bilge, to the Port before arrival.
- Before the Sludge / Bilge reception, the Sludge/Bilge pre-reception protocol form of the company shall be executed and signed by the Vessel and the authorized person of the company mutually.
- The Sludge/Bilge reception may be performed simultaneously with the cargo Operation.
- In respect of the Sludge/Bilge reception, the obligations of the vessel and the Operation details shall be specified under the protocol form of the company.
- During the Sludge/Bilge Discharging, the authorized machinery personnel should be present on the deck, and such personnel should establish communication with the authorized person of the company continuously.
- The vessel must confirm that there is no foreign substance, which might block the hose, in the sludge/bilge to be delivered.
- The vessel shall be obliged to meet the terms and conditions, as specified above and under the protocol to be completed by the company, before the Operation.

5.21.7 Supply of Fresh Water

The request of the vessels, arriving at the PETKİM Port, for fresh water shall be met in consideration of a fee. The request for supply and any necessary information should be provided by the Vessel Agent to the Port management for the purpose of necessary planning before arrival of the vessel. No supply of water may be performed concurrently with the Cargo Operation. The vessels should state their requests for supply of fresh water under their pre-arrival forms, and they shall deliver the same to the Port through the Agent.

The water shall be transferred through the vessel hose and the international shore connection of the vessel.

5.21.8 Bunkering Policy

There is no possibility for bunkering or lube oil supply at the Port. It shall not be allowed to supply F.O., D.O. or lube oil from the sea through the barge within the boundaries of the port.

5.21.9 Costs

The PETKİM Port may not be held responsible for the following expenses incurred by the vessel Owner, operator, charterer and Agent. In the following cases, the PETKİM Port may also exercise its authorities as specified under 5.22.12.

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- Rejection for Loading/Discharging the entire or any portion of the amount of cargo agreed,
- Suspension or delay, by the vessel of the cargo Operation,
- In the event that the vessel departs the port,
- Expenses incurred due to the Overload and subsequent corrections,
- Application to the court with respect to transfer of the vessel from the Port to any other location, in accordance with arrest of the vessel as per any court order while the vessel is present at the PETKİM Port, or in accordance with removal of the vessel from the jetty/quay as per the section 5.22.

Also, the cost headings are provided as follows.

Penalties: In case of failure of the vessel to depart the quay within a period of 3 hours (in the event that it is not possible due to the tidal weather conditions) in accordance with the instruction given for the vessel to depart from the quays/jetty under the terms and conditions as agreed before the Operation, then the forcible entry tariff, as specified under the Port Services Tariff list of the company, shall be applied per hour. Such penalty shall also be applied to the vessels, which occupy the quay/jetty for repair or any other reason.

Port Costs: The PETKİM Port shall issue an invoice to the Vessel Operator / Agent with respect to the services as provided below.

- Pilotage Service Used for Berthing and Departure Maneuvers,
- Tugboat Service Used for Berthing and Departure Maneuvers,
- Mooring Boat and Mooring Service Used for Berthing and Departure Maneuvers,
- Loading Master Service,
- Groundage Services,
- Utility / Purge Services,
- Personnel Transportation,
- Supply of Fresh Water,
- Waste Reception Service,
- Towage service,
- Marine Vehicles Chartering Service,
- Land Crane Service,
- Reducer Supply Service,
- Vetting Inspection,
- Port Entry

5.22 Operational Information and Requirements for Safe Operations

The vessels arriving at the Port shall be expected to continuously meet the most current MARPOL, ISGOTT, IBC, IGC and other international regulations. In case of identification of any deficiency, which is in breach of ISGOTT, IBC and IGC regulations, before, during or after the Operation, then:

- The vessel shall be rejected; and
- The Loading/Discharging shall be suspended until the deficiency is eliminated; and
- The vessel shall be anchored.

As it may be the case, the vessel shall be solely responsible for each matter, which is identified on board the vessel, and which is in breach of the ISGOTT, IBC and IGC regulations, C/P and receiver/seller contract.

The Port Loading Master and authority shall be entitled to board and check the vessel at any time in order to ensure that the rules are observed on board the vessel.

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The Operation shall not be started unless the following items are completed:

- Notifying the Port of the fact that this Booklet has been read and understood by the Master of Vessel, along with the pre-arrival forms, before the arrival;
- Completion, by the Vessel and Loading Master, of the Ship / Shore Safety Checklist;
- Confirmation, by the Master of the Vessel, that any and all valves in relation to the Operation are adjusted properly, and that they are in compliance with the Operational procedures, and that the emergency documents and communications are understood;
- Reaching an agreement between the Vessel and the Port with respect to the fact that the nominated cargo quantity the vapor return lines are suitable for the vessel and Port design capacities.

Process at the Jetty: The loading and discharging periods of the vessels cover the period between 1st line ashore and last line clear from the shore. The following reasons for delay are not included in such period.

- Shore Operations
- Tidal conditions
- Weather conditions
- Port traffic
- Slop Discharging Operation
- Bilge Discharging Operation
- Garbage Delivery
- Grey Water discharging

Within the knowledge of the Port, it shall be possible to berth the vessel, and to change or cancel the Operation at any phase, upon the request of the Master or the operator.

Suitability of Cargo: Any cargo, to which the vessel has been identified previously, should be checked, and the suitability of the cargo for the vessel tanks, and the suitability of the cargo to be loaded should be checked against occurrence of the dangerous situations or the possibility of pollution.

Revoke of the Vessel: The PETKİM Port shall reserve its rights in case of occurrence of the following conditions, and it shall ensure that the Operation is stopped, and that the vessel is unberthed from the jetty:

- Exceeding the period and the amount of cargo, as agreed and specified under the Charter Party, or any breach of the Charter Party;
- Failure of the vessel to comply with the Port Rules, and continuation by the vessel to act in the same manner;
- The vessel equipment in inadequate condition, insufficient performance of the crew members, insufficient Turkish or English knowledge, and incomplete communication, which will prevent a safe operation;
- Failure to comply with the local and international rules and regulations.

Mooring Equipment: Each Vessel must be equipped with adequate facilities for tandem mooring, unmooring and handling cargo designed in accordance with the recommendations of OCIMF's Guidelines for Offshore Tanker Operations, Mooring Equipment Guidelines (MEG) and ISGOTT latest version.

The Master must be sure of the following items:

- Ropes and Wires The vessel must be securely moored at the jetty through the adequate ropes or wires in accordance with the last edition of the OCIMF Mooring Equipment Guidelines. No different material types

of ropes may be used at the same time.

- Mooring Winches The mooring ropes and wires may only be used when they are properly tied to each other. The self-adjusting Mooring Winches may not be used in the automatic mode, and their brakes must be closed tightly. The BHC tests of the Mooring Winches must have been performed.

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Fire Wire: The emergency towing wire must be equipped with the features and shape in accordance with the requirements as prescribed under the "OCIMF Mooring Equipment Guidelines and ISGOTT". The emergency towing wire should be delivered from the sea side near the forward and aft of the vessel, and it should have been set at a height of 1.5 meters above sea level, and the remaining part should be laid on the deck in a free position.

Deck Watch: There will be a shift system on board the vessels in order to monitor the tension for the purpose of preventing any accident that might occur in consequence of the tension of the ropes due to the movement of the vessel and minimum 2 crew should be always on deck.

Crew: The effective crew members shall be made available on board the vessel, by taking into account the ordinary Operation and emergency on board the vessel.

Language: The crew members, who can speak Turkish or English, must be present on the deck of the vessel and in the cargo control room of the vessel.

Doors and Portholes: Any and all doors, portholes and funnel entrances, which are opened open deck (other than the engine room towards the deck in which the tanks are located or towards the engine room) from the accommodation space must be kept closed.

Tanks and Tank Hatches: The cargo and fuel tank hatches and other entrances must be kept closed. The ballast tank entrances must also be kept closed during the Cargo and/or Ballast Operation.

Pump Room Ventilation: Due to the potential for presence of the hydrocarbon gas in the pump room, the atmosphere of the pump room must be kept at a safe level through the ventilation system in accordance with the SOLAS (Chapter II-1, Regulation 59.3). The pump room must continue to be ventilated throughout the cargo Operation. Before entering the pump room, whether it is well ventilated, or not, as well as the presence of airborne oxygen, hydrocarbons and toxic gases must be checked.

Central Air Conditioning and Mechanical Ventilation Systems: The air inlet of systems shall be kept adjusted in order to prevent entry of the hydrocarbon gas in accommodation. In case of any suspicion that such gas leaks into the accommodation space, then the air condition system should be stopped.

Window Type Air Conditioning Systems: In any environment in which the flammable gas is present, any unauthorized ventilation systems, which draw air from outside, should be electrically isolated, and any and all entrances thereof should be closed in an airtight manner.

Closed Operation: The relevant tanks should be kept closed during the Loading, discharging, ballasting or deballasting. In the event that the vessel is in ballast condition, then it should visually check the Ballast tanks before arriving at the Port, and it should confirm that there is no oil on the sea water. It shall strictly not be allowed to open the tank hatch for any reason whatsoever (e.g. sampling, ullaging, gas emission to the atmosphere, etc.) during the Operation at the Port.

Overboard Valves: The valves connected to the cargo system should be sealed and recorded before arrival of the vessel. In case of any emergency, such seals may be removed and used upon the approval of the Port Authorities.

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Securing the Vessel Anchors: After the tugboats are safely made fast to her/his vessel, the Master of Vessel must make sure that both anchors fit in their holes, and that the devil's claw are lowered, and that the safety pins are attached, and that the chains are lashed, and that the vessel is safe in such manner until it departs the Port.

Flags and Signs: The vessels are required to hoist a Bravo flag "B" indicating that the Dangerous Goods are being handled between the sunrise and sunset. After sunset, it shall light up the red flashing sign, which means such flag.

Operational Changes: The officer on board the vessel shall provide verbal information to the Port officers at least 15 minutes before performance of any change in the Operation.

Keeping the Main Engine Available: The vessel is required to keep the main engine available for departure following the short notification period as long as it is present in the Port.

Main Engine and Rudder Tests: The main engine and rudder system may be tested by the vessel before the arrival and departure.

Boiler Fires: It shall immobilize the vessel. The boiler fires should be extinguished before they become more dangerous, by informing the Port officers about the matter.

Taking a Photograph: It shall not be allowed to take photos at the Port site, except for the exceptional situations. The exceptional situations shall be determined by the Port officers, and they shall only be fulfilled by the working management.

Fire Measures: The vessel firefighting systems, including the main and emergency fire pump, are always required to be available for emergencies. A ready fire hose, which is available in the vessel manifold, shall be kept available. Also, 2 portable fire extinguishers, which preferably constitute the dry chemical powder type, shall be kept available in the manifold area. The fire monitors available on board the vessel should be kept available.

Vessel Stability During Cargo Operation: The tanker vessels are required to pay attention to the free surface effect during the Cargo Operation. The Master of Vessel shall ensure that the vessel has a metacenter height of not less than 0,30 meters in its vertical position while the vessel is at the Port. The compliance of such conditions should be supported by using the appropriate operation methods and instructions. Such operating methods and instructions should be prominently displayed in the approved trim and stability booklet and at the cargo/ballast transfer control station, and the necessary stability calculations should be performed.

Radio Transmitters: It shall strictly not be allowed to broadcast on Medium (MF) and High (HF) frequencies during the Vessel Operations. The equipment are required to be grounded. The fixed type radio transmitters, whose Output Power can be set to 1 watt, shall only be allowed to be used in 1 watt mode. As long as the radar equipment of the vessel is present in the Port, it may not be operated.

Portable Radio Sets, Lighting, Torches and Head Lamps: Any and all of such equipment shall be allowed to be used in the event that their proper approvals have been obtained, and that the equipment is in good condition. Any equipment that is not in proper condition shall not be allowed to be used. Such electrical, rechargeable and battery-powered devices as flashlights, etc., which will be used at the Port site, must be ATEX class devices.



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Bottles and Glass Containers: The bottles and similar glass containers shall serve as the lenses against the sun beams; thus, they may easily burn the Flammable objects around the same. Therefore, please keep such kinds of materials in places that will not be affected by the sun beams. Please dispose of any empty glass bottle unused in safe manner, so that they do not break easily, and that they do not cause any accident and injury.

Portable Communication Systems: The non-intrinsically safe systems of the Portable Communications Systems shall not be allowed to be used.

Preventing the Spark: Opening and closure of the hatches, and connection and disconnection of the Cargo Arm, and use of the metal tools, and work to be carried out on the deck must be carried out in a manner to prevent any spark.

Funnel Smoke: The boilers shall not be allowed to be blown. The excessive smoke, high-release smoke and sparks, which will come out of the funnel, must be stopped immediately.

Galley: Any and all equipment used for cooking in the galley is required to have been approved.

Berthing of Tugboats and Other Boats: Boats may berth without the approval of the Port officer and the Master during the Cargo Operation.

Tank Washing and Gas Free: Any and all vessels, which will berth at PETKİM Port, are required to be available for cargo Operation along with any and all of their means in accordance with the charter party provisions. In the event that it is determined, in consequence of the inspection to be carried out by the survey to be assigned by PETKİM and/or Receiver, that the vessel tanks are not ready, then the Notice of Readiness (NOR) provided shall not be accepted, and the port cost shall be collected from the Agent. The cargo tanks must be cleaned in accordance with the current MARPOL 73/78 and ISGOTT rules. The costs for the product used to clean the tank (cargo, nitrogen, steam, etc.) and the costs, which will occur in the event that the waste product is burned in the facility flare, shall be collected from the vessel owner.

The tanks shall not be allowed to be gas free operation (including the purge by using the nitrogen gas) without the consent of the Port Officers. such consent shall only be granted upon compliance with the safety, environmental and operational requirements. The Safety and Operational requirements shall be assessed under the ISGOTT. The vessels shall not be allowed to wash their tanks while they are moored at the jetty/quays. The vessels that are required to wash their tanks are required to carry out such work by departing the port.

The PETKİM Port Operations Department or Loading Master shall be entitled to request that the tank inspection be carried out at the anchorage area before berthing.

Heavy Weather Measures: The Operation shall be stopped during the heavy lightning or stormy weather or during the weather on which the Master and the Port officer agree that it jeopardizes the safety of the Operation.

Enclosed Space Entry: It shall not be allowed to enter the confined space on board the vessels at the Port. The Port officer may grant consent for entry to the confined space upon assessment of the ISGOTT and the confined space entry criteria.

This situation may only be achieved by executing an agreement, in writing, between the vessel and the Port before entering the confined space. Entry to the confined space on board the vessel at the Port shall result in the cargo Operation to be stopped and the vessel to be departed from the Port.

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Vessel Loaded Partially: In the event that the vessel arriving at the Port is loaded partially, then the Master of Vessel is required to inform the Port of the name, characteristics and type of the cargo available on board the vessel. In the event that the cargo on board the vessel causes any health hazard (such as H₂S, Mercaptan), then the Master:

- must ensure that the tank, which has been loaded, and the tanks, which will be loaded, are isolated;
- should be sure that the cargo, which will be loaded, and the cargo, which is currently present on board the vessel, will not constitute the cargo to reaction with each other;
- may perform vapor emission from the cargo available on board the vessel only in case of emergencies;
- The tank, which has been loaded, may be measured by using the fixed or portable Certified Equipment.

Arrest/Seizure of the Vessel: In case of a court decision to seize the vessel, berthed at the Port, or the cargo thereof, the Master of Vessel shall be obliged to submit any and all relevant documents to the Port Officer. In case of arrest/seizure of the vessel, the Port shall remove the vessel to the anchorage area to be specified to the Master. Within such period of time, the Owner, charterer, crew members, other party persons and Port officers are required to fulfill any and all of their responsibilities.

Draft: In the event that the vessels berthing at the port exceed the drafts specified, then the drafts of the vessel shall be checked before the departure thereof, and the departure clearance shall be granted if deemed appropriate. The vessel shall responsible for any cost and delay caused by such situation.

International Ship/Shore Connection: There shall be an International Ship/Shore Connection and the vessel fire plan at the main fire line of vessel, and at the entrance to the vessel from the gangway. The Master of Vessel shall make sure that the Port firefighting practices are complete and clearly understood by the vessel. In case of any fire on board the vessel, then the OFFICER IN CHARGE OF Operation shall sound the fire alarm as agreed during the opening meeting.

5.22.1 Ship/Shore pre-operation safety key meeting

Before starting the Cargo Transfer Operations, the Loading Master shall board the vessel for the purpose of information to exchange between the Port and the vessel. The ISGOTT Ship/Shore Safety Checklist shall be used during the conference, and the vessel's officer in charge of the cargo transfer Operation and the Loading Master shall exchange information about the safety and limitations with respect to both the vessel and the Port, ensuring that the safe and efficient cargo and ballast Operations are completed.

The Master or the Chief Officer authorized by her/him and the Loading Master must have agreed that the valves on board the vessel and on the shore have been prepared by the relevant party as required by the Operations. An agreement should be reached with respect to the emergency documents and communication methods.

The routine and emergency communication and the principles thereof shall be communicated to the vessel by the Loading Master during the pre-Operation meeting.

The Master of Vessel shall be responsible for ensuring the safety of the vessel based on the ISGOTT, IBC,

IGC and MARPOL rules. In case of identification of any failure of the vessels, which are present at the Port, to comply with the safety rules, and that there is a deficiency based on the Ship/Shore Safety Check List, then any and all transfers shall be suspended. The transfer shall not be resumed until the necessary measures are taken. The vessel may be requested to depart the jetty based on the status of the nonconformity.

Before commence the Cargo Operations, the Loading Master and an Officer in charge of the vessel shall jointly carry out a Port safety inspection on board the vessel in order to ensure that the vessel effectively

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fulfills its obligations as detailed in the Ship / Shore Safety Checklist. In case of failure to meet the safety or compliance requirements, then the cargo Operation operations shall not be started until the corrective action has been implemented satisfactorily. The Port shall be entitled and authorized to cancel the cargo Operation of the vessel in case of failure to eliminate (or correct) the deficiencies.

5.22.2 Completion of Ship/Shore Safety Checklist by vessel and Port

As part of the Pre-Operation safety meeting, the requirements for any and all safety items, as provided under the Ship / Shore Safety Checklist, shall be met by any and all vessel berthing at the Port before the cargo Operation is commenced. The Master or the Chief Officer authorized by her/him and the Loading Master must mutually complete the ship/shore safety checklist. The most recent revision of the ISGOTT must be consulted for the format and content of the ship/shore safety checklist. The repetitive checks shall be carried out at intervals of 4 hours or less with a risk-based approach, if appropriate. Even in the event that the cargo Operations have been completed, such repetitive checks shall continue as long as the vessel is berthed at the Port. The officer/crew of the vessel shall be obliged to comply with and implement any and all items in relation to the safety, which are highlighted by the Loading Master based on the checklist, as long as the vessel is present at the Port.

The cargo Operation shall not be started until the document is completed and signed by both parties.

5.22.3 Procedure for ballasting and de-ballasting

The vessels, which are double hull, which possessed the ballast tanks that have been separated completely from the cargo and fuel systems reserved for continuous ballast transportation (SBT-Segregated Ballast Tank), shall be admitted to the PETKİM Port.

The vessels may Discharge the clean ballast water available in the separate ballast system in accordance with the Local Rules and Regulations upon the consent of the PETKİM Port and the visual checks and approval of the officers.

The Master of Vessel of any and all vessels that will berth at the Port must be sure that the clean ballast water to be discharged will not cause any environmental damage, and s/he shall be responsible for such matter in the 1st degree. The vessel shall be responsible for checking that the sea surface is safe with respect to the de-ballasting. The vessels, which possess the segregated ballast tanks shall also be subject to the approval of the Port Officers. The samples may be taken from the segregated ballast tanks for analysis purposes before starting the de-ballasting, upon the request of the Port. The vessels shall strictly not be allowed to discharge any contaminated ballast and slop into the sea as long as they are moored at the jetty. The clean ballast on board the vessel may be pumped into the sea on the sea side of the jetty/quay.

In accordance with the local and international regulations, the vessels are required to provide:

- a) International Ballast Water Management Certificate (IBWMC);
- b) Ballast Water Management Plan (BWMP) approved by the Authority;
- c) Ballast Water Record Book (BWRB).

5.22.4 Procedures for connection, disconnection and draining/blowing of cargo arm/hose

The Port personnel shall connect/disconnect the cargo arms/hoses, and they request the necessary assistance from the vessel through the crew and equipment of the vessel during the connection/disconnection of the cargo arms/hoses to/from the vessel manifold. The vessel is required to be

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in full cooperation with the shore personnel, and to have prepared the appropriate manifold connection prior to the arrival. The Master of Vessel must ensure, and shall be responsible for the fact, that the manifolds of the vessel are in good working condition, and that the manifolds/manifold equipment comply/complies with the "OCIMF Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment" book.

In case of the failure of the vessel to comply with the relevant requirements, then the Master shall be obliged to notify the Port of such matter prior to the arrival. The vessel and the Port shall agree on the manifold/arm/hose drain upon completion of the cargo transfer Operation. The cargo arms/hoses shall never be disconnected before being drained. The best efforts shall be made in order to ensure that the disconnection is performed carefully in order to prevent the product spillage.

The bolts of the equipment (blind, reducer, spools) used in the manifold connections are required to be complete and tight. The vessel must ensure the compatibility of the manifold flanges for each product Loading/Discharging at the jetty/quay. In the event that any reducer is to be used, then the design criteria must comply with the port design criteria.

The vessel operators, who fail to comply with the instructions as specified above, should confirm that the vessel is suitable for cargo Operations. The vessel must ensure that the manifold pressure and temperature gauges operate properly throughout the Operation.

5.22.5 Ship/Shore Electrical Isolation

The insulating flange shall be used during the Operations carried out by means of the Cargo Arm. Therefore, it is not required to install a grounding cable between the vessel and the shore during the Operations carried out by means of the Cargo Arm. An additional grounding cable shall be installed between the vessel and the shore, if and when required to do so by the Port. In the event that it is required to install the grounding cable, then the connection shall be performed before the arm connection, and the connection shall be cut off after the arm is disconnected.

A grounding cable shall be installed between the vessel and the shore during the Operations carried out by means of the Cargo Hose. The grounding cable shall be connected prior to the hose connection, and the connection shall be cut off after the hose is disconnected.

5.22.6 Cargo transfer procedures

The Ship/Shore Safety Checklist shall be valid for a period during which the vessel is present at the Port. Any and all procedures for handling of the cargo or ballast, including the measures, should be established and agreed during the safety meeting. In case of any change in or deviation from the operational plan, then the Loading Master/Vessel must notify of such matter verbally and in writing. The beginning, maximum and topping-up flow rates and pressures of the Loading must be agreed by taking into account the following matters:

- 1) Allowable maximum pressure and flow rate,
- 2) Static electricity measures; in the event that the static accumulation characteristics of the cargo handled and the situation in the tank require so, then no conductive objects (particularly sounding equipment, sampling equipment and synthetic fiber ropes) should be inserted into the relevant tank during the Loading and for a period of at least 30 minutes after the Loading has been ceased. (only applicable to non-inert vessels). The synthetic fiber ropes should not be used with the sampling equipment or other sounding equipment.

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3) The vessel must inform the Port at least 1 hour / 30 minutes / 15 minutes and 5 minutes before the end of Loading of the last tanks, and it must request that the Loading flow rate be reduced sufficiently in order to allow the effective control of the Loading flow rate. In the event that the vessel encounters any difficulty with respect to the vessel/shore radio communication, then the vessel must use the VHF channel 77, or it must activate the emergency shutdown equipment.

4) The vessel shall be obliged to complete the Loading Operation without sounding the overfill alarms (98%).

LOADING THE HIGH VAPOR PRESSURE PRODUCTS - See and apply the relevant section provided under the latest revision of the ISGOTT in which the special measures to be taken while handling such loads are provided in detail.

DISCHARGING MEASURES - The vessel shall be responsible for the fact that the counter pressure in the cargo manifold of the vessel does not exceed the maximum pressure value, as agreed, during the Discharging operation. In case of any serious leakage in the cargo lines/manifolds of the vessel, then you must stop the cargo Discharging, and close the manifold valves, and warn immediately.

The tanks shall be reduced to 90% one by one and then it shall be reached to the maximum flow rate. The vessel tank change valve Operation and acceleration of the cargo pumps must be performed by the C/O or by the Master during the Discharging process. The HL – HHL alarm system of vessels that will visit for Discharging purposes must be turned-on and active, and the overfill alarms (98%) must not be active upon arrival thereof.

5.22.7 Inert gas operation

In the event that the vessel carries out the Discharging operation by using the IG (inert generator) unit, then the Discharging operation shall be stopped immediately in case of collapse of the unit. It shall be negotiated with the relevant units. The options for the vessel to recommission the unit or to provide nitrogen support from the shore shall be reviewed, and the Discharging operation shall be resumed safely.

In respect of the Vessel Loading, an inhibitor shall be added into the ACN product in order to prevent the polymerization. The oxygen level in the vessel tanks should be below 4% vol prior to the Loading process in order to minimize the risks of polymerization fire that might arise from both the inhibitor and static electricity. Therefore, the vessel shall make its tanks inert up to an oxygen level of less than 4% by its own means or through the nitrogen, provided by the Port, prior to the Loading process in accordance with the relevant agreements.

During the EDC cargo Loading Operation, the inert gas (nitrogen) shall be supplied to the vessel tanks so that the vessel tanks do not go into the vacuum and that they do not draw air from the atmosphere. The inert gas supply may be provided by the vessel (in case of an IG) or the Port in accordance with the terms and conditions prescribed under the relevant agreement.

The oxygen level in the vessel tanks should be below 8% vol prior to the Loading operation in order to minimize the risks of fire that might arise from static electricity with respect to the Benzene, C5 and Paraxylene cargo. Therefore, the vessel shall make its tanks inert up to an oxygen level of less than 8% vol its own means or through the nitrogen, provided by the Port, prior to the Loading operation in accordance with the relevant agreements.

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5.22.8 Sampling and tank inspections

The Port shall assign an independent and reputable Survey Company, which is recognized in the Oil and gas industry, and which has an appropriate accreditation from the NATA, ISO or any similar organization. The role of the Survey Company is to witness, verify and record the activities involved in the arrival/departure Operations between the Port and the Vessel in order to determine the quantity and quality of the product transferred in accordance with the international and industrial standards. In case of the request for any survey company other than the survey company assigned, then any delay caused thereby shall be deemed as the delays caused by the vessel.

The Cargo Surveyor is required to accurately measure and keep the records of any and all cargo tanks, including the tanks and other compartments unspecified, before and after completion of the cargo transfer Operation. The Master shall allow the Surveyor to measure any and all cargo tanks and other compartments. The Master shall allow the Surveyor to use the measuring equipment calibrated with the appropriate closed system connection to the relevant cargo tank ullage point. The final cargo quantitation shall be based on the measurement result of the surveyor. The cargo samples may only be taken in a closed system through the certified sealed sampling equipment.

The vessels shall be subject to the unannounced inspection in order to prevent any improper practice. The PETKİM Port shall work in close cooperation with the Turkish law enforcement in order to report any possible illegal activity that might occur on board the vessels.

5.22.9 Additional Measures for Bulk Liquid Chemical and LPG Operations

When any cargo that is required to be stabilized or inhibited is to be handled, the information exchange should be performed with respect thereto.

The following information about the product to be handled must be available on board the vessel and at the Port:

- a) description of the physical and chemical properties required to handle the cargo safely;
- b) actions to be taken in case of vapor release or leakage;
- c) measures against the accidental personal contact;
- d) firefighting procedures and firefighting means.

Any personnel, who is required to use the SCBA during the operations, must be healthy physically and trained with respect to the safe Operations. No improper or untrained personnel should be selected with respect to the processes involving use of the respirators.

The adequate and suitable means should be available in order to neutralize the effects and to remove the small quantities of spillage. A suitable safety shower and eye wash equipment should be readily available and located near the locations on board the vessel in which the Operations are carried out regularly.

When the automatic shut-off valves are used, the cargo Handling flow rate should be adjusted in a manner that a surge pressure resulting from the automatic closure of any such valve does not exceed the safe operating pressure of neither the vessel nor the shore lines and system.

The cargo system indicators and alarms should be checked regularly in order to ensure they are in good working order. The system alarm must be set to the level as required.

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The appropriate equipment should be available in order to measure the flammability. The calibration must be performed before starting the operation. It shall not be allowed to drain any static accumulating cargo into plastic drums in an open manner.

The portable gas detection devices, which can measure the Flammable and/or toxic level suitable for the products transported, must be available and calibrated with respect to the product transported. The span gas must be available in order to ensure calibration of the gas detection equipment. The non-portable gas detection equipment must be calibrated with respect to the product to be processed before starting the processes.

The particular attention should be paid to any and all products handled, which might be water-reactive, or which require special firefighting procedures.

The hoses should be indelibly marked in a manner to allow identification of the products, for which they are suitable, and the maximum working pressure as specified, and testing pressure (including the last date tested at such pressure), and the other service temperatures, if available.

In respect of the Gas Tankers, in case of occurrence of any leakage from any line, then the pressure reduction, resulting from the leakage, and the associated cooling might cause the metal of the line to drop below the safe pressure/temperature balance. In case of occurrence of such situation, it should be allowed for the line to "warm up". The sprinkler system of the vessels should be available to operate immediately throughout the Operation in order to prevent the lines from dropping below the freezing point, and the two fire hoses should be kept connected to the fire line and in a pressurized state in order to spray onwards any leakage.

5.22.10 Reporting

The Master of vessel berthed at the PETKİM Port is require to comply with the general vessel reporting system and requirements, including reporting of the Dangerous Goods accidents and environmental pollution based on the IMO Standards, and to serve a notification of such matter immediately in case of the following:

- In case of any accident and hazard,
- In case of bunker, cargo losses and other losses,
- In case of any and all kinds of pollution in the port area,
- In case of vessel accidents,
- In case of restrictions or obstacles with respect to the maneuverability of the vessel,
- In case of loss, by the vessel, of its chain or anchor,
- In any other case, which pose or is available to pose a hazard for the humans and objects, the Loading Master shall be obliged to report such matter to the PETKİM Pilotage Station.

5.22.11 Warning Signs

The warning signs, which are in accordance with the following standards, shall be available in Turkish and English at the entrance of the PETKİM Port, at the jetties and quays, and in other areas deemed appropriate.

ATTENTION:

- NO UNAUTHORIZED ENTRY.
- DO NOT APPROACH WITH OPEN FLAME
- NO SMOKING.
- NO LIGHTERS and MATCHES.
- KEEP YOUR MOBILE PHONE AND OTHER ELECTRONIC DEVICES TURNED OFF.

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- DANGEROUS CARGO HANDLING
- PRIVATE SECURITY ZONE

5.22.12 Warnings

- Such regulations shall be applicable to the employees, visitors, charterers, Agencies, surveillance companies and visitors of the PETKİM Port as well as to any and all vessels arriving at the PETKİM Port situated within the boundaries of Aliaga Port owned and operated by the Company.
- In addition to fulfilment of the Company regulations as stated herein, the Masters of Vessel should pay attention to implementation of any and all relevant regulations, including the Ports Regulation, at the PETKİM Port. S/He should establish a relation vessel between such regulations and the vessel, and s/he should pay the attention of the employees and crew members to the relevant regulations and such port rules, and the measures taken should be observed strictly.
- In case of any conflict between such PETKİM Port and the relevant regulations, then the relevant regulations shall be taken as basis.
- Any and all vessels arriving at the PETKİM Port must always and in every aspect be in compliance with the latest version of the International Safety Guide for Oil Tankers and Ports (ISGOTT), Society of International Gas Tanker and Port Operators (SIGTTO).
- In case of identification of any breach of the international rules, including the ISGOTT, MARPOL, IBC, IGC, relevant regulations or this PETKİM Port rules, before, during or after the Cargo Operations, then the Port may use one, several or all of its following authorities and powers:
 - Rejecting the vessel; and
 - Ending the Loading / Discharging Operations; and
 - Suspending the Loading / Discharging Operations; and
 - Withdrawing from completion of the Operation agreed; and
 - Removing the vessel from the jetty; and
 - Requiring involvement and/or assistance of the marine or cargo expert(s) acceptable to the Port; and
 - Any loss of time, damage and cost shall be borne by the vessel based on exercise, by the Port, of its rights as specified above. In addition to the international rules, the Port officers as well as the vessel officers shall monitor that whether the relevant regulations and these Port rules are implemented fully, or not.

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6. REFERENCES

- ISGOTT
- Regulation about Transportation of Dangerous Goods at Sea
- Safety of Life at Sea (SOLAS)
- MARPOL 73/78 International Convention for the Prevention of Pollution from Ships
- Aliaga Port Regulation
- Standards for Oil Tanker Manifolds and Associated Equipment
- Mooring Equipment Guidelines
- Guidelines for the Control of Drugs and Alcohol Onboard Vessel
- The International Safety Guide for Oil Tankers and Ports (ISGOTT)
- Standards for On Board Vapor Emission Control Systems (MSC/Circ.585)
- British Standards 8349: Part 4 1985 Section 3 Mooring
- Code of Safe Working Practices for Merchant Seaman - HMSO
- PIANC Guidelines for the Design of Fender Systems
- The Control of Substances Hazardous To Health OCIMF Port Information Booklet Guidelines and Recommendation

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7. ATTACHMENTS

7.1 Traffic Separation Scheme and Pilot Positions of Gulf of Candarli

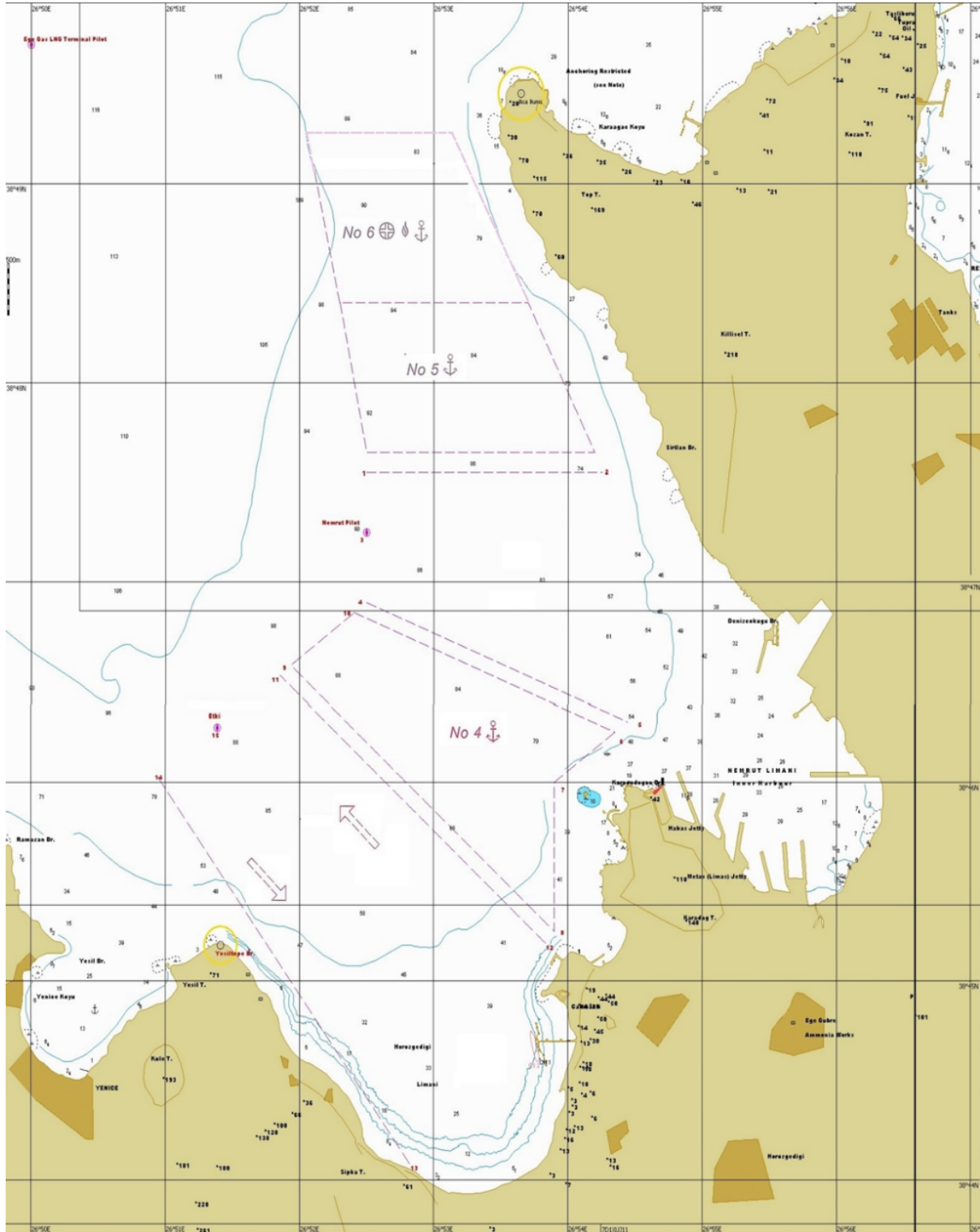
(Amended:OJ-13/6/2018-30450)



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7.2 Traffic Separation Scheme and Pilot Positions of Gulf of Nemrut











(Amended:OJ-24/9/2019-30898)



7.3 SOCAR Turkey Golden Rules

SAFE G 04.01.01-11

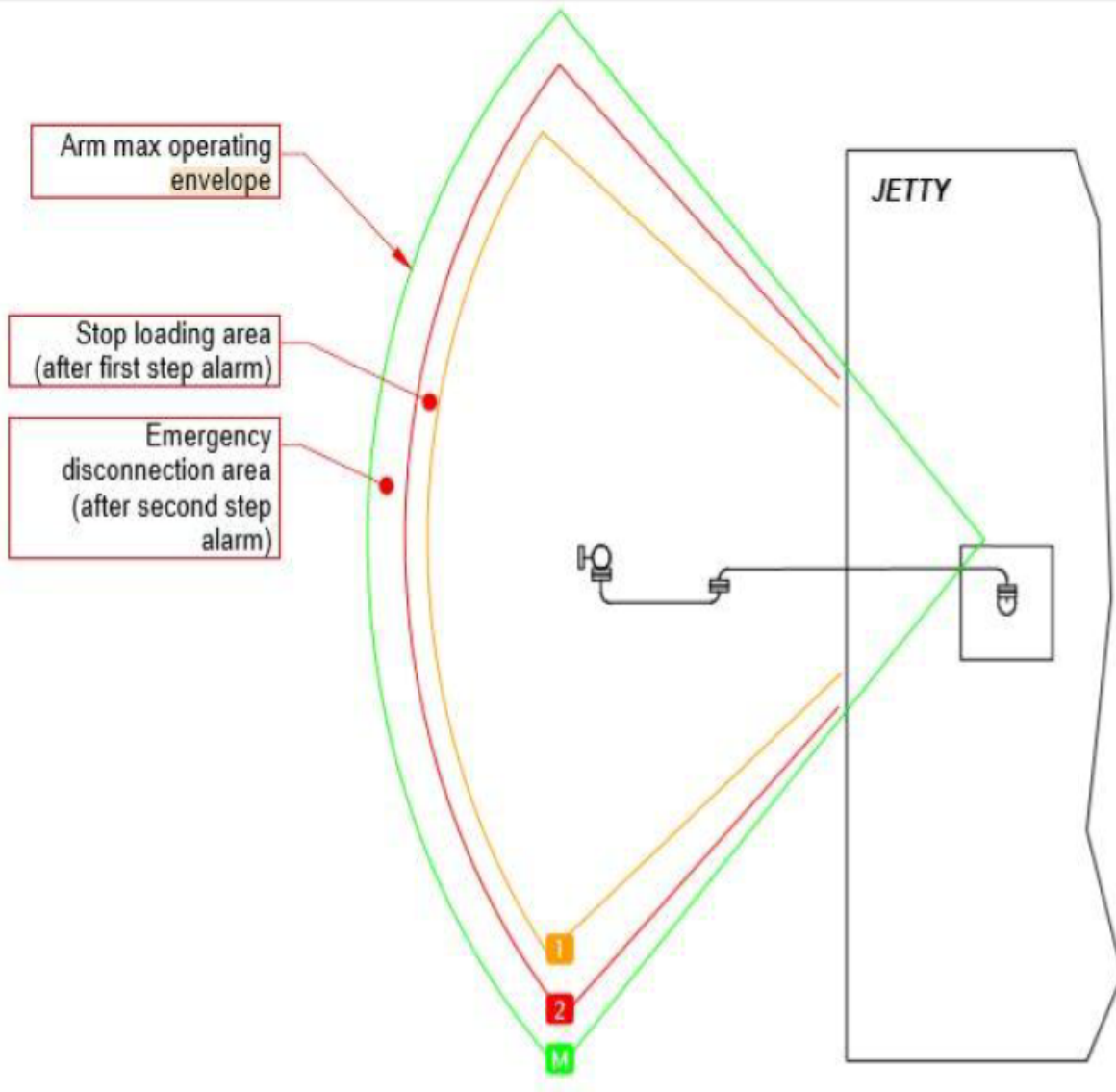
SOCAR Türkiye ALTIN KURALLAR
SOCAR Turkey GOLDEN RULES

ÇALIŞMA YETKİLENDİRMESİ WORK AUTHORIZATION			YOL GÜVENLİĞİ ROAD SAFETY
ENERJİ İZOLASYONU ENERGY ISOLATION			KAPALI ALANLARA GİRİŞ CONFINED SPACE ENTRY
YÜKSEKTE ÇALIŞMA WORKING AT HEIGHTS			KAZI ÇALIŞMALARI GROUND DISTURBANCE
YÜK KALDIRMA İŞLEMLERİ LIFTING OPERATIONS			DEĞİŞİM YÖNETİMİ MANAGEMENT OF CHANGE
EŞ ZAMANLI İŞLER SIMULTANEOUS OPERATIONS			KİŞİSEL KORUYUCU DONANIMI (KKD) PERSONAL PROTECTIVE EQUIPMENT (PPE)



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7.4 Cargo Arm Alarm Limits



- 1 First step of alarm (ESD1) activated by proximity switch
- 2 Second step of alarm (ESD2) activated by proximity switch
- M Maximum operating envelope of the loading arm