STAR RAFINERI ALIAGA TERMINAL
DANGEROUS CARGO HANDLING GUIDELINES

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FACILITY OFFICIAL: ERDEM KARAMAN

SIGNATURE:

SEAL:

Erdem KARAMAN
SOCAR Aliağa
PETKİM & STAR Limanları Müdürü

REVISION PAGE

Sequence Number	Revision Number	Content of Revision	Revision Date	Revised By	
				Full Name	Signature
1	01	Contact information has been updated after duty changes.	01.03.2024	RIZA KARAARSLAN	
2	02	+ Contact information has been updated after duty changes. + Procedure numbers have been updated	13.01.2025	ÖZLEM YAĞMUR ACAR	

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- **TOCPREAMBLE**

STAR Rafineri Aliaga Terminal is a terminal that handles the crude oil, such crude oil products as diesel, naphtha, jet, etc., and the LPG products (all products handled are detailed in the Facility information form). The terminal consists of 3 jetties, and 7 docks on the north and south sides of these jetties.

The purpose of these Dangerous Cargo Handling Guidelines, as owned by STAR Rafineri Aliaga Terminal, is to set out the procedures and principles, as determined for the purpose of safe handling of the dangerous cargo under the general framework, and to outline the measures to be taken in order to ensure the safety of the life, property and environment in case of emergency that might occur at the coastal facility.

- **Abbreviations**

IGC: International Code for Construction and Equipment of Ships Transporting Liquefied Gases
IMDG: Code for International Transportation of Dangerous Goods by Sea
IMO: International Maritime Organization
ILO: International Labor Organization
UN: United Nations
PEAR: Harmful to People, Environment, Property and Reputation
AFAD: Disaster and Emergency Management Directorate
SDS: Safety Data Sheet
DWT: Dead weight Tonnage
ETA: Estimated Time of Arrival
GRT: Gross Tonnage
ISPS: International Ship and Port Security
LPG: Liquefied Petroleum Gas
PETKIM: Petrokimya Holding A.S.
PPE: Personal Protective Equipment
RMT: Refinery Terminal Port
VHF: Very High Frequency

- **Definitions**

Interface shall mean a dock, pier, breakwater, quay, jetty, marine terminal or similar structure (floating or not) to which a ship can be moored. This includes any facility or property other than the ship used directly or indirectly in order to load or unload the dangerous cargo.

Port Facility shall mean any person or institution that controls the any port operation on a daily basis.

Cargo companies shall mean any consignor (shipper), carrier, forwarder, groupage agency, packing center, or any person, company or institution, which is involved in any of the following activities: receiving the cargo at the port, and transporting the same by sea, and always having control over the cargo, with respect to identification, preservation, packing, packaging, securing, labeling, placarding or documentation of the dangerous cargo.

Certificate of Conformity shall mean any document, which is issued by or for and on behalf of the Administration with respect to the ship's structure and equipment pursuant to the relevant laws, and which certifies that the ship's structure and equipment are suitable for the dangerous cargo to be transported on board the ship.

Dangerous cargo shall mean any following cargo, whether they are packaged, packaged in bulk or transported in bulk, under the following document:

- oils covered by Annex I of MARPOL 73/78;
- gases covered by the Laws for the structure and equipment of the ships transporting the Liquefied Gases in Bulk;
- toxic liquid substances/chemicals, including the wastes, covered by the Annex II of MARPOL 73/78 and by law for the structure and equipment of the ships transporting the Hazardous Chemicals in Bulk;
- solid materials in bulk containing the chemical hazards and solid hazardous materials in bulk (MHBs), including wastes covered by the group B annexes in the safety practices for the solid bulk cargoes (BC Code);
- harmful substances in packaged form (covered by Annex III of MARPOL 73/78); and

- hazardous substances, materials or substances (covered by the IMDG Code).

The **term for dangerous cargo** shall also include any uncleaned package, in which the dangerous cargo has previously been transported, in the event that it has been filled with a substance, which is not classified as dangerous, or that it has not been degassed in order to neutralize any dangerous cargo, and that the residues of the dangerous cargo have not been sufficiently removed (tank-container preservation, bulk compartment intermediate containers (IBCs), bulk packages, portable tanks or tank vehicles).

Flexible pipe shall mean the flexible hose and end connections containing the sealed end vehicles used for transfer of the dangerous cargo.

Handling shall include the loading or unloading processes through any ship, railroad car, vehicle, freight container or other means of transport, or the intermediate transport between the ships or other means of transport, or the transfer performed inside any ship or at a warehouse or terminal area, including the interim holding operations such as temporary storage of the dangerous cargo at the port area during its transport from the point of origin to the destination route for the purpose of changing the means and methods of transport and movement within the port which constitutes a part of the transport supply chain for cargo. This term has been expanded in a manner to include any and all operations in relation to the dangerous cargo at the port area.

Hot work shall mean any open fire and flame, electrical tools or hot-driven rivet, grinding, welding, burning, cutting, weld, or other repair work containing heat or causing sparks, which might become dangerous due to the presence or proximity of the dangerous cargo.

Master shall mean the person who is in command of any ship. Pilot shall not be included therein.

Packaging shall mean the packaging, loading and filling of the dangerous cargo for the recipients, the intermediate containers for bulk transport (IBCs), the freight containers, the tank containers, the portable tanks, the railroad wagons, the bulk containers, the vehicles, the shipborne barges or the other cargo transportation units.

Pipeline shall mean any and all pipes, connections, valves and other auxiliary facilities, apparatus and equipment available in any port used in relation to or for the purpose of loading the dangerous cargo; however, it shall not include any part of pipe, apparatus or equipment, the flexible pipe, the cargo arm of the ship, excluding the ends of the parts of the pipe, apparatus or equipment of the ship to which the flexible pipes are connected.

Port Authority shall mean any person or institution authorized to apply the effective control in the port area.

- **Facility Information form**

•	**Full/Trade Name of the Facility Operator**	STAR RAFINERI ANONIM SIRKETI
•	**Contact Details of the Facility Operator *(Address, telephone, fax, e-mail and website)***	Siteler Mahallesi Necmettin Giritlioglu Cad. SOCAR Türkiye Aliaga Yonetim Binasi No 6/1 Aliaga-Izmir/Turkey T: +90 212 305 00 00, F: +90 212 305 01 00, www.starrafineri.com.tr
•	**Name of the Facility:**	STAR RAFINERI ALIAGA TERMINAL
•	**Province of the Facility**	IZMIR
•	**Contact Details of the Facility *(Address, telephone, fax, e-mail and website)***	Siteler Mah. Aygaz Cad. No:21/1 35800 Aliaga/Izmir E-mail: star_kurumsal@socar.com.tr Telephone: +90 232 966 60 00, Fax: +90 232 966 60 01
•	**Geographical Region of the Facility**	Aegean Region
•	**Port Authority of the Facility and Contact Details Thereof**	ALIAGA REGIONAL PORT AUTHORITY OF THE MINISTRY OF TRANSPORT AND INFRASTRUCTURE OF THE REPUBLIC OF TÜRKİYE Kultur Mahallesi Fevzipasa Cd. No:10 Aliaga / IZMIR T: + 90 232 616 19 93 / 616 19 99 / 616 67 74, F: + 90 232 616 41 06
•	**Municipality the Facility and Contact Details Thereof**	ALIAGA MUNICIPALITY Kultur Mah. Lozan Cad. No:47 Aliaga, IZMIR T: +90 232 399 0000, F: +90 232 616 3719

•	**Name of the Free Zone or Organized Industrial Zone of the Facility**	-
•	**Date of Validity of the Coastal Facility Operating Permit/Provisional Operating Permit**	31.01.2025
•	**Activity Status of the Facility (x)**	Its own cargo and additional 3rd Party (.**√**.) | Its own cargo (....) | 3rd Party (....)
•	**Full Name and Contact Details of the Facility Official *(Telephone number, fax number, e-mail)***	Erdem KARAMAN – Jetty Operations Manager Telephone: +905376593746 // E-mail: erdem.karaman@socar.com.tr
•	**Full Name and Contact Details of the Dangerous Cargo Operations Official of the Facility *(Telephone number, fax number, e-mail)***	Mazlum MADAK– Jetty Operations Chief engineer Telephone:+905498326086 // E-mail: azlum.madak@socar.com.tr
•	**Full Name and Contact Details of the Dangerous Goods Security Consultant of the Facility *(Telephone number, fax number, e-mail)***	KUBRA AKYILDIZ Telephone: +90555 562 97 52 TMGD A.S (Tehlikeli Madde Guvenlik Danismani A.S)
•	**Maritime Coordinates of the Facility** **(LIST OF COORDINATES)** **Dot No – UTM – Geographical (Decimal Degree)**	KOORDİNAT LİSTESİ

Nokta No	UTM WGS84 - 6°		Coğrafi (Ondalık Derece)	
	Y	X	Y	X
P.1	493330.67	4292542.31	26.92322	38.78159
P.2	493300.13	4292498.67	26.92286	38.78119
P.3	493261.57	4292533.58	26.92242	38.78151
P.4	492696.89	4292533.59	26.91592	38.78150
P.5	492696.89	4292599.84	26.91592	38.78210
P.6	493188.41	4292599.84	26.92158	38.78210
P.7	492887.48	4292872.35	26.91811	38.78456
P.8	492463.67	4292872.35	26.91323	38.78455
P.9	492463.67	4292938.81	26.91323	38.78515
P.10	492814.10	4292938.81	26.91726	38.78516
P.11	492729.40	4293015.51	26.91629	38.78585
P.12	492645.39	4293191.53	26.91532	38.78743
P.13	492278.43	4293191.53	26.91109	38.78743
P.14	492278.43	4293276.50	26.91109	38.78819
P.15	492604.84	4293276.50	26.91485	38.78820
P.16	492523.24	4293447.47	26.91391	38.78974
P.17	492557.32	4293471.57	26.91430	38.78996
P.18	492596.28	4293468.91	26.91475	38.78993

- **Types of Dangerous Cargo Handled at Facility** ***(The loads under the MARPOL ANNEX-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, and the asphalt/bitumen and scrap loads)***

PRODUCTS TO BE PRODUCED AT THE REFINERY AND TO BE SOLD THROUGH THE JETTY				
Number	**UN Number**	**PROPER SHIPMENT NAME**	**TRADE NAME**	**CARGO TYPE**
1	1202	DIESEL FUEL	DIESEL	MARPOL ANNEX-1
2	1202	DIESEL FUEL	DMA	MARPOL ANNEX-1
3	1202	GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash point higher than 60°C and lower than 100°C)	FUEL OIL	MARPOL ANNEX-1
4	1268	PETROLEUM DISTILLATES, B.B.B or PETROLEUM PRODUCTS, B.B.B. (Naphtha)	LIGHT NAPHTHA	MARPOL ANNEX-1
5	1863	FUEL, AVIATION, TURBINE ENGINE	JET-A1	MARPOL ANNEX-1
6	1268	PETROLEUM DISTILLATES, B.B.B or PETROLEUM PRODUCTS, B.B.B. (Catalytically Converted Naphtha)	REFORMATTING	MARPOL ANNEX-1
7	1202	GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash point higher than 60°C and lower than 100°C)	VGO	MARPOL ANNEX-1
9	1202	GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash point higher than 60°C and lower than 100°C)	HSGO	MARPOL ANNEX-1
10	1203	GASOLINE	GASOLINE	MARPOL ANNEX-1
11	1965	HYDROCARBON GAS MIXTURE, LIQUEFIED, B.B.B	LPG	IGC Code
PRODUCTS TO BE CONSUMED AT REFINERY AND TO BE DISCHARGED FROM THE JETTY TO THE REFINERY				
1	1267	CRUDE OIL	CRUDE OIL	MARPOL ANNEX-1
2	1268	PETROLEUM DISTILLATES, B.B.B or PETROLEUM PRODUCTS, B.B.B. (Naphtha)	LIGHT NAPHTHA	MARPOL ANNEX-1
3	1202	GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash point higher than 60°C and lower than 100°C)	FUEL OIL	MARPOL ANNEX-1
4	1965	HYDROCARBON GAS MIXTURE, LIQUEFIED, B.B.B	LPG	IGC Code
5	1202	GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash point higher than 60°C and lower than 100°C)	VGO	MARPOL ANNEX-1

MARPOL ANNEX-1: YES
IGC CODE: YES

- **Types of Dangerous Cargo Handled at Facility** ***(Among the cargo types as provided under the Article 16, the loads other than the***

Crude Oil, Petroleum Products (Gasoline, Diesel, Fuel Oil, Jet A1) under the MARPOL
Hydrocarbon Gas Mixture under the IGC Code

	IMDG Code shall be specified separately. Additional Cargo request shall be submitted to the port authority through the Annex-1 form. It shall be added to TYER when appropriate.)	
•	**Classes for handled loads subject to the IMDG Code**	No cargo packaged is handled at our port; however, any cargo handled under the other codes shall constitute the IMDG Code Class 2 & Class 3 items.
•	**Groups in the characteristic table for handled cargo subject to the IMSBC Code**	No cargo under the IMSBC Code is handled at the STAR Rafinery Port Facility.
•	**Types of Ships That Can Berth at the Facility**	CRUDE OIL / FUEL TANKERS AND LPG TANKERS
•	**Distance of the Facility to the Main Road *(km)***	11 km
•	**Distance of the Facility to the Railway *(km)* or Railway Connection *(Yes/No)***	No Railway Connection
•	**Name of the Nearest Airport and Distance Thereof to the Facility *(km)***	Adnan Menderes Airport-80 km
•	**Cargo Handling Capacity of the Facility *(Ton/Year; ~~TEU/Year; Vehicle/Year~~)***	10,277,400 Ton/Year
•	**Whether Scrap Handling Is Carried Out in the Facility, or not**	NO
•	**Is There / Is There Not a Border Gate? *(Yes / No)***	NO
•	**Is There a Customs Bonded Area? *(Yes / No)***	YES
•	**Cargo Handling Equipment and Capacities**	

Cargo Arm Number		Cargo Arm Definition	Operation	Cargo Arm	Design Flow Capacity
JETTY-1	690LA-102	Dock-102 Diesel Cargo Arm	Loading	16”	3080m³/h
	690LA-101A	Dock-102 Crude Oil and Fuel Oil Cargo Arm	Discharge	16”	3270m³/h
	690LA-101B	Dock-102 Crude Oil and Fuel Oil Cargo Arm	Loading and Discharge	16”	3270m³/h
	690LA-101C	Dock-102 Crude Oil Cargo Arm	Discharge	16”	3270m³/h
	690LA-103	Dock-101 Diesel (Non-Marker) Cargo Arm	Loading	16”	3080m³/h
	690LA-101D	Dock-101 Crude Oil Cargo Arm	Discharge	16”	3270m³/h
	690LA-101E	Dock-101 Crude Oil Cargo Arm	Discharge	16”	3270m³/h
	690LA-101F	Dock-101 Crude Oil Cargo Arm	Discharge	16”	3270 m³/h

JETTY-2	690LA-201A	Dock-202 Vapor Recycling Arm	VRU	16”	4100 Nm^3/h at 0°C, 1 ATM
	690LA-202A	Dock-202 Reformatting Cargo Arm	Loading	12”	1700 m^3/h
	690LA-203A	Dock-202 Light Naphta Cargo Arm	Loading and Discharge	12”	2000 m^3/h
	690LA-203B	Dock-202 Light Naphtha Cargo Arm	Loading and Discharge	12”	2000 m^3/h
	690LA-204A	Dock-202 Reformatting Cargo Arm	Loading	12”	1700 m^3/h
	690LA-205A	Dock-202 Jet Fuel Cargo Arm	Loading	12”	1850 m^3/h
	690LA-206A	Dock-202 Diesel Cargo Arm	Loading	16”	3080$^3/h$
	690LA-201B	Dock-201 Vapor Recycling Arm	VRU	16”	4100 Nm^3/h at 0°C, 1 ATM
	690LA-202B	Dock-201 Reformatting Cargo Arm	Loading	12”	1700 m^3/h
	690LA-203C	Dock-201 Light Naphtha Cargo Arm	Loading and Discharge	12”	2000 m^3/h
	690LA-203D	Dock-201 Light Naphtha Cargo Arm	Loading and Discharge	12”	2000 m^3/h
	690LA-204B	Dock-201 Reformatting Cargo Arm	Loading	12”	1700 m^3/h
	690LA-205B	Dock-201 Jet Fuel Cargo Arm	Loading	12”	1850 m^3/h
	690LA-206B	Dock-201 Diesel Cargo Arm	Loading	16”	3080 m^3/h
JETTY-3	690LA-301	Dock-303 LPG Cargo Arm	Loading and Discharge	8”	660 m^3/h
	690LA-302	Dock-303 Vapor Recycling Arm	VRU	10”	1770 Nm^3/h at 0°C, 1 ATM
	690LA-303	Dock-303 Reformatting Cargo Arm	Loading	12”	1700 m^3/h
	690LA-305	Dock-303 Reformatting and Gasoline Cargo Arm	Loading	12”	1700 m^3/h
	690LA-312A	Dock-303 Diesel Cargo Arm	Loading	12”	1400 m^3/h

		690LA-312B | Dock-303 Diesel Cargo Arm | Loading | 12" | 1400 m^3/h 690LA-306 | Dock-301 Diesel Cargo Arm | Loading | 10" | 1280 m^3/h 690LA-307 | Dock-301 Diesel Cargo Arm | Loading | 10" | 1280 m^3/h 690LA-308 | Dock-301 Vapor Recycling Arm | VRU | 10" | 1475 Nm^3/h at 0°C, 1 ATM 690LA-309 | Dock-302 Diesel Cargo Arm | Loading | 10" | 1280 m^3/h 690LA-310 | Dock-302 Diesel Cargo Arm | Loading | 10" | 1280 m^3/h 690LA-311 | Dock-302 Vapor Recycling Arm | VRU | 10" | 1475 Nm^3/h at 0°C, 1 ATM
•	**Storage Tank Capacity *(m^3)***	There is no storage at the Coastal Facility.
•	**Open storage area *(m^2)***	There is no open storage area
•	**Semi-closed storage area *(m^2)***	There is no semi-closed storage area
•	**Closed storage area *(m^2)***	There is no closed storage area
•	**Fumigation and/or Degassing Area Identified *(m^2)***	There is no fumigation area
•	**Full/Trade Name and Contact Details of the Pilotage and Towing Services Provider**	Aliaga Nemrut Marshalling Station Kilavuzluk Ve Acil Mudahale Hizmetleri, Nemrut Bay / Aliaga Sahil Cad. No: 36 Cakmakli Koyu 35800 Aliaga – IZMIR Telephone +90 232 625 5152 | Fax +90 232 625 5323
•	**Has a security plan been drawn up? *(Yes / No)***	YES
•	**Capacity of the Waste Reception Facility** *(In this section, it shall be arranged separately based on the wastes accepted by the facility)*	**Type of Waste** | **Capacity (m^3)** Slop Tanks (2 pcs) | 3000 m^3 Bilge Tank | 500 m^3 Hydro Carbon Tank | 1000 m^3 VRU Storage Tank | 250 m^3
•	**Characteristics of such areas as dock / jetty, etc.**	**Jetty / Dock Number** | **Height** (m) | **Width** (m) | **Maximum Water depth** (m) | **Minimum Water depth** (m) | **Tonnage and length of the largest ship to berth** (DWT) Jetty-1 / Dock 101 | 505 | 10 | 42 | 26 | 165000 DWT – 294m Jetty-1 / Dock 102 | 505 | 10 | 45 | 26 | 165000 DWT – 294m Jetty-2 / Dock-201 | 358 | 10 | 43 | 32 | 55000 DWT – 188m Jetty-2 / Dock-202 | 358 | 10 | 45 | 29 | 55000 DWT – 183m Jetty-3 / Dock-301 | 334 | 10 | 49 | 42 | 13000 DWT – 127m

Jetty-3 / Dock-302	334	10	40	24	13000 DWT – 127m
Jetty-3 / Dock-303	334	10	46	29	35000 DWT – 183m

37.

	Pipeline Name	Number *(piece)*	Length *(Approximately - m)*	Diameter *(inch)*
JETTY-1	Dock 101 Diesel (Non-Marker) Cargo Line	1	1904 m	24”
	Dock 101 Crude Oil Cargo Line	1	1740 m	40”
	Dock 102 Diesel (Marker) Cargo Line	1	2059 m	28”
	Dock 102 Crude Oil Cargo Line	1	2230 m	40”
	Dock 102 Fuel Oil Cargo Line	1	2240 m	40”
JETTY-2	Dock 201 Diesel (Marker) Cargo Line	1	2733 m	28”
	Dock 201 VGO Cargo Line	1	3900 m	28”
	Dock 201 Light Naphtha Cargo Line	1	2365 m	24”
	Dock 201 VRU Line	1	550 m	20”
	Dock 201 Reformatting Cargo Line *(Arriving from 640TK-008A/B)*	1	3506 m	18”
	Dock 201 Reformatting Cargo Line *(Arriving from 640TK-009A/B)*	1	3500 m	18”
	Dock 201 Jet Fuel Cargo Line	1	1862 m	18”
	Dock 202 Diesel (Marker) Cargo Line	1	2763 m	28”
	Dock 202 HSGO Cargo Line	1	4050	24”
	Dock 202 Light Naphtha Cargo Line	1	2355 m	24”

			Dock 202 VRU Line	1	650 m	20”
			Dock 202 Reformatting Cargo Line *(Arriving from 640TK-008A/B)*	1	3556 m	18”
			Dock 202 Reformatting Cargo Line *(Arriving from 640TK-009A/B)*	1	3550 m	18”
			Dock 202 Jet Fuel Cargo Line	1	1912 m	18”
37.	**Characteristics of such areas as dock / jetty, etc.**	**JETTY-3**	Dock 301 (Marker) Diesel Cargo Line	1	3277 m	28”
			Dock 301 JET Fuel Cargo Line	1	2625 m	18”
			Dock 301 VRU Line	1	1070 m	20”
			Dock 302 (Marker) Diesel Cargo Line	1	3177 m	28”
			Dock 302 JET Fuel Cargo Line	1	2525 m	18”
			Dock 302 VRU Line	1	900 m	20”
			Dock 303 LPG Cargo Line	1	1838 m	8”
			Dock 303 Reformatting Cargo Line *(Arriving from 640TK-009A/B)*	1	3970 m	18”
			Dock 303 Diesel Cargo Line	1	3227 m	28”
			Dock 303 VRU Line	1	1000 m	20”
			Dock 303 Gasoline Cargo Line	1	3800 m	22”

- **Procedures for Dangerous Cargo Handled at Coastal Facility**

The operational procedures for any and all cargo handled at the Coastal Facility have been drawn up separately, and they are provided as follows:

Terminal Port Operations Procedure	ABU-TRO-PRC-0001
Crude Oil Discharge Instruction	ABU-TRO-INT-0013
National Marker Diesel Loading Instruction	ABU-TRO-INT-0018
National Non-Marker Diesel Loading Instruction	ABU-TRO-INT-0017
Fuel Oil Loading Instruction	ABU-TRO-INT-0029
Jet Fuel Loading Instruction	ABU-TRO-INT-0015
Naphtha Loading Instruction	ABU-TRO-INT-0019
VGO Loading Instruction	ABU-TRO-INT-0033
VGO Discharge Instruction	ABU-TRO-INT-0030
LPG Loading Instruction	ABU-TRO-INT-0021
Reformatting Loading Instruction	ABU-TRO-INT-0020
VRU Unit Usage Instruction	ABU-TRO-INT-0012

- **RESPONSIBILITIES, ROLES AND AUTHORITY**
  - **General Responsibilities**

The general responsibilities of any and all parties involved in transport of the dangerous cargo are provided as follows:

- They shall be obliged to carry out the transportation in a safe, secure and environmentally-friendly manner, and to take any and all measures required to prevent an accident and to minimize any damage that might arise from any accident.

- In case of any emergency such as fire, leakage, spillage that occur during transportation of the dangerous cargo, they shall benefit from the EmS Guide, which includes the Emergency Response Methods and Emergency Schedules for Ships Transporting Dangerous Cargo.
- They shall benefit from the Medical First Aid Guide (MFAG) as attached to the IMDG Code in order to properly provide the necessary medical first aid for any person, who is affected by the damages of the dangerous cargo, as well as for the health problems that arise from the accidents involving such cargo.

- **Responsibilities of the Cargo Official**

The responsibilities of the cargo official are specified as follows:

- S/He/It shall draw up and cause to draw up the compulsory documents, information and certificates in relation to the dangerous cargo, and s/he/it shall ensure that such documentation is accompanied with the cargo during the transportation activity.
- S/He/It shall ensure that the dangerous cargo is classified, packed, marked, labeled and placarded in accordance with its type.
- S/He/It shall also ensure that the dangerous cargo is loaded, stacked and securely fastened to the approved packaging and cargo transportation units in accordance with the rules and in a safe manner.

- **Responsibilities of the Carrier**

The responsibilities of the carrier are specified as follows:

- It shall request the cargo official to forward the compulsory documents, information and certificates in relation to the dangerous cargo, and it shall ensure that such documentation is accompanied with the cargo during the transportation activity.
- It shall check the compliance of the dangerous cargo, which is classified, packaged, marked, labeled and placarded, with the regulations.
- It shall also check that the dangerous cargo is packed in accordance with the rules by using the approved packing and cargo transportation units, and that they have been safely loaded and securely fastened to the cargo transportation unit.

- **Responsibilities of the Coastal Facility Operator**

The responsibilities of the coastal facility operator are specified as follows:

- It shall not allow the ships, which transport the dangerous cargo, to berth at its facility without the consent of the port authority.
- It shall provide information, in writing, to the ship, which will berth at its facility, under the facility rules, cargo handling rules and relevant regulations.
- It shall not handle the dangerous cargo, for which it has not obtained a handling consent from the administration, and it shall hold harmless the ships, which will berth, by performing a planning accordingly.
- It shall request the cargo official to forward the compulsory documents, information and certificates in relation to the dangerous cargo, and it shall ensure that they are accompanied with the cargo. In case of failure of the cargo official to provide the relevant documents, information and certificates, it shall not be obliged to accept or handle the dangerous cargo at its facility.
- It shall disclose any and all the data, which might be required based on the characteristics of the cargo, to the ship official, and it shall carry out the loading or unloading operation in accordance with the agreement to be reached. It shall not perform any change in the operation without the knowledge of the ship official.
- It shall determine the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and it shall take the necessary measures in order to ensure that the ship is safely anchored at the dock, and that the handling is performed.
- It shall check the transport document containing the information that the dangerous cargo arriving to the facility is classified, packaged, marked, labeled, placarded and loaded safely to the cargo transportation unit.
- It shall ensure that the dangerous cargo is handled, and that any personnel involved in planning such handling are certified by receiving the necessary training, and it shall not assign any personnel, who does not possess the certificates, to such operations.

- It shall ensure that the dangerous goods handling equipment available at its facility is in working condition, and that the relevant personnel is trained and certified with respect to use of such equipment.
- It shall take the occupational safety measures at the coastal facility, and it shall ensure that any personnel uses the personal protective equipment which is suitable for the physical and chemical characteristics of the dangerous cargo.
- It shall carry out the activities in relation to the dangerous cargo at the docks, jetties and warehouses that have been established in accordance with such works.
- It shall equip the docks and jetties, which have been allocated for the ships that will load or unload the dangerous liquid bulk cargo, with the appropriate installation and equipment that is suitable for such work.
- It shall keep an up-to-date list of any and all dangerous cargo available on the ships, which have berthed at its facility, and available in the closed and open areas at its facility, and it shall provide such information to the relevant parties upon the request.
- It shall notify the port authority of the instant risk posed by the dangerous cargo, which is handled or temporarily stored at its facility, as well as of the measures taken for such purpose.
- It shall notify the port authority of any accident in relation to the dangerous cargo, including the accidents experienced while entering the closed areas.
- It shall provide the necessary support and cooperation during the controls and inspections carried out by the administration and the port authority.
- It shall ensure that the dangerous cargo of Class 1 (excluding the Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7, which is not allowed to be stored temporarily, is transported out of the coastal facility as soon as possible, and it shall file an application to the Administration for consent in the even that it is required to be waited.
- It shall store the cargo transportation units, in which the dangerous cargo are transported, in accordance with the sorting and stacking rules, and it shall take the fire, environment and other safety measures, as appropriate for the class of the dangerous cargo, in the storage area. It shall keep the fire extinguishing systems and first aid units available at any time in the areas in which the dangerous cargo is handled, and it shall perform the necessary checks periodically.
- It shall obtain consent of the port authority before the hot works and operations to be carried out in the areas in which the dangerous cargo is handled and temporarily stored.
- It shall draw up an emergency evacuation plan in order to evacuate the ships from the coastal facilities in case of any emergency, and it shall submit such plan to the port authority, and it shall inform the relevant persons about the plan as approved by the port authority.
- It shall ensure that the internal loading of the cargo transportation units at its facility in accordance with the loading safety rules.
- **Responsibilities of the Ship Official**

  The responsibilities of the ship official are specified as follows:
- S/He/It shall ensure that the cargo to be transported by the ship is certified as suitable for transportation, and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- S/He/It shall request the cargo official to forward any and all compulsory documents, information and certificates in relation to the dangerous cargo, and it shall ensure that they are accompanied with the cargo during the transportation activity.
- S/He/It shall ensure that the documents, information and certificates, which are required to be available on board the ship with respect to the dangerous cargo under the regulations and international conventions, are appropriate and up-to-date.
- S/He/It shall check the transport documents containing the information that the cargo transportation units, which are loaded to the ship, are appropriately marked and placarded, and loaded safely.
- S/He/It shall inform the relevant ship personnel about the risks of the dangerous cargo, safety procedures, safety and emergency measures, response methods and similar matters.
- S/He/It shall keep the up-to-date lists of any and all dangerous cargo on board the ship available, and it shall declare the same to the concerned persons upon the request.
- S/He/It shall ensure that the loading program, if available, has been approved and documented and kept in working condition.

- S/He/It shall notify the port authority and coastal facility of the instant risk posed by the dangerous cargo, which is available on board the ship berthing the coastal facility, as well as of the measures taken for such purpose.
- In case of any leakage in the dangerous cargo or in case of such possibility, then it shall not accept transportation of the dangerous cargo.
- S/He/It shall notify the port authority of the dangerous cargo accidents that occur on her/his/its ship during the navigation or at the coastal facility.
- It shall provide the necessary support and cooperation during the controls and inspections carried out by the administration and the port authority.
- S/He/It shall not accept transportation of the dangerous cargo that is not included in the ship certificates issued by the relevant institutions and organizations.
- S/He/It shall ensure that any ship person, who is assigned for handling the dangerous cargo, uses the personal protective equipment which is suitable for the physical and chemical characteristics of the dangerous cargo.
- S/He/It shall provide the requirements for the loading safety of the loads loaded to her/his/its ships.

- **RULES and MEASURES TO BE APPLIED BY THE COASTAL FACILITY**

The coastal facility operators that have received/will receive the Dangerous Cargo Conformity Certificate shall take the following measures:

- It shall be ensured that the dangerous cargo arriving at the STAR Terminal Port is transferred directly to the storage tanks available in the STAR Tank Site through the pipelines without being waited at the jetty or dock, and that it is stored, accordingly. The outgoing dangerous cargo is loaded to the ships from the jetties allocated in the port in accordance with the rules as specified under the TRO-INT-001 STAR Terminal Port Operating Procedure, MARPOL ANNEX-1 and IGC Code.
- The labels and signs, which define the transfer of the dangerous cargo to the storage tanks and the dangerous cargo on the tanks, and the information about the safety precautions shall be kept available.
- It shall ensure that the coastal facility personnel, who is assigned to handle the dangerous cargo, and the ship's crew and the other persons authorized with respect to the cargo wear protective clothes appropriate for the physical and chemical properties of the cargo during and storage processes. Accordingly, the STAR Terminal Port shall ensure that the application is carried out in accordance with the procedures as specified under the PPE usage map as provided under the Annex -13.
- It shall ensure that any person, who will fight the fire in the dangerous cargo handling area, is equipped with the firefighter equipment, and that the fire extinguishers, first aid units and equipment are always kept available. Accordingly, such activities shall be carried out in accordance with the HSE-PLN-00001 Emergency Plan. “TRO-PLN-00001 Star Terminal Port Emergency Ship Evacuation Plan” has been drawn up.
- They shall ensure that the fire, safety and security measures are taken.
- The provisions as prescribed herein shall be audited by the port authority, and in the even that any nonconformity is determined, the handling operation shall be ceased, and the non-conformity shall be eliminated.
- The personnel, who do not possess the necessary trainings and certificates in accordance with the Regulation on Training and Authorization under the International Code for Dangerous Cargo Transported by Sea as promulgated on the Official Journal dated 22/1/2016 with the issue number 29601, shall not be allowed to serve for the cargo handling operations, and to enter the areas, in which such operations are carried out.

- **CLASSIFYING, TRANSPORTING, LOADING/UNLOADING, HANDLING, SORTING, STOWING ve STORING THE DANGEROUS CARGO**
  - **Classifications of Dangerous Cargo**

As described under the IMDG Code Volume 1 Chapter 2, the Dangerous Cargo Classifications and Subdivisions are provided as follows:

IMDG Code	Hazard	Hazard Class
Chapter 2.2	**Class 2**	Gases
Chapter 2.3	**Class 3**	Combustible Liquids

Table for Classification of Dangerous Cargo

Class 2.1 Flammable gas:

They are the substances that are completely gaseous at -50°C when they are packaged under the pressure for transportation, and any and all gases, the critical temperatures of which are equal to or lower than -50°C, are included in this category.

Class 3 Flammable Liquids

They have a vapor pressure that is not more than 300 kPa (3 bar) at 50°C, and they are not completely gaseous at 101.3 kPa standard pressure and at 20°C.

The flash points are not more than 60°C.

- **Packages and Packs of Dangerous Cargo**

There shall be no packaging at the SOCAR STAR Rafineri Port Terminal at the Coastal Facility.

- **Placard, Plates, Marks and Labels for Dangerous Cargo**

In addition to the existing labels available on the tanks, in which the dangerous cargo arriving the port facility are transferred, they may be placarded under IMDG Code Sections 5.2 and 5.3, as indicated below.

(FIGURE)

Class 2 Gases
Combustible Gases – Combustible and Non-Toxic Gases – Toxic Gases

Class 3 Combustible Liquids

Class 9 Miscellaneous Dangerous Goods

Marine Pollutants

- **Signs and Packing Groups of Dangerous Cargo**
  - **4.4.1 Marking the Dangerous Cargo**

The procedures and principles, as specified under the IMDG Code Chapter 5, shall be taken into account in order to mark the dangerous cargo arriving the SOCAR STAR Rafineri Port Terminal.

  - **4.4.2 Packing Groups**

There shall be Packaging (Packing) Groups (PG), as specified under the IMDG CODE Section 3.2, with respect to the dangerous cargo. Such groups and the meanings thereof are provided as follows:

PACKING GROUP	LEVEL
I	High Hazard
II	Medium Hazard
III	Low Hazard

However, there shall be no packaging group with respect to the self-reactive substances under the Classes 1, 2, 5.2, 6.2, 7 and 4.1, and there shall be no PG I for Class 9.

- **Sorting Tables for Dangerous Cargo on Board the Ship and at the Coastal Facility Based on Their Classification**

Since the ships berthing the SOCAR STAR Rafineri Port Terminal handle the bulk liquid dangerous cargo, the sorting tables are not used.

- **Sorting Distances and Terms of Dangerous Cargo at Warehouse Storage**

Since the ships berthing the SOCAR STAR Rafineri Port Terminal handle the bulk liquid dangerous cargo, the sorting distances and terms are not used.

- **MANUAL FOR DANGEROUS CARGO HANDLED AT COASTAL FACILITY**

It is specified under the ANNEX-10.

In order to contribute safe fulfillment of the dangerous cargo loading/unloading, handling and temporary storage activities, these activities, the port facility, which carries out such activities, has drawn up a manual, which contains the following matters, in pocket sizes, and it has been presented as attached to the ANNEX-10.

- Classes of the dangerous goods,
- Packages of the dangerous goods,
- Packing thereof,
- Labels thereof.
- Marks and packaging groups thereof,
- Sorting tables for dangerous cargo on board the ship and at the port based on their classification,
- Sorting distances of the dangerous cargo in the warehouse storage,
- Sorting terms,
- Dangerous cargo documentation,
- Dangerous cargo emergency response action flow chart,
- Emergency contact details,

Locations of the emergency equipment and usage instructions, and coastal facility rules.

- **OPERATIONAL CONSIDERATIONS**
  - **Procedures for Safe Docking, Mooring, Loading / Discharging, Sheltering and Anchorage of the Ships Transporting Dangerous Cargo During Day and Night**

In accordance with the Section 6.5.6 of the STAR Terminal Port Information and Rules Booklet;

- At STAR Terminal, the berthing and departure operations shall be carried out on 24-hour basis, and the pilotage service shall be provided by NEMRUT Pilot on 24-hour basis.

The Operational Weather Criteria at STAR port are clearly stated under the Section 6.5.5 of the STAR Terminal Port Information and Rules Booklet. Accordingly;

- It shall not be allowed to berth the STAR Terminal at wind speeds of 25 Knots and above.

Also, STAR Terminal Port Chief Engineering shall be entitled to cease the operation, and to remove the ship, if and when required. Due to the geographical location of the STAR Terminal Port, there shall be no criterion for swell&tide&wave, and the criterion for wind is provided in detail as follows:

- The Loading/Discharging Operation shall be stopped: At wind speeds of 20 Knots and above.
- The cargo arms shall be removed: At wind speeds of 25 Knots and above.
- The ship shall be removed from the STAR Terminal: At wind speeds of 30 Knots and above.
  - **Entry to the Port Area:**
    - Before entering the Port Area, the master of any ship, which transports the dangerous cargo, must:
      - make herself/himself or her/his personnel ready for the legal and administrative obligations with respect to the dangerous cargo handling, or the ships transporting the dangerous cargo, in the port area.
      - check the compliance of the ship in terms of the machinery, equipment and apparatus.
      - check the possibilities for any damage to or leakage of the dangerous cargo and the contents thereof.
      - inform the relevant port authority about the non-compliance of the machinery, equipment and apparatus available on board her/his ship, any damage to or leakage of the dangerous cargo, and any protection system failure that will jeopardize the environment, property and life.
    - Unless otherwise requested by the Port Authority, while entering the Port Area, the master of any ship, which transports the dangerous cargo, must:
      - maintain communication by establishing communication with the port authorities through the relevant VHF channel.
      - display a BRAVO in the daytime, and an a red torch, which will be visible all around, at night.
    - Safety Shifts:

- The ship master must establish an appropriate navigational shift while entering to/exiting from the port, and s/he shall establish the deck and machinery safety shifts throughout the handling process.
- The ship master must perform the arrangements for safe surveillance shifts, by taking into account any and all aspects of the matter and the amount of the dangerous cargo stored, accordingly.

- Mooring at the Jetty: Unless otherwise requested by the Port Authority, s/he must constantly display the appropriate hazard signs as long as s/he is present on the jetty in the port area. During the period of time in which s/he is present in the port;
  - In case of any emergency, s/he must keep available tow rope, which has the sufficient scope of cable in the foreship and quarter of the ship, and which has been attached to the ship board through the hauling lines, and which can be easily hauled in case of any emergency. One end of the tow rope must be extended from the deck to the water level, and it must be released and secured in a manner to be used at any time in case of any dangerous situation.
  - The mooring equipment must be kept available in a manner to drag the anchor in case of any emergency.
- The ship master must keep the machinery of the ship available at all times for the safety of the ship or for the proper storage of the cargo or for the ballast of the ship, and s/he must not allow any gas, or any smoke from boiler pipes, unless permitted by the port authorities.
  The ship master must provide the safe entry and exit between the ship and the coast.
- Emergency Procedures:
  The ship master must keep available herself/himself, her/his shift officers and her/his crew throughout the period in which s/he is present at the jetty in order to properly implement the emergency response procedures to be established.
  Considering the nature (content) of the dangerous cargo and any special situation that might occur on the deck, the ship master must take into account the necessary arrangements that has been performed for the safe and quick escape.
  The ship master must establish the emergency response procedures on board the ship in order to control/prevent any incident involving the dangerous cargo being transported or handled on the deck, and s/he should must also ensure that her/his officers and personnel are properly trained in order to fulfill/achieve such emergency response procedures in the best manner.
- Emergency Information Procedures
  In addition to the information as specified under the paragraph II-2/15.2.4.2 of the SOLAS agreement, the master of any ship transporting the dangerous cargo must keep the following information in the same place:
  - A list of dangerous cargo transported on board the ship
  - A list of dangerous cargo unloaded in the port area

  The ship master must keep the appropriate safety information easily accessible in addition to the necessary emergency response procedures for dangerous cargo. Such information includes, for example, the Ems Guide (Emergency Response Procedures for Ships Transporting Dangerous Cargo) used in connection with the transport document, and the Medical First Aid Guide (MFAG) used for the incidents involving the dangerous cargo, and the safety data sheets.
  The ship master must ensure that the deck officer on duty is aware of the situation of the crew and passengers/visitors who are on board the ship, or who go to the coast, and that s/he is informed about the exact number thereof. (This measure shall ensure that the exact number of the personnel available on board the ship or going to the coast or being at rest in the cabins is known in case of occurrence of any accident or emergency.)
- Fire Measures
  The ship master:
  - Must ensure identification of the areas in which smoking is not allowed.
  - Must ensure that the areas, in which smoking is not allowed, are hung as clearly visible pictorial diagrams in the important locations, and that the areas, in which smoking is free, do not pose a hazard. (Considering

that the dangerous cargo transported has a fire and explosion risk, it should be taken into account that the empty tanks, which keep containing the residues, have the combustible vapors and hazard risks.)

- Must make sure that the equipment or tools, which are used in order to check whether there is any combustible or explosive substance in an area or empty space, do not cause any fire or explosion.
- Must make sure that the equipment or tools to be used, including any sampling or measurement, constitutes the safe portable electrical equipment that can be used in any combustible atmosphere in a manner not to cause any fire or explosion, in case of any possibility of any combustible or explosive substance in an area or empty space.
- Must make sure that any electrical equipment is not used indiscriminately or accidentally in the areas in which the flammable atmospheres might occur.
- Must ensure that an adequate fire station, which is tested properly, is established and kept available with respect to the dangerous cargo on board the ship, and that the relevant personnel is trained with respect to the firefighting, and that they perform the practice and drills with respect to such matter.

- **Environmental Protection**

The ship master transporting the dangerous cargo must make sure that any and all kinds of measures have been taken in order to prevent the accidental release of the dangerous cargo into the environment.

The master must ensure that any and all scupper holes are well closed, and that the absorbent and disposal material is available and kept properly available, by taking into account the safety of the ship and the personnel thereof. While cleaning the spillage area, it should be ensured that the proper measures are taken for the dangerous goods spilled. In order to prevent the accidental release of the dangerous cargo into the environment, it is of utmost importance to utilize the well-qualified and trained personnel, who have the sufficient knowledge about the risks arising from the dangerous cargo transported, and the use of the correct and safe response procedures with respect to the dangerous cargo accidents. The personnel should be regularly trained with respect to the correct and safe use of equipment.

- **Reporting the Accidents**

In the event that any accident, which jeopardizes the safety of the ship's personnel or other ships in the port or the port or the property or the environment, has occurred within her/his ship due to handling of the dangerous cargo, then the ship master must ensure that the personnel, who is responsible for the handling, immediately ceases the operation until the adequate safety measures are taken.

The ship master must remind the each of her/his personnel of their obligations to report the accidents, which might occur during handling of the dangerous goods, to the personnel, who is responsible for the operation, and to the port authorities.

It is essential to identify the accident as quickly, fully and accurately as possible to the current emergency response center in order to provide an immediate and effective reaction, and to treat any personnel injured, and to mitigate the damage.

- **Coastal Facility**
  - **Mooring at the Jetty**

    Coastal Facility Operator;
    - Must provide the adequate and safe mooring facility (depth and sufficient safe area, etc.), and that
    - The adequate and safe transportation is established between the ship and the coast.
  - **Inspection – Audit**

    In the event that the dangerous cargo is opened by any authorized personnel in order to check the contents, the coastal facility operator must ensure that the personnel, who is assigned to open the cargo, are aware of the probable dangers that might arise due to the dangerous cargo.
  - **Classification, Packing, Marking, Labeling, Placarding and Certification**

    When the dangerous cargo enters its premises, the coastal facility operator must ensure that it is documented/approved by the cargo official based on the relevant transport mode, in accordance with the IMDG CODE and relevant national and international requirements.
  - **Safe Handling and Sorting**

The coastal facility operator shall assign at least one authorized personnel who has sufficient knowledge of the national and international legal requirements for transport or handling of dangerous cargo and the sorting distances of the inappropriate dangerous cargo.

- **Emergency Procedures**

  The coastal facility operator must ensure that the proper emergency arrangements are performed, and it must bring the same to the attention of the relevant parties. Such regulations must cover:

  - Determining the appropriate Emergency operation point (operation center / unit in which the response operation will be managed in case of occurrence of any Emergency);
  - Notifying the appropriate emergency services, either inside or outside the facility, of the accident or emergency first verbally and then in the manner as specified under the Annex-14;
  - Notifying the port authority or the users of the land or sea side of the port area of the accident or emergency;
  - Keeping available the emergency response equipment, as specified under the ANNEX-12, based on the hazard of the dangerous cargo handled;
  - Carrying out the arrangements coordinated for release / emergency departure of the ship from the jetty in accordance with the procedures as prescribed under the Port Operating Instructions in case of any emergency;
  - It must ensure that the arrangements are carried out in a manner to ensure the safe entry to and exit from the Ship and Port Facility at all times.

- **Emergency Information**

  The STAR Terminal Port operator must keep available a list containing the quantity of the dangerous cargo, and the shipping name, if any, and the secondary risk, if any, and the packing group, and the currently available emergency services.

  The STAR Terminal Port operator must ensure that the emergency response procedures and emergency telephone numbers of the port or jetty are posted in the tanks or areas in which the dangerous cargo is transported or handled, or in easily visible certain locations.

  The STAR Terminal Port operator must clearly mark the fire and spillage/leakage fighting equipment and stations, and it must ensure that they are posted in the appropriate locations in a manner to pay the attention of the concerned parties.

  The STAR Terminal Port operator must inform the ship master about the emergency procedures, which are effective at the port area, and the services provided at the jetty.

- **Fire Measures**

  Coastal Facility Operator must ensure that:

  - The emergency services are always accessible to any ship from any location at the jetty or in the event that the ship is berthed.
  - The audible and visible alarms are established for emergency use in the port area, in other words, the rapid communication is established with the emergency services.
  - The jetty is equipped properly in order to provide the necessary firefighting water that is compatible with the ship equipment under the ship/coast contact arrangements that are in compliance with the international standards for the ships of 500 tons and above, regardless of the year of construction thereof.
  - Any and all areas, in which the dangerous cargo is handled, are kept clean and dry.
  - The ship master is informed about the positions of the nearest emergency services, which might be called, before the dangerous cargo is handled.
  - The lighting and other electrical equipment is equipped with the materials, which are safe against any flammable and explosive atmosphere, at the jetty in which the dangerous cargo is available.

  STAR Terminal Port Operator:

  - Must determine the areas in which smoking is not allowed.
  - Must ensure that the areas, in which smoking is not allowed, are hung as clearly visible pictorial diagrams in the important locations, and that the areas, in which smoking is free, do not pose a hazard. (Considering that

the dangerous cargo transported has a fire and explosion risk, it should be taken into account that the empty tanks, which keep containing the residues, have the combustible vapors and hazard risks.)

- Must make sure that the equipment or tools, which are used in order to check whether there is any combustible or explosive substance in an area or empty space, do not cause any fire or explosion.
- Must make sure that the equipment or tools to be used, including any sampling or measurement, constitutes the safe portable electrical equipment that can be used in any combustible atmosphere in a manner not to cause any fire or explosion, in case of any possibility of any combustible or explosive substance in an area or empty space, and that any electrical equipment is not used indiscriminately or accidentally in the areas in which the flammable atmospheres might occur.

- **Fire fighting**

  The STAR Terminal Port operator shall ensure that an adequate fire station, which is tested properly, and which is in compliance with the requirements of the regulatory authority of the region in which the dangerous cargo that is transported or handled is available, and the relevant personnel is trained with respect to the firefighting, and that they perform the practice and drills with respect to such matter.

- **Environmental Protection Measures**

  The STAR Terminal Port operator shall ensure that the dangerous cargo is handled in accordance with the requirements of the regulatory authority in the region.

  The STAR Terminal Port operator must ensure that any damage to the pipeline or tank, which transports the dangerous cargo, is repaired in accordance with the rules of the regulatory authority, and that the dangerous cargo is not transported and handles until it is re-packaged properly and it becomes proper and safe in all aspects for subsequent transport and handling.

  While cleaning the spillage area, it should be ensured that the proper measures are taken for the dangerous cargo spilled. In order to prevent the accidental release of the dangerous cargo into the environment, it is of utmost importance to utilize the well-qualified and trained personnel, who have the sufficient knowledge about the risks arising from the dangerous cargo transported, and the use of the correct and safe response procedures with respect to the dangerous cargo accidents. The personnel should be regularly trained with respect to the correct and safe use of equipment.

  The spare large-scale drums, absorbers or cleaning equipment, and the equipment that will prevent the liquid dangerous cargo from spreading (discharge inhibitors, absorbers and oil barriers, etc.) must be kept available, and the relevant personnel must be regularly trained with respect to use of proper and safe equipment.

- **General Considerations for Transporting the Bulk Liquid Dangerous Cargo (including the Liquefied Gases):**

  The following documentation must be particularly taken into account:

  - ICS/OCIMF/IAPH: International Safety Guidelines for Oil Tankers and Terminals (ISGOTT) – Current Edition
  - OCIMF: Oil Tankers, Combined Carriers, Commercial Tankers, Chemical Tankers and Gas Tankers, Barges, Tow trucks used to tow the Barges, and Vessel Inspection Questionnaire (VIQ) for vessels transporting the Package cargo – Current Edition
  - **Operational and Emergency Information**

    The Ship Master and STAR Terminal Port Operator must have the following information for each dangerous cargo transported or handled within their area of responsibility:

    - The production name of the cargo, and the UN Number thereof, if available, and the identification of the cargo's physical and chemical characteristics (including the reactivity) as required for environmental protection and handling;
    - The procedures for cargo/slop transfer, gas free, inert gases, ballast charging and ballast discharging;
    - The special equipment as required for safe handling of any certain cargo;
    - Proper emergency response procedures for:
      - Measures required to be taken in case of any spillage or leakage;
      - Countermeasures in case of any accident;
      - Firefighting measures and proper firefighting communication tools.

- **Ships Transporting Bulk Liquid Dangerous Cargo**
  - Conformity
    - The ship master must cooperate with the Port Master and the STAR Terminal Port Operator in order to provide a suitable space during handling of the liquid bulk dangerous cargo that react with the other cargo transported or handled in a physically and chemically dangerous manner; accordingly, any and all kinds of measures such as selection of the non-adjacent tanks, and selection of the separate ventilation and pumping and pipeline system for transportation are taken in order to handle the same in order to prevent occurrence of such dangers.
    - The ship master must ensure that the non-liquid bulk dangerous cargo does not come into contact with any tank, pipe, valve or any other equipment, which might pose any hazard by leakage, chemical reaction or otherwise, inside the ship. The Ship Master must also be aware of the combined dangers of the corrosive agents and solidification of the substances, which react with water, in the cargo's onboard ventilation pipes.
  - Handling

    The ship master must ensure that:
    - The entry of the flammable and/or toxic vapors to any service or control station, empty areas or engine room on board the ship must be prevented.
    - Except for the ventilation pipes, which are designed to relieve the excessive pressure or vacuum in a cargo space, any and all openings in the cargo space must be closed during handling of the flammable and/or toxic cargo or the ballast waters contaminated with such cargo, except as permitted by the Port Master and STAR Terminal Port.
    - Any ullage or equipment used for sampling or instrument measurement must not cause any ignition.

    Unless required by the operational needs, the port must be closed in case of being observed that the flammable cargo is reduced by wastage. In the event that it is required to be kept open for design reasons, then the open sections must be protected through a flame screen for a short period of time during the ullage, observation and sampling. The flame screen must be kept well-conditioned, clean and in good condition.

    In the event that any accident occurs during handling of the liquid dangerous bulk cargo, or that the ballast waters are contaminated with the liquid bulk dangerous cargo, accordingly, that the cargo pumping system and connection equipment are required to be repaired, or that it is responded to the uninterrupted flow of the liquid bulk dangerous cargo in any manner whatsoever, then the handling operation must be ceased, and it must not be re-started until the adequate safety measures, as approved by the port master coastal facility operator, are taken.
  - Gas – Free, Tank Cleaning and Choking

    The master of any ship transporting or having transported the liquid bulk dangerous cargo must ensure that the gas-free, tank cleaning (including the crude oil washing) or cleaning with the inert gases is in compliance with the ship's operational manual, which specifies the proper procedures. Such operational manuals must comply with ship rules established, and they must also follow the recommendations of the IMO and other organizations. The ship's operational manuals must be approved by the administration. The guidelines must contact with the choking gas system and the crude oil washing system.

    Except for the Crude Oil washing, no gas free, tank cleaning and choking operations are allowed within the STAR Terminal Port.
  - Preventing the spillage

    The ship master must ensure that, except for only necessary water discharge drains, any and all scupper holes are closed during the handling operation, and that such scuppers are checked regularly. In case of handling of the corrosive liquids or refrigerating gases, the scuppers may be kept open, provided that the port master allows the same, and that the sufficient backup water is always available in the nearby manifolds. However, the ship oil pollution emergency plan and the marine pollution emergency

plan/MARPOL 73/78 ANNEX I and ANNEX II requirements for the toxic liquids should always be taken into account.

- **Procedures for Additional Measures to be Taken Based on the Seasonal Conditions regarding Loading/Unloading and Limbo Operations of the Dangerous Cargo**
  - The dangerous loads may generally be affected by the high temperature (in summer) and rain, strong wind (applicable for the entire year) incidents based on the seasons. Due to its geographical location, the port facility is rarely exposed to the effects of snow and icing during the winter months.
  - In heavy rainy weather, the loading / unloading activities shall be suspended, by taking into account the personnel safety.
  - The loading and unloading operations shall be suspended in case of storms and sudden strong winds and lightning strikes.
  - In case of snow and icing, the port machineries and transfer vehicles shall not be allowed to operate until the slippery environment is eliminated, and the vehicles shall carry out the operations at the safest speed when the safe environment is ensured.
  - The relevant procedures are specified in the ship-coast checklist.
- **Procedures for Keeping the Combustible, Inflammable and Explosive Substances away from the Operations that Will/Might Generate Sparks and Non-Operating the Vehicles, Equipment or Tools that Will/Might Generate Sparks in the Dangerous Cargo Handling, Stowing and Storage Areas**

  Any and all hot works to be carried out in the port area or on board the ship shall be subject to the consent. Any and all sub-contractors or ship personnel, who will work in the STAR Terminal Port area or on board the ship, are essentially informed that they request a mechanism, which will ensure the isolation and insulation in terms of security, and the information plates about the work to be performed, and a work area bordered, and an evacuation plan, and the permits for working at height, if necessary. In the event that it is required to work in the places in which the risk of hazard is high, then the cargo, which contain the dangerous cargo, shall be moved to a safe distance before starting the work. Smoking is strictly prohibited in the environments in which the dangerous cargo is available. Accordingly, any permit shall be obtained in accordance with the STAR Terminal Port work permit procedures document.
- **DOCUMENTATION, CONTROL AND REGISTRATION**
  - **Procedures for Any and All Compulsory Documentation, Information and Certificates Related to Dangerous Goods and for Supply and Control Thereof by Their Officials**

    The documents that are beneficial to have at the port facility with respect to the dangerous cargo handling are provided as follows:
    - IMDG Code – International Maritime Dangerous Goods Code
    - IGC Code - International Code for Construction and Equipment of Ships Transporting Liquefied Gases in Bulk
    - ISGOTT - ISGOTT International Safety Guidelines for Oil Tankers and Terminals
    - The EmS Guide: Emergency Response Procedures for Ships Transporting Dangerous Goods, (with corrections)
    - Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), (along with its adjustments)
    - Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas
    - International Convention for the Safety of Life at Sea (SOLAS) 1974,
    - International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78), (ekleri ile)
    - MSC.1/Circ.1216 dated February 26, 2007
    - Regulation on Transportation of Dangerous Cargo by Sea and Cargo Safety
    - The Directive of Issuing of Coastal Facilities Dangerous Cargo Conformity Certificate
    - Ports Regulation
    - The relevant laws, statutes, regulations, circular letters, communiques, directives and implementing instructions.
  - **Procedures for Keeping the Up-to-Date List of Any and All Dangerous Cargo and Other Relevant Information at the Coastal Facility Site Regular and Complete**

    Any incoming dangerous cargo is recorded in the ship tracking file of the port.

- **Procedures for Checking that Any Dangerous Cargo Received by the Facility Have Been Identified Properly, and that the Correct Shipment Names of the Dangerous Cargo Have Been Used, and that They Have Been Classified and Declared Duly, and that They Have Been Loaded Safely to the Cargo Transportation Unit, and for Reporting the Check Results**

  The following notification rules shall be applicable for the dangerous cargo that will enter the port facility. When the cargo arrives, it shall be checked at the check points under the STAR Terminal Port operating procedure.

  Before arriving the port by land:

  It is not foreseen that any Dangerous Cargo shall be Transported to the STAR Terminal Port by land. In respect of transportation of the Hazardous Wastes, the actions shall be taken in accordance with the Waste Management Regulation.

  Before arriving the port by ship:

  Before arriving the port by ship, the STAR Planning and Sales Department shall determine the dangerous cargo based on the loading plan of the ship. Proper transportation name, hazard class, packing group and UN number of the dangerous cargo shall be identified and entered into the port operating system. When the cargo is discharged, it shall be transferred to the appropriate refinery tanks or storage areas allocated for storage purposes.

- **Drawing Up, Making Available and Using the Safety Data Sheet (SDS)**

  In addition to the general measures taken under the activities for dangerous goods at the STAR Terminal Port, the cargo official shall be requested to submit a Safety Data Sheet with respect to each dangerous cargo arriving from the sea to the port facility, or the dangerous cargo, or the cargo containing dangerous content. A Safety Data Sheet for Dangerous Goods shall be drawn up at the STAR Terminal Port specifically for the facility employees in order to ensure the occupational safety and health, if and when required by the OHSE officer or the party drawing up the SDS. It is the general standard for each cargo, which enters the port facility, and which contains the dangerous content, to have a Safety Data Sheet. In case of storage, transportation and emergency, the measures, as specified in the Safety Data Sheet, shall be taken immediately by the STAR Terminal Port officials. The relevant safety data sheets shall be retained digitally or physically for a period of 1 year on minimum basis.

- **Procedures for Keeping Records and Statistics of Dangerous Cargo**

  The information about the dangerous cargo shall be recorded regularly, and the statistical information shall be drawn up and reported upon the request of the competent authorities.

- **Information about the Quality Management System**

As STAR, all of our activities, which are carried out based on our continuous improvement targets, shall be maintained in an integrated manner with the management systems. Our company has ISO 9001, ISO 14001, ISO 45001 management systems certificates obtained from the relevant authorized certification organizations. The documents mentioned in these guidelines are numbered and recorded, and they have been made available to the relevant persons within the Company. Our activities intending to continuously enhance the importance, which is attached by us to the human and environmental health, and our shareholder satisfaction, by being subjected to the internal and external audits at least once a year within the year under such documents.

The processes shall be carried out through the QDMS system, and the necessary audits, documentation, control and registration processes shall be completed together with the concerned persons of the Quality Management Systems Directorate. Relevant documentation is provided as follows.

- **EMERGENCIES, PREPAREDNESS FOR EMERGENCIES, AND RESPONSE THERETO**
  - **Procedures for Response to the Dangerous Cargo that Will/Might Generate Risk Against the Life, Property and/or Environment and to the Dangerous Situations Involving the Dangerous Cargo**

It shall be carried out in accordance with the HSE-PLN-00001 Emergency Plan(s).

The emergency plan(s) shall always be applicable and effective. The emergency plan(s) shall cover the following matters:

- Scope thereof, and relationships thereof with the other plans
- Dangerous cargo available in the terminal area
- Rules and responsibilities
- Emergency types
  - Facility, Site, Cargo Fires

- Explosion
- Accident and injury
- Such natural disasters as the earthquake
- Such adverse weather conditions as storm
- Leakage or spillage of the dangerous cargo
- Marine pollution (E.g.: oil /fuel leakage)
- Power failure
- Fires onboard the ships

- Emergency response procedures
- Post-emergency response management styles
- Training and exercises
- Emergency response plan management
- Coordination with the external and concerned parties

- **Information about the Opportunity, Capability and Capacity of the Coastal Facility to Respond Any Emergency**

  The possibility to respond the emergencies that might be encountered during a period of 24 hours shall be limited to the technical possibilities and manpower owned by the facility. In case of any natural disaster or in case of any emergency in which the opportunities of the facility might be insufficient, the public or other private industrial opportunities shall be utilized. The opportunities to be utilized in case of fire are as provided under the in Annex-7, and the equipment to be used in case of spillage is as provided under the Annex-12.

- **Arrangements for First Response to the Accidents Involving the Dangerous Cargo (Matters for Procedures for Implementation of First Response, First Response Opportunities and Capabilities, etc.)**

  In case of any accident or incident, the following rules shall be observed:

  - In the event that the injury is caused by any dangerous cargo, then the first aid measures, as specified in the Chapter 4 of the Safety Data Sheet for the dangerous cargo exposed, shall be applied. Also, the toxicological effects of the goods as specified under the Chapter 11 must also be taken into account.
  - In the event that any person is injured, the first aid rules shall be applied based on the nature of the goods, or any health personnel, who can provide the closest first aid, shall be called, however, the injured person shall never be moved if it is not required to do so.
  - The person, who will respond the injured person, is required to use the appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. In the event that the injured person is affected by the environment (toxic gas, air-free or smoky environment) due to the persons using the appropriate protective equipment, such person must be taken out of this environment as soon as possible.
  - In the event that the injured person has come into contact with any corrosive substance, then s/he is required to get rid of the clothes, with which the substance is contaminated, as soon as possible.
  - Among the phones, as specified under the Section 6.2.7.6, the necessary ones shall be dialed, and the expert support or an ambulance shall be called.
  - Although it may seem insignificant, any and all injuries, which require the first aid, and the accidents and incidents, which do not cause any injury, shall absolutely be reported to the STAR Terminal Port Chief Engineering.

- **Notifications required to be serve inside and outside the facility in case of any emergency**

  The emergency contact details to be used within the facility in case of emergency is as provided under the Annex-3.

- **Procedures for reporting the accidents**

  In case of any emergency and/or any accident, it should be calmed down when the phone numbers, as specified in the article 6.2.7.6, are to be called, and the information about the area and building, in which the emergency has occurred, and the contact number of the caller, and the type of emergency should be briefly provided to the person called.

  It shall be of great importance that the information to be provided at this phase is accurate and understandable, and the first response to be applied shall be determined under such information. The notifications, in writing, shall be served through the HSE-FRM-00003 Incident / Accident Reporting Form as specified under the ANNEX-14.

- **Coordination, Support and Cooperation Method with Governmental Agencies**

In case of any requirement for emergency response, the organizational structure, which will manage the emergency, and which will ensure the coordination, support and/or cooperation with the official authorities, is as provided under the Annex-7 and Annex-9.

The institutions that can be contacted, coordinated, requested to provide support or only informed in case of any emergency, and the contact details thereof are provided as follows:

INSTITUTIONS TOBE CONTACTED IN CASE OF EMERGENCY	TELEPHONE
Emergency Call Center (Police & Fire Brigade & Ambulance & Gendarmerie & Security & Coast Guard)	ALO 112
District Governor's Office of Aliaga	0232 616 10 01
Aliaga Courthouse	0232 616 28 82
District Gendarmerie Command of Aliaga	0232 616 19 82
Coast Guard Command of Aliaga	0232 616 8137 / VHF 08
Police Department of Aliaga	0232 617 06 97
Aliaga Regional Port Authority	0232 616 19 93
Customs Office of Aliaga	0232 625 53 77
Office of the Mayor of Aliaga	0232 399 00 00
Aliaga State Hospital	0232 616 87 87
District Health Directorate of Aliaga	0232 616 89 89
Health Inspection Center Authority of Aliaga	0232 616 27 06
Aliaga AFAD	0232 478 17 01
PETKIM	0232 616 21 99

- **Emergency Evacuation Plan for Removal of the Ships and Marine Vehicles from the Coastal Facility in Case of Emergencies**

The notifications to be served and the and operation plans to be performed in accordance with the ABU-TRO-PLN-0001_0 STAR TERMINAL PORT EMERGENCY SHIP EVACUATION PLAN in order to remove the ships and marine vehicles from the coastal facility are provided as follows:

Fire broken out on board the ship or at the hetty and coastal facilities under the operation:

The port employee, who see or hear of the fire (ship operation employees, dock security personnel, CCTV personnel, technical personnel, or any port employee who is present on the dock due to her/his duty), shall call the Shift Supervisor, within or outside the working hours, through the numbers as provided in the article 8.6 hereof in the most rapid manner, and s/he shall report an emergency. In the event that the ship is required to depart the port upon the notification served, which will be decided by the ship master based on the extent and development of the incident and the consultation with the STAR Terminal Port Officials and the Port Master, then the following processes shall be completed:

- In the event that the operation continues, it shall be ceased, and the employees in relation to the operation shall be transferred to any safe location.
- In the event that the fire has broken out on board the ship, then the coastal connections on or near the ship shall be closed safely and rapidly.
- The fire brigade and the firefighting teams shall be informed for the purpose of the fire extinguishing operations at the dock, and the operation personnel shall be informed about the location of the fire as well as about entry of the fire extinguishing vehicles into the port area.
- The pilotage and towing organization and the hawsers shall be informed about the matter, and the towboats shall be requested to arrive the scene of the incident as soon as possible so that the ship can be pushed off.
- The towboats equipped with the fire extinguishing equipment shall also be requested to arrive the scene of the incident in order to respond the fire through the sea.
- The Port Authority shall be called and informed that the ship will depart the port due to any emergency.

- In the event that the machinery of the ship is in working condition, and that it can be pushed off the dock by its own means, then it shall be ensured that the dock ropes are released, and that the ship leaves the port as soon as possible; in the event that the machinery of the ship is not in working condition, then it shall be ensured that the ship leaves the port by means of any towboat.
- Any and all operations shall be reported to the Shift Supervisor.

The ship, moored at the dock, cutting the rope due to any sudden strong wind or storm:

- As a port operator, the meteorological conditions shall be continuously monitored. In case of severe storm notifications, then the operation employees, operators and the personnel on duty for the ships moored at the dock shall be informed about the matter. Primarily, it shall be ensured that the ropes of the ship are increased under any and all circumstances, and that the machinery of the ship shall always be kept available to take action based on the severity of the upcoming storm. Before the operation is not ceased yet or while it is continuing, in the event that the ship, which is moored at the dock, cuts the ropes, and that it starts to leave the dock, then the following processes shall be applied:
- In the event that the ship loading or unloading process continues, then the coastal connections shall be closed rapidly and safely, and it shall be informed, by means of the radio, that the ship will leave the dock.
- Although the ship has informed about the matter through the VHF call channel of the pilotage and towboat organization, an emergency call shall be made by radio or telephone as the port operator, and the towboats serving shall be requested to arrive the location of the ship, which will leave the dock, as soon as possible.
- Based on the decision of the ship master, a new rope may be provided at the dock, and it shall be ensured that the ship is re-moored, or that the ship leaves the dock by loosening the existing ropes.
- In the event that the ship under the operation leaves the dock for compelling reasons before the operation is completed, Aliaga Port Authority shall be informed about the matter.
- Any other matter with respect thereto are as provided under the Annex-21 “TRO-PLN-00001 Star Terminal Port Emergency Ship Evacuation Plan”.

- **Procedures for Handling and Disposal of the Dangerous Cargo Damaged and the Wastes Contaminated by Such Cargo**

  Since the Class 2 and Class 3 dangerous goods are handled, no dangerous cargo damaged shall be handled. It shall be ensured that it shall be managed within the facility in accordance with the “ENV-PLN-00004 Waste Management Plan”. It shall be temporarily stored in the refinery's waste storage area, and its final disposal shall be performed by the facilities that have been authorized by the Ministry of Environment and Urban Planning.

  The IMDG Code divides the dangerous cargo into different hazard classes, and each hazard class carries its specific hazards and risks. In case of leakage of any dangerous cargo during the unloading operations, then the following hazards might occur:

  - Suffocating, suffocating effect,
  - Poisoning,
  - Infection and burning effect on the living tissues,
  - Corrosion and skin burns,
  - Fire broken out in the work areas,
  - The effect to increase or spread the fire,
  - Explosion

  Therefore, it is required to be made sure that the dangerous cargo, which has leakage, is handled safely and securely, and that the protective materials and tools are full, complete and in working condition, and that leakage incidents are reported appropriately, and that the leakage is eliminated by checking the leaking flanges, connectors and pipe circuits, and finally that the leakage area is professionally cleaned in accordance with the rules and regulations.

  The methods and steps to be followed until the end of the process, including elimination of the leakage, are specified in the following work flow chart:

The role of the Environmental Unit to handle the goods with the risk of dangerous cargo leakage:

- The Environmental Official shall check the situation in the leakage area.

- In case of serious quantities of leakages and spillages, the Safety Data Sheet of the leaking/spilling dangerous cargo must absolutely be obtained before the leakage is checked.
- The Environment Official shall determine the type of the activity to be carried out, based on the hazard class of the dangerous cargo and the nature of the substance.
- The fire truck shall be kept available, if and when required.
- The leaking dangerous cargo or the wastes contaminated with the dangerous cargo shall be removed from the leakage area upon completion of the procedures for exiting from the door.
- The records in relation to the leakage and shipment shall kept for access if and when required.
- The area, in which the leakage is initially identified, shall also be checked by the Environmental Official; and in case of occurrence of any environmental pollution, it is required to be cleaned properly.
- The suitable personal protective materials shall be used based on the nature of the material during the operation, if and when required.
- After the leakage is stopped, each area contaminated by the leakage shall be cleaned appropriately either through the emergency equipment of the facility or through the agency of the Emergency Response Company, based on the level of the spillage.

The general processes and provisions to be followed based on the IMDG Code are provided as follows:

- After the leakage is identified, the scene of the incident shall be surrounded first:
- The area, in which the leakage has occurred, shall be surrounded by a security strip, and any unauthorized personnel is prevented from entering thereto, and the relevant units shall be informed about the matter.
- The risk shall be determined by performing a a risk assessment.
- The type of the leaking or spilling material, and the source and quantity of the leakage shall be determined. In respect of the dangerous cargo, the IMDG data and the Safety Data Sheet shall be obtained.
- It shall be ensured that the necessary Personal Protective Equipment is obtained.
- The appropriate personal protective equipment and materials shall be obtained before responding the leakage.
- The leakage shall be limited, and it shall be prevented from spreading, where possible: In order to prevent the leakage from spreading further, it shall be surrounded by the barriers first.
- It shall be ensured that the leakage is stopped, if possible:
- The procedures for cleaning the leakage shall be initiated:
- The leakage shall never be cleaned through the combustible substances such as sawdust; and the dry, neutral absorbent materials such as absorbent kit, sand, sorbent pads shall be used.
- In respect of the small quantity of liquid spillages, the absorption shall be performed by adding the absorbent substance/material thereon. In respect of the large quantity of spillages, a border/barrier shall be created around the same.
- It shall be prevented that the leaking/spilling substance is mixed with the soil and the underground and surface waters.
- Disposal of Wastes
- The salvage packages, in which the dangerous cargo will be placed, and which will be sent for disposal purposes, are required to be UN-type approved. The dangerous cargo cleaned shall be accumulated in the suitable waste bags or boxes, and they shall be sent to the Temporary Waste Storage Area within the port facility.
- It shall be delivered to the companies, which possess the hazardous waste transport license, in order to be disposed in the hazardous waste disposal facilities licensed in accordance with the Environmental Law and the regulations on Waste Disposal, and it shall be taken out of the port.

- **Emergency Drills and Records Thereof**

  At STAR Rafineri Aliaga Terminal, the drills and exercises shall be carried out in accordance with the ABU-PPM-PLN-0003 EMERGENCY DRILL PLAN and ABU-PPM-PRC-0009 EMERGENCY DRILL PROCEDURE, and the records shall be kept in accordance with the procedure specified.

- **Information about the Fire Protection Systems**

  The emergency and fire equipment are provided as follows:

  - Fire Hydrants

- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors, Emergency Warning Lamps in the Fields
- Electric Fire Pumps
- Diesel Fire Pumps

Emergency documents and materials:

- Emergency Phone Lists
- Jetty Fire Plan
- Emergency Safety Signs

- **Procedures for Approval, Inspection, Testing, Maintenance and Preparation of the Fire Protection Systems**

Emergency and Safety Equipment:

- **Fire Hydrants:** STAR Terminal Port shall keep a list of all fire hydrants. The Terminal Port Chief Engineering shall be responsible for quarterly inspections and tests and monthly inspections, and the Maintenance Department shall be responsible for repairs and maintenance. The inspection records shall be kept by STAR Terminal Port Chief Engineering.
- **Fire Extinguishers**: The STAR Terminal Port Chief Engineering shall keep a list of all fire extinguishers, and it shall be responsible for monthly inspection. All fire extinguishers shall have a label on which the last inspection date and the identification number of the STAR Terminal Port inspection personnel are specified.
- **Checking the fire extinguishing tubes:** It shall be carried out by any independent third party authorized by the Turkish authorities. The valid certificates obtained and the inspection records shall be kept and retained by the STAR Terminal Port.
- **Fire Cabinets and Fire Hoses:** The STAR Terminal Port shall keep a list of all fire cabinets. The STAR Terminal Port shall be responsible for quarterly inspections and tests and monthly inspections, and the Maintenance Department shall be responsible for repairs and maintenance. The inspection records shall be kept by STAR Terminal Port.
- **Fire Alarm Detectors, Emergency Warning Lamps in the Fields:** The maintenance and repair shall be carried out by the Maintenance Department on a scheduled basis, and any and all records shall be kept by such department.
- **Electric Fire Pumps:** The maintenance and repair shall be carried out by the Maintenance Department based on the maintenance schedule, and any and all records shall be kept by The Maintenance Department.
- **Diesel Fire Pumps:** The maintenance and repair shall be carried out by the touring team based on the maintenance schedule, and any and all records shall be kept by The Maintenance Department.

Other emergency materials:

- **Emergency Phone Lists:** STAR Terminal Port shall be responsible for ensuring that the relevant departments and emergency telephone lists are correct and up-to-date.
- **Jetty Fire Plan:** A copy of the Fire Plan shall be placed on the alarm panel, where applicable. The STAR Terminal Port or the relevant unit manager shall be responsible for keeping the fire plan up to date at all times.
- **Emergency Safety Signs:** The manager of each department or the unit manager shall be responsible for ensuring that any and all safety signs are at the location of their unit. The STAR Terminal Port shall be responsible for determining the "Escape Routes" and "Assembly Locations" and for posting such documents in the appropriate locations.

- **Measures to be Taken In Case of Failure in Operation of the Fire Protection Systems**

In case of any need for an emergency response and in case of failure of the fire protection systems, then the nearest team shall be informed by calling the telephone numbers as specified in the Section 8.6.

- **Other Risk Control Equipment**

Marine firefighting (Article 32 of the Ports Regulation):

- The marine fires that might occur in the administrative area of the port shall be responded by any and all public and private organizations in accordance with the provisions as prescribed under the Regulation on Preventive, Extinguishing and Rescue Measures to be Taken Against Fires That Might Start on Land, and Fires That Might Start at Sea, Port or Coast and then Reach and Spread on the Land, which has been put into force upon the Decree Nr. 7/10357, dated 06/8/1975, of the Council of Ministers. The immobile and mobile fire extinguishers, first aid units and equipment shall be kept in full, available and in working condition in the coastal facilities.

- The activities for extinguishment of any fire that might start in the coastal facilities shall be carried out by the fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant regulations. The organizations operating in the towboat field shall also participate in the extinguishing activities based on the instructions of the port authority.

- **OCCUPATIONAL HEALTH AND SAFETY**
  - **Occupational Health, Safety and Environment**

In terms of HSE, the main purpose is to ensure that any and all employees 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, and the requirements in the documents created, as defined with respect to the occupational health, safety and environmental management processes, and to audit the compliance therewith, and to warn those, who fails to comply with the rules, in case of non-compliance.

- **OHS**

- Identification of the hazards - and assessment of the risks - which are existing within STAR, or which might be exposed externally, shall be carried out based on the "HSM-PRC-001 OHS Hazard Identification and Risk Assessment Procedure". The protective and preventive measures must be taken in accordance with the hazards and risks identified in consequence of such assessment.
- The activities under the work permits management process must be carried out in accordance with the “STD-012 Hazard Assessment Risk Management Standard” and “STD-011 OHSE Work Authorization Standard”.
- The activities for working with chemicals in the site shall be carried out in accordance with the “HSM-PRC-002 Chemical Risk Assessment Procedure”.
- The minimum PPE to be used during the works must be identified, and it must comply with the requirements as set out under the "STD-001 Personal Protective Equipment (PPE) Standard".
- The responsible employee shall be obliged to have a First Aid Certificate for the purpose of responding any person who has been exposed to the electric shocks, and to receive the First Aid Training periodically for the purpose of the continuity of such certificate.
- In case of any emergency, it should be acted in compliance with the "STD-037 Emergency Management Standard".
- Any and all activities shall be carried out in accordance with the safe working methods, as specified under any and all OHS 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 rules of the OHSE Directorate.
- The Operations shall only be carried out by the trained and responsible personnel.
- In case of bad weather conditions (marine, rainy, windy weather), then the personnel shall pay utmost attention to the operations.
- The Basic Personal Protective Equipment Symbols required to be used as a <u>minimum</u> are provided as follows:

USE OF MFAG

In respect of the accidents involving the dangerous cargo, the Medical first aid guide (MFAG) shall be used as a reference with respect to the diagnosis and first treatment of the chemical poisonings.

The MFAG itself provides an overview of the possible toxic effects that might be encountered. The treatment known hereunder is specified in the appropriate tables, and it is even more comprehensive in the relevant sections of the annexes. The treatments hereunder shall address the accidental consequences of transportation of the dangerous goods. The accidental swallow of the toxic substances occurs rarely. The guidelines shall not cover the intentional swallowing. The minor accidents involving the chemicals do not usually cause the serious effects, provided that the appropriate first aid measures are taken. Although the number of the serious accidents reported is less, the accidents involving the chemicals that are toxic or corrosive might be dangerous, and they must be considered potentially serious until the affected person has fully recovered and until any contrary medical information is obtained.

Emergency Response		
ecover from any polluted atmosphere in the accidents? No	Yes	Go to Table 1
Has s/he stopped breathing? No	Yes	Go to Tables 2 and 3
Is the casualty unconscious? No	Yes	Go to Table 4
Is the casualty shaking?	Yes	Go to Table 5
No Has it contaminated with the eyes? No	Yes	Go to Table 7
Has it contaminated with the skin? No	Yes	Go to Table 8
Has the chemical been inhaled?	Yes	Go to Table 9
No		
Has the chemical been swallowed? No		Go to Table 10
Is there severe pain? No	Yes	Go to Table 13
Continue the diagnosis		

Diagnosis		
ıe chemical been known?	Yes	y a few items need a special treatment also Annex 15) ium oxide, calcium hydroxide (table7) sphorus, yellow or white (table 8) marin derivative pesticides (table 14 rofluoric acid, hydrogen fluorid rides (table 16) anophosphorus and carbamat cticides (table 17) nides (table 18) hanol and ethylene glycol (table 19) ioactive material (table 20)
. by means of the UN Number, produc l, shipping documents)		
No		
What is the current condition of the casualty?		
athing is rapid, shallow, difficult, irregular, or deep victim has a **cough, sneeze, hoarse voice, or severe breathlessness**		Table 3 and Annex 3 e 9 and Annex 9
pulse is slow, weak, or fast e has **blisters, burns, or frostbite**		Table 11 and Annex 11 Table 8 and Annex 8
casualty is **in coma** casualty is **shaking (seizures/attacks)**		Table 4 and Annex 4 Table 5 and Annex 5
casualty is **vomiting** casualty is **restless, excited, confused hallucination** casualty has **jaundice** (yellowing of the skin or eyes) re is a little or no **urine output**		Table 10 and Annex 10 Table 6 and Annex 6 Table 15 Table 12 and Annex 12
re is **blood** in the urine, vomit, or fecal matter or bleeding on the skin		e 14
What is the history of the current disease? How has the disease begun? What are the symptoms? Which symptoms are the most challenging?		
What disease has the casualty had before? Keep the record of the past illnesses, injuries and operations, and the current medication		

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- ### 9.1.2 Environment

The relevant environmental requirements and compliance obligations required to be observed during the operation are detailed in the "QAM-POL-002 STAR Integrated Management System Policy", "STD-007 Compliance Obligations Management Standard" and "ENV-PRC-001 Environmental Aspect and Impact Assessment Procedure". Accordingly, the prudent measures must be taken and monitored. The further information are provided under the unit-based documents.

- ### 9.1.3 Process Safety

The activities for the change management process must be carried out in accordance with the “PST-PRC-003 Process Security Change Management Procedure”. The Process Safety Change Management Procedure covers the changes to be performed in the existing equipment, materials, process inspections, operating systems or application/work method within STAR. The procedure shall be applicable for any and all changes other than the existing design or to an accepted practice, regardless of whether they are temporary or permanent. In STAR, the detail engineering or post-preliminary

review change management process for any and all kinds of changes to be performed within the scope as provided under such procedure shall be initiated by the person who will actually carry out the work in the field.

The activities required to be carried out in the STAR Operating Units in order to disable the process protection systems / safety systems, and the inspections and officials of such activities are specified in the "PST-PRC-001 Safety Systems Bypass Procedure". The activities for disabling or deactivating the process protection systems / safety systems, and for identifying the potential hazards, and for taking the necessary measures with respect to the safety and reliability must be carried out in accordance with such procedure.

In respect of deactivation of the safety systems:

- The deactivation process must be well planned, and it must be performed as documented, and it must be carried out under the control of the authorized person of the enterprise.
- A bypass permit form completed and approved must be accessible within the unit.
- The parameters to be monitored during the by-pass must be operational and traceable.

The Process Hazard Analysis (PHA) must be performed in order to systematically identify the potential hazards that might occur in the production, handling and storage of the hazardous chemicals, and to assess the effects thereof. The purpose of the PHA studies, which are required to be performed based on the "STD-033 Process Hazard Analysis Standard", is to identify and assess such serious hazards as the potential fires, explosions, undesired or uncontrolled chemical reactions, toxic gas emission, exposure to dangerous chemicals, which might arise, and to determine the control methods. The PHA outputs shall provide contribution to draw up the emergency drill scenarios and emergency response plans. By modeling the results of the PHA studies, the effect area of the hazardous incidents, their effects on the health and environment, and the risks shall be determined, and the facility positioning shall be assessed.

Some of the PHA methods constitutes What-if, checklists, HAZOP (Hazard and Operability Analysis), Fault Tree Analysis (FTA) and Event Tree Analysis (ETA), and Facility Positioning. The HAZOP studies must be performed in accordance with the “PST-PRC-002 HAZOP Implementation Procedure”.

During the operation, the “STD-034 Pre-Startup Safety Review (PSSR) Standard” must be followed in order to ensure that any and all necessary inspections have been performed before commissioning any facility, and that any and all matters, which can be checked for commissioning, are safe. The Pre-Startup Safety Review (PSSR) ishall constitute the final checkpoint, which questions whether any and all equipment is installed and maintained in accordance with the standards and whether any and all necessary inspections for the Process Safety Management System have been performed.

- **Information about the personal protective clothes, and procedures for use thereof**

These guidelines and the content thereof may never be in breach of the requirements, as prescribed under the national and international regulations, and they shall not relieve the parties of their responsibilities in accordance with the national and international regulations. In case of any conflict between these guidelines and the relevant national and international regulations, then the provisions, as prescribed under the relevant national and international regulations, shall apply. Also, it shall be applied in accordance with the ABU-HSM-PRC-0012 REFINERY AND PETROCHEMICAL BUSINESS UNIT PPE PROCEDURE at STAR Coastal Facility, and the "STD-001_1_Att3 PPE Matrix based on Activities" shall be taken as basis.

- **Measures and Procedures for Authorization for Access to the Confined Area**

The Measures and Procedures for Authorization for Access to the Confined Area and Procedures are described in detail in the OHS Internal Regulation, in the ABU-HSM-PRC-0009 CONFINED SPACE ENTRY PROCEDURE. The records for authorization for access to the confined areas shall be kept for a period of three years on minimum basis. Any personnel, who has been working at the coastal facility for a period less than six months, shall not be allowed to access the confined areas.

- **MISCELLANEOUS**
- **Validity of the Dangerous Cargo Conformity Certificate**

STAR Rafineri Port's Dangerous Cargo Conformity Certificate shall be valid and effective until 31.01.2025, which is the same date as the Coastal Facility Operating Permit.

These guidelines have been drawn up in accordance with the Regulation on Transportation of Dangerous Cargo by Sea and Loading Safety, as promulgated on the Official Journal dated November 14, 2021 with the issue number 31659, and Implementing Instruction on Dangerous Cargo Handling Guidelines, as published on May 2022; as issued by the Ministry of Transport and Infrastructure.

In the event that any additional instruction is published by the Administration with respect to the Dangerous Cargo Guidelines, or that there is technical and comprehensive administrative change at the STAR Coastal Facility, then these Dangerous Cargo Handling Guidelines shall be revised accordingly.
Any matter, which is specified under these Dangerous Cargo Handling Guidelines (DGHG), are required to be monitored based on the national and international provisions thereof, as amended by the ship masters and cargo officials. These guideline have been drawn up only as a guidelines, and the relevant parties shall legally be responsible for taking the necessary preventive measures / precautions even in the event that it is not specified in this DGHG. The STAR Coastal Facility shall be entitled to perform any change in these guidelines without being required to serve any additional notification thereto. The current version of the guidelines shall be kept in the port records. There shall be only a copy on the Internet for INFORMATION purposes.

- **Duties Identified for Dangerous Goods Security Consultant**

The main task of the Consultant is to determine the appropriate tools and activities within the limits of the enterprise and to facilitate the management of such activities in the safest manner as appropriate, under the responsibility of the Operating Official. In terms of the activities within the enterprise, the specific duties of any consultant are provided as follows:

- To monitor the compliance with the provisions as prescribed under the international agreements and conventions (ADR/IMDG) with respect to transportation of the dangerous goods.
- S/He/It shall offer suggestions to the business with respect to transportation of the dangerous goods in accordance with the provisions as prescribed under the ADR/IMDG.
- To drawn up the enterprise's annual activity report with respect to transportation of the dangerous goods within the period of first four months as of the end of the year and to submit the same to the Administration electronically.
- To identify the dangerous goods to be transported and to determine the obligations and compliance procedures provided under the IMDG/ADR with respect to such goods.
- To guide the enterprise to purchase the transportation vehicles to be used to transport the dangerous goods.
- To determine the procedures in relation to the control of the equipment used to transport, load and unload the dangerous goods.
- To provide the employees of the enterprise with the training with respect to the national and international regulations and any amendment thereto, and to ensure that they receive such training, and to keep the records for such training.
- To determine the emergency procedures to be applied in case of any accident or any incident that will affect the safety during the transportation, loading or unloading of the dangerous goods.
- To have the employees perform the exercises in relation thereto periodically, and to keep the records with respect thereto.
- To ensure that the actions are taken in order to prevent reoccurrence of the accidents or serious breaches.
- To ensure that the special terms conditions, as prescribed under the regulations on transportation of the dangerous goods, shall be taken into account with respect to selection and employment of any subcontractor or third party.
- To ensure that the employees, who are involved in transportation, loading or unloading of the dangerous goods, have knowledge of the operational procedures and instructions.
- To take measures intending to increase the awareness of the relevant personnel in order to be prepared for any possible risk during the transportation, loading or unloading of the dangerous goods.
- To create instructions intending to keep the documents and safety equipment required to be available in the vehicle during transportation based on the class of the dangerous goods.
- To record any and all kinds of works, including the training, audit and inspection with respect to the activities, and to keep such records for a period of 5 years, and to submit the same to the Administration upon the request.
- To draw up the operating security plan, as specified under the ADR/IMDG, and to cause to same to be implemented.
- To determine the procedures for actions and operations in relation to packaging, labeling, marking and loading of any cargo, which is loaded to the transportation vehicle, in accordance with the provisions as prescribed under (IMDG/ADR).
- To keep the records with respect to the persons and works audited, by specifying the date and time, regarding the audits to be carried out in relation to her/his duties within the enterprise.

- To stop any work until the hazard is eliminated in case of any hazard, and to start the work upon its own approval in case of elimination of the hazard, and to notify, in writing, the enterprise or the competent authorities of any phase during the process until the hazard is eliminated.
- In the event that any accident, which occurs during the transportation, loading or unloading within the enterprise for which it is responsible, causes any damage to the life, property and the environment, then TMGD shall collect any information about the accident, and it shall provide the enterprise management or the Administration with an accident report. Such report, which is drawn up by the TMGD, shall be sent to the Administration by the enterprise or TMGDK through www.turkiye.gov.tr within a period of one month. Such report shall not replace the report required to be drawn up under the international or national regulations.
- To draw up the enterprise's annual activity report with respect to transportation of the dangerous goods, in compliance with the format as determined by the Administration, within a period of the first four months as of the end of the year, and to submit the same to the TMGDK, within which s/he works, and to the enterprise, to which the consultancy service is provided, in order to be sent to the Administration through www.turkiye.gov.tr upon the request.
- TMGDs authorized under the IMDG Code shall draw up a quarterly report with respect to the responsibilities as set out under the Regulation on Transportation of Dangerous Cargo by Sea and Loading Safety at the coastal facilities, in which they serve, and to submit such report to the Administration.
- Except for the coastal facilities that will receive the TYUB for the first time, the TMGD shall be present at the coastal facility during the TYUB audits, and it shall actively participate in the audits.
- It shall draw up the dangerous goods handling and/or temporary storage sections of the Dangerous Cargo Handling Guidelines of the coastal facility along with the coastal facility, and it shall check its accuracy. TMGD's signature shall also be affixed on the sections of the guidelines regarding the handling and/or temporary storage of the dangerous cargo.
- In addition to the IMDG Code, it shall have knowledge of the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 practices, as appropriate, and the dangerous cargo activities of the coastal facility in general under the dangerous goods handled at the coastal facility. It shall notify, in writing, the coastal facility operator of its assessments with respect to whether the dangerous goods handled at the coastal facility are handled in compliance with the rules, with the periods as agreed with the coastal facility operator, provided that it shall not exceed 6 (six) months.

- **Matters for the Carriers of the Dangerous Cargo Arriving to / Departing from the Coastal Facility by Land**

  Such matters shall include the documents, which the road vehicles transporting the dangerous cargo are required to keep available during entry to / exit from the port or coastal facility area, and the equipment and equipment, which such vehicles are required to kept available, and the speed limits within the port area, etc., and the measures to be taken with respect to the hazards, threats and attacks from land and sea.

  There shall be no dangerous cargo entry to or exit from the STAR Terminal Port by land. The hazards, threats and attacks from the land and sea, and the measures to be taken are provided under the port ISPS plan. The actions shall be taken against any threat from the land and sea in accordance with the approved ISPS Port security plan.
- **Matters for the Carriers of the Dangerous Cargo Arriving to / Departing from the Coastal Facility by Sea**

  In case of any ship is to participate or is participating in any operation with respect to transportation or handling of the dangerous cargo in the port area, then a special sign, which is visible at daytime and night, shall be used.

  The reason for use of the daytime or night signal is to inform the maritime traffic and personnel available within the port area about the increase in the hazard due to the presence and handling of the dangerous cargo. The signals and signs to be used are provided as follows:
  - Daytime: “B” flag (I am loading, unloading or transporting dangerous cargo) and
  - At night: A strobe-free red light that is visible from 360°
- **Other Matters to be Added by the Coastal Facility**

  Prohibited Activities (Article 21 of the Ports Regulation):

- Any and all kinds of fishing, sailing, rowing or other water sports activities and swimming activities shall not be allowed in the approach channels of the coastal facilities, and at the mouths of the breakwaters, at the berthing and mooring areas, and at the anchorage areas.
- The boats for sports, recreational and entertainment purposes are required to navigate in a manner not to prevent the activities of other ships and sea vehicles in the port area and at a speed not to cause any damage, within the area limited by the breakwaters and in the bays. The Port Authority shall determine the appropriate speed limit when and where it deems necessary.
- The ships and marine vehicles arriving buoy in order to be moored or leaving the same, and the ships and marine vehicles other than those used for the coastal facility services may not pass through the buoys and buoy lines.
- The ships and marine vehicles may not be moored or berthed at any location, which do not have any authorization for coastal facility operation, or at any location, which are not operated or owned by any institution/organization. However, the Administration may perform temporary arrangements for the facilities, as deemed appropriate, in case of emergency.
- Those, which have an excessive trim or a hazardous inclination, and the ships and marine vehicles, which have the risk of environmental pollution due to any damage, and the ships and marine vehicles, which do not have the documentation in relation to towing and transporting the dangerous cargo, however, which transport the dangerous cargo, may not berth at, or leave, the coastal facilities without the consent of the port authority.

Other matters subject to the consent of the port authority (Article 22 of the Report Regulation):

- Before establishment of the coastal structures and aquaculture production areas to be constructed following receipt of the necessary authorizations and approvals from the relevant institutions/organizations, the concerned persons shall obtain permit from the Port Authority in order to start the operations.
- It is required to obtain permit from the port authority before buoying, diving, seabed and underwater studies, seabed dredging and similar activities. The ships and marine vehicles used for such activities shall show the daytime signs and sound the signals by using a light in accordance with the regulations.
- It is required to file a request for permission to the port authority at least 15 days before for the races that will start from any port administrative area and end at any other port administrative area, and at least 7 days before for the other competitions and activities.
- Unless any permission is obtained from the port authority, the races and similar activities or organizations may not be held in the port administrative area.
- The water sports to be held in the port administrative area shall be carried out under the provisions as prescribed under the Regulation on Sportive Activities for Tourism Purposes, as promulgated on the Official Journal, dated 23/2/2011 with the issue number 27855, and under the other relevant regulations. The port authority shall be entitled to ensure the safety and security of the life, property, navigation and environment in relation to water sports for tourism purposes. The port authority shall be authorized to impose any and all kinds of restrictions with respect to such activities and to cease such activities, by taking into account the safety and security of the life, property, navigation and the environment.
- Unless any permission is obtained from the port authority, the other ships and marine vehicles may not be alongside the ships and marine vehicles, which are moored, or which are in the coastal facilities. This paragraph shall exclude the agency and servo-motors, public ships, refueling ships, water tankers and coastal facility service ships, which go alongside, and such ships shall carry out their services in coordination with the coastal facilities operators, with the knowledge of the port master.
- The ship's captain or agency that will supply fuel, oil and water shall notify the relevant port authority of such matter before the supply operation.
- The fishing boats and yachts may go alongside each other's sides in the coastal facilities; however, they may not moored in double rows.
- Unless any permission is obtained from the port authority, the ships and marine vehicles available in the port areas may not carry out the repair, rasp and painting, welding and other hot work, lifeboat and/or boat releasing or other

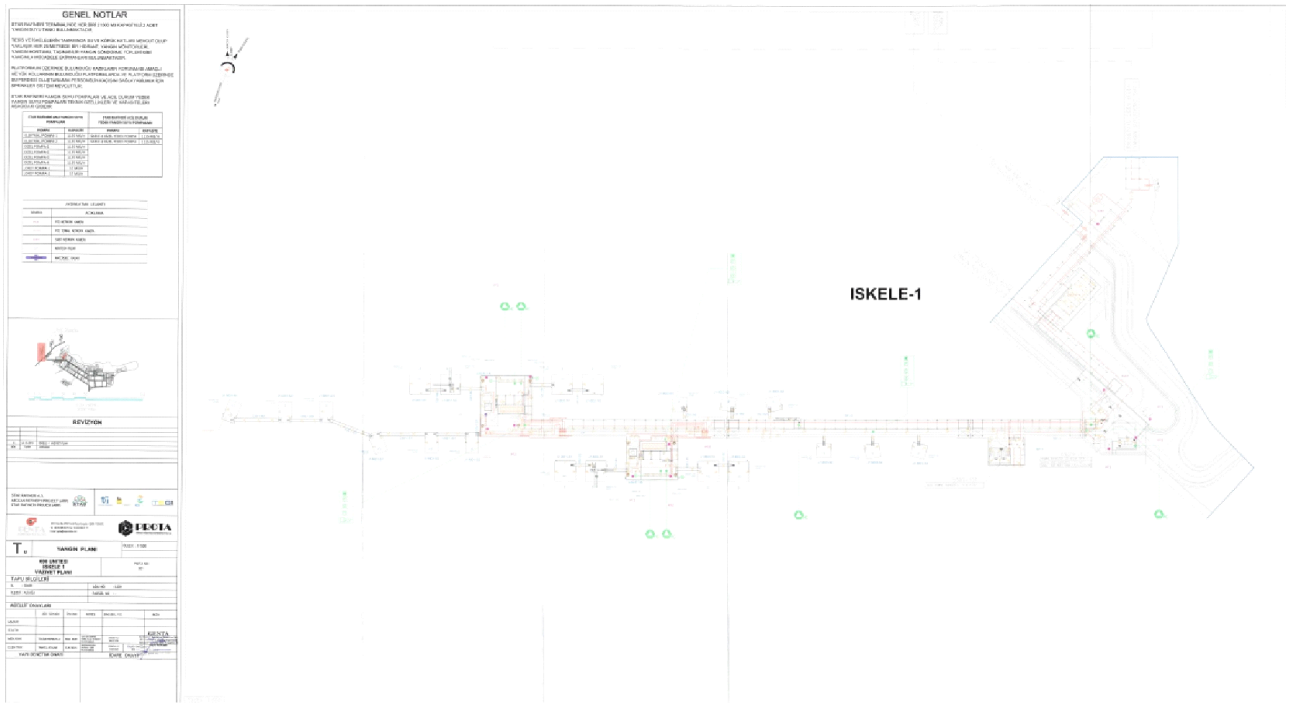
maintenance work processes. In the event that the ships and marine vehicles that will carry out such works are present in the coastal facility, then they are required to coordinate with the coastal facility operator.

- The coastal facilities available in the port administrative area shall notify the Cruising Hydrography and Oceanography Department of the Naval Forces Command for their geographical location to be recorded on the relevant nautical maps.
- The ships and marine vehicles may not change their anchorage areas without the consent of the port authority. However, those which cannot stay at their current location due to the adverse weather and sea conditions may leave their locations, and they moor at safer anchorage areas. The concerned persons thereof shall notify the port authority of such matter as soon as possible. The regulation on implementation of this paragraph shall be issued by the relevant port authority in the location in which there is a ship traffic services center.
- The ships and marine vehicles, which will not carry out any activity in the coastal facilities, however, which moor at the anchorage areas due to such force majeure reasons as adverse weather conditions and situations that might jeopardize the navigation, life, property, and environmental safety, shall immediately notify the relevant port authority and/or the pilotage organization of such matter. The regulation on implementation of this paragraph shall be issued by the relevant port authority in the location in which there is a Ship Traffic Services Center.
- The ships and marine vehicles may not berth at the head of the ships and marine vehicles which berth on stern-to basis.
- The floating equipment to be used in the beach areas within the port borders, and in front of the coastal hotels, motels, holiday villages, sites, and in the marine areas up to 200 meters from the coast in order to determine the boundaries of the swimming area shall be determined by the relevant authorities, and they shall be prepared completely between April 1 and November 15 each year, and they shall be preserved. The ships and marine vehicles may not enter the swimming areas determined. The port authority shall be authorized to perform any change in the boundaries of the swimming area based on the safety and security of the navigation, life, property and the environment.
- The limbo activities shall be carried out in the port administrative area subject to the consent of the port authority.
- The backup process shall be carried out upon the consent of the port authority in accordance with the procedures and principles determined by the Administration.
- At each port, the beach gear mooring and anchorage needs and the relevant arrangements shall be performed by the port authority, and the operating procedures and principles shall be determined by the Administration.
- The pilotage services shall be provided to the ships and marine vehicles, which do not have any permission in order to berth at the coastal facilities, and to the ships and marine vehicles, which do not have a conge (port exit certificate) or an anchorage order, subject to the consent of the port master.
- Any matter for determination of mooring, sheltering and navigation routes of the daily excursion boats shall be determined by the port authority, by taking into account the waste reception and other services, and it shall be approved by the Administration. The port master may impose any restriction on the capacity, entry-exit and usage in the event that the capacity of mooring and sheltering places is exceeded.

- **ANNEXES**
  - **ANNEX-1**: General Layout of the Coastal Facility
  - **ANNEX-2**: General View Photos of the Coastal Facility (1,2,3)
  - **ANNEX-3**: TRO-FRM-00010 Emergency Contact Points and Contact Details Form
  - **ANNEX-4**: General Layout of the Areas in which the Dangerous Cargo is Handled (as provided in the Annex-1)
  - **ANNEX-5**: Fire Plans of the Areas in which the Dangerous Cargo is Handled (as provided in the Annex-7)
  - **ANNEX-6**: General Fire Plans of the Facility (as provided in the Annex-7)
  - **ANNEX-7**: TRO-PLN-0002_1 Emergency Plan
  - **ANNEX-8**: Emergency Assembly Locations (as provided in the Annex-7)
  - **ANNEX-9**: Emergency Management Chart (ABU-HSE-PRC-0001_6 Emergency Management Procedure)
  - **ANNEX-10**: ABU-TRO-MAN-0004_0 Manual for Dangerous Cargo Handled at Coastal Facility
  - **ANNEX-11**: There is **NO** leakage areas and equipment, entry/exit drawings for CTU and Packages.
  - **ANNEX-12**: There is **NO** Inventory of the Port Service Ships.

- **ANNEX-13**: The Maritime Coordinates of the Port Authority Administrative Boundaries, Anchorage Points and Maritime Pilot Disembarkation/Embarkation Points
- **ANNEX-14**: Emergency Response Equipment Against Marine Pollution in the Coastal Facility
- **ANNEX-15**: Personal Protective Equipment (PPE) Usage Map
- **ANNEX-16**: ABU-HSM-FRM-0038_0 STAR Rafineri Coastal Facility Incident/Accident Reporting Form
- **ANNEX-17**: There is **NO** check results reporting from for the Dangerous Cargo Transporting Units (CTUs).
- **ANNEX-18**: There is **NO** Other Annexes Required.
- **ANNEX-19**: There is **NO** Additional Cargo Reporting Form under the Dangerous Cargo Handling Guidelines
- **ANNEX-1: General Layout of the Coastal Facility**

Jetty-1 General Layout Plan


GENEL NOTLAR
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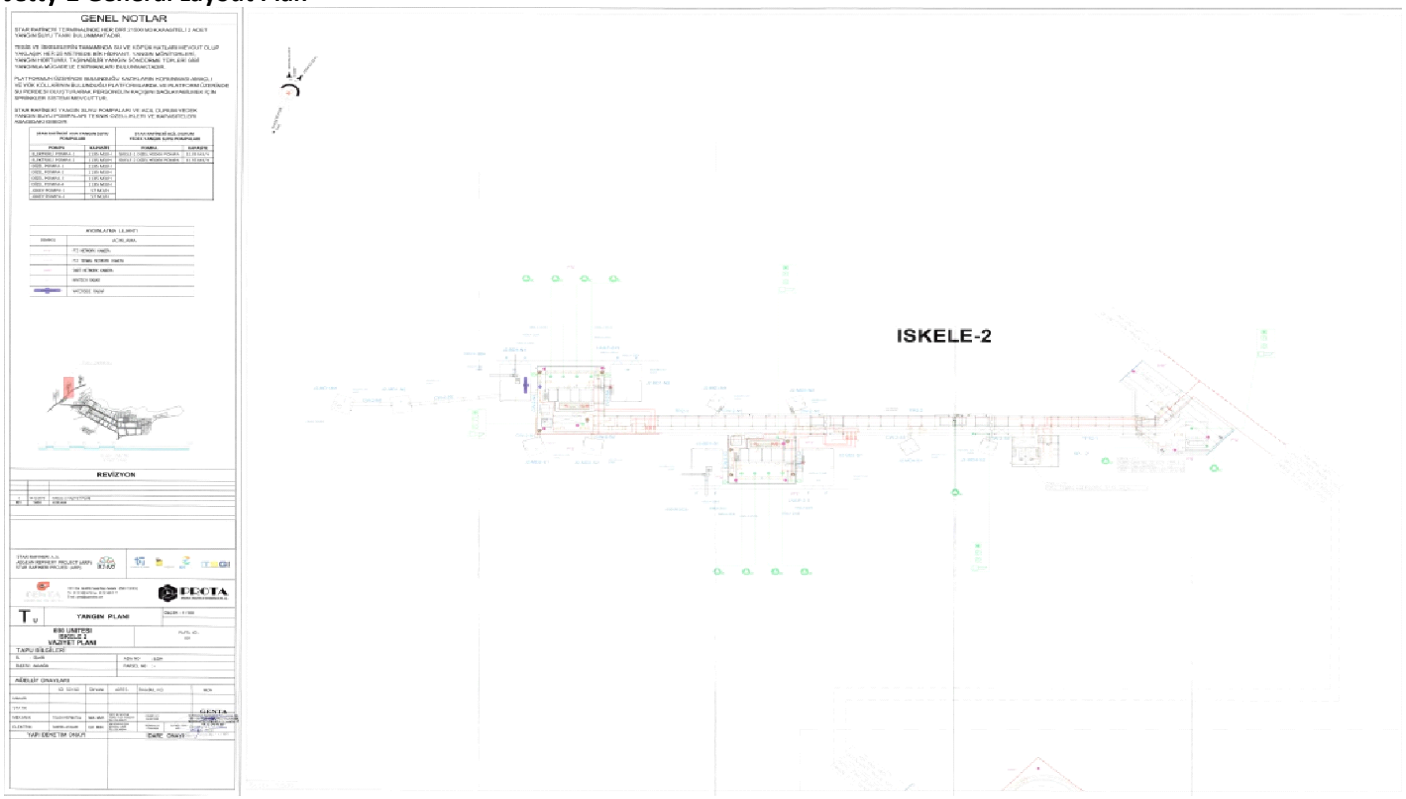
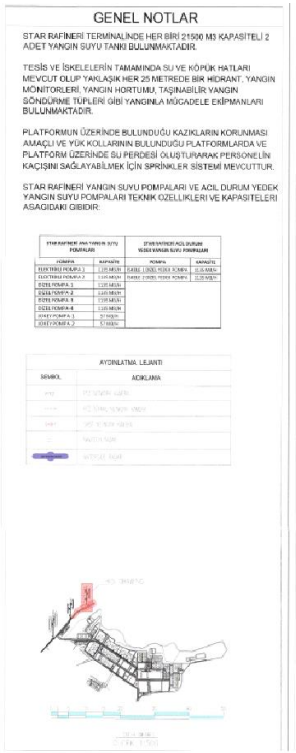
Jetty-2 General Layout Plan



Jetty-3 General Layout Plan



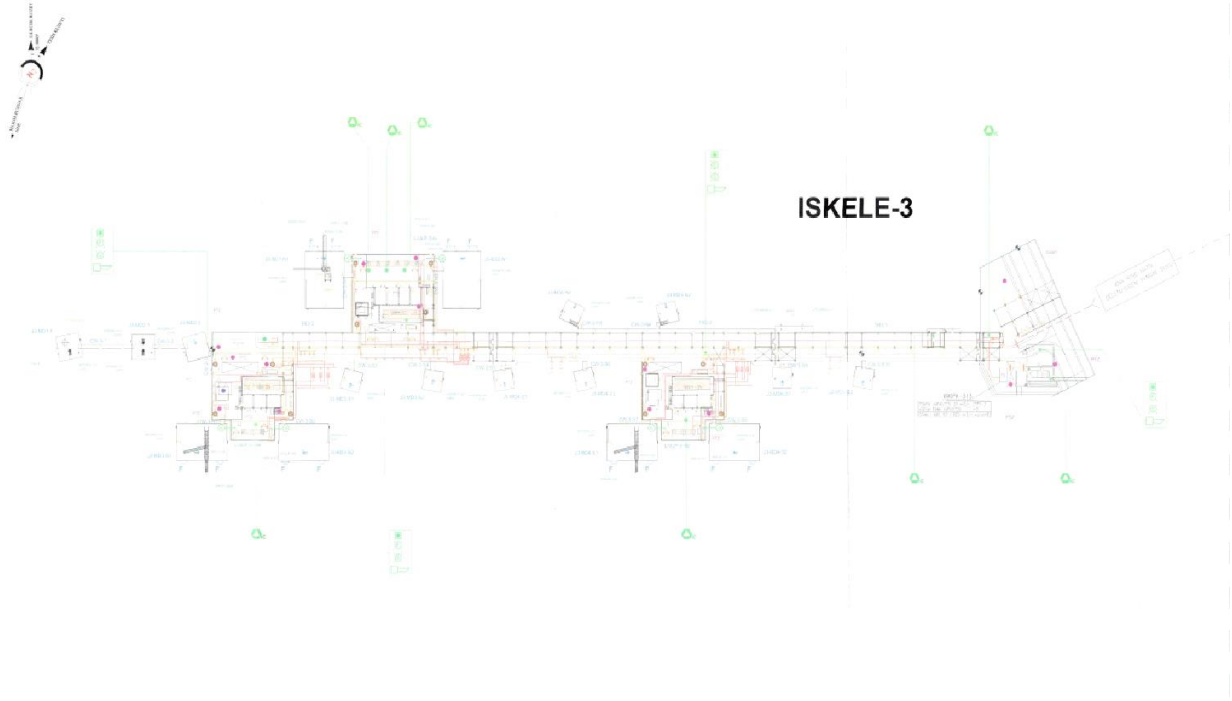
GENEL NOTLAR

STAR RAFİNERİ TERMİNALİNDE HER BİRİ 21500 M3 KAPASİTELİ 2 ADET YANGIN SUYU TANKI BULUNMAKTADIR.

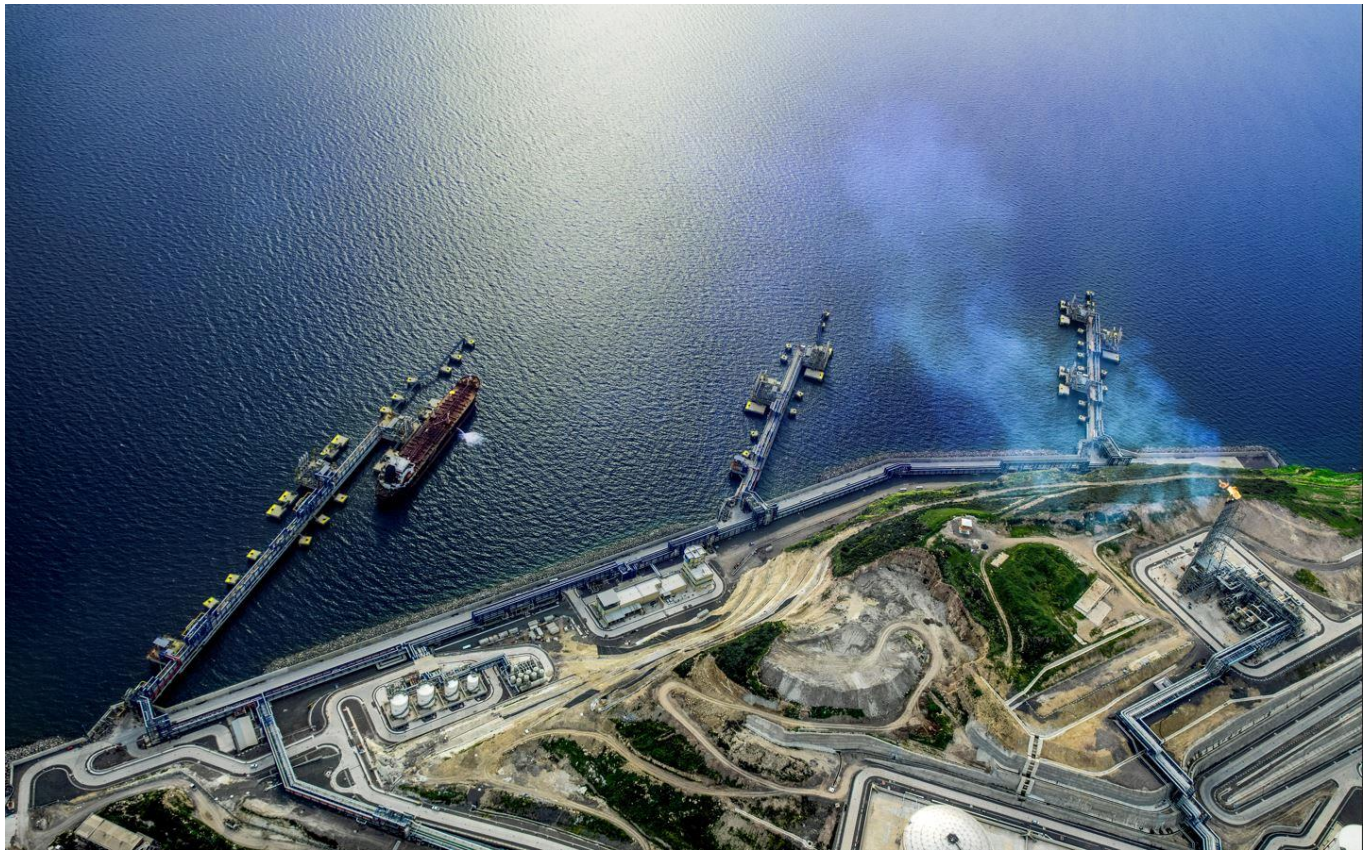
TESİS VE İSKELELERİN TAMAMINDA SU VE KÖPÜK HATLARI MEVCUT OLUP YAKLAŞIK HER 25 METREDE BİR HİDRANT, YANGIN MONİTÖRLERİ, YANGIN HORTUMU, TAŞINABİLİR YANGIN SÖNDÜRME TÜPLERİ GİBİ YANGINLA MÜCADELE EKİPMANLARI BULUNMAKTADIR.

PLATFORMUN ÜZERİNDE BULUNDUĞU KAZIKLARIN KORUNMASI AMAÇLI VE YÜK KOLLARININ BULUNDUĞU PLATFORMLARDA VE PLATFORM ÜZERİNDE SU PERDESİ OLUŞTURARAK PERSONELİN KAÇIŞINI SAĞLAYABİLMEK İÇİN SPRİNKLER SİSTEMİ MEVCUTTUR.

STAR RAFİNERİ YANGIN SUYU POMPALARI VE ACİL DURUM YEDEK YANGIN SUYU POMPALARI TEKNİK ÖZELLİKLERİ VE KAPASİTELERİ AŞAĞIDAKİ GİBİDİR.



- **ANNEX-2: General View Photos of the Coastal Facility (1,2,3)**



- **ANNEX-3: ~~ABU-TRO-FRM-00003~~ Emergency Contact Points and Contact Details ~~Form~~**

In addition to the information as specified in the Article 8.6, the following contact numbers

(logo) SOCAR	**SOCAR REFINERY AND PETROCHEMICALS BUSINESS UNIT**	Document Number	ABU-TRO-FRM-0003
		Date of Issue	2905.2018
		Revision Number	0
		Page	1 of 1

In case of any emergency, the measures required to be taken by the port officers and ship personnel are provided as follows:

- In case of any emergency affecting the ships at STAR Terminal, then the ship 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 ship, then the Terminal officials should be informed about the matter through the VFH channel 71/16. In case of failure to establish connection through the VHF, then you can reach the terminal management through the numbers as specified in the Loading Master and/or Shift Supervisor contact numbers at +90 538 054 29 42.
- The ambulance, fire and security organizations within STAR may be reached at the following numbers.
  < Ambulance: +90 (549) 352 40 20
  < Fire Brigade: +90 (555) 969 12 33
  < Security: +90 (549) 792 13 63

CONTACT NUMBERS

Contact Details of STAR RAFINERI A.S:
Telephone: 0232 966 60 00
Fax: 0232 966 60 01
E-mail: info@socar.com.tr
Address: Siteler Mah. Aygaz Cad. No:21/1 35800 Aliaga/IZMIR

STAR Jetty Official and Port Facility Security Official (PFSO):
Full Name: Erdem KARAMAN (Jetty Operations Manager)
Certificate Number: 10900672
Mobile Phone: +90 232 966 62 57
Telephone: +90 232 966 62 57
Fax: +90 232 966 60 01
Web: www.starrafineri.com.tr
E-mail: erdem.karaman@socar.com.tr
Address: Siteler Mah. Aygaz Cad. 21/1 35800 Aliaga/IZMIR

Pilotage and Towage Services: Aliaga Nemrut Marshalling Station
Kilavuzluk ve Acil Mudahale Hizmetleri, Nemrut Bay / Aliaga
Sahil Cad. No:36 Cakmakli Koyu 35800 Aliaga – IZMIR
Telephone: +90 232 625 5152 – Fax +90 232 625 5323

Aliaga Port Authority Telephone Numbers:
Telephone: +90 232 616 19 93
Fax: +90 232 616 41 06
Address: Kultur Mahallesi, Fevzi Pasa Cad. No:10, 35800 Aliaga /IZMIR

Restricted (External Parties) & No Personal Data

- **ANNEX-4: General Layout of the Areas in which the Dangerous Cargo is Handled (as provided in the Annex-1)**
- **ANNEX-5: Fire Plans of the Areas in which the Dangerous Cargo is Handled (as provided in the Annex-1)**
- **ANNEX-6: General Fire Plans of the Facility (as provided in the Annex-1)**
- **ANNEX-7: ABU-TRO-PLN-0002 Emergency Plan** *(See ABU-TRO-PLN-0002_1 Plan as attached separately)*

COASTAL FACILITY EMERGENCY PLAN

- **ANNEX-8: Emergency Assembly Locations**
  As provided in the Annex-7
- **ANNEX-9: Emergency Management Chart** *(See ABU-HSE-PRC-0001_6 Document as attached separately)*

(logo) SOCAR	**SOCAR REFINERY AND PETROCHEMICALS BUSINESS UNIT**	ument Number	I-TRO-PRC-0001
		e of Issue	09.2022
		ision Number	
		e	1

EMERGENCY MANAGEMENT PROCEDURE

DRAWN UP BY	**CHECKED BY**	**APPROVED BY**
Rescue Operations Manager *OZHAN ESEN*	**Business Processes and Quality Management Systems Directorate**	**Facility Security Manager** **AHMET YANIK** **Deputy Head of Occupational Health, Safety and Environment** **SERAL ERKUT**

- **EK-10.ABU-TRO-MAN-0004_0 Manual for Dangerous Cargo Handled at Coastal Facility** *(See ABU-TRO-MAN-0004_0 Plan as attached separately)*

(logo) SOCAR	**SOCAR REFINERY AND PETROCHEMICALS BUSINESS UNIT**	ument Number	-TRO-MAN-0004
		e of Issue	04.2018
		ision Number	
		e	22

MANUAL FOR DANGEROUS CARGO HANDLED AT COASTAL FACILITY

DRAWN UP BY	CHECKED BY	APPROVED BY
Jetty Operations Manager *ERDEM KARAMAN*	**Business Processes and Quality Management Systems Directorate**	**Jetty Operations Manager** *ERDEM KARAMAN* **Product Activities Director** *ULAS SINAN CENGIZ*

- ANNEX11: Leakage areas and Equipment, entry/exit drawings for CTU and Packages
  NONE.
- ANNEX12: Inventory of the Port Service Ships
  NONE.
- **ANNEX-13: The Maritime Coordinates of the Port Authority Administrative Boundaries, Anchorage Points and Maritime Pilot Disembarkation/Embarkation Points**
  The Document specified is accessible through the Sections 6.5.3 and 6.5.4 of ABU-TRO-PLN-0001.

6.5.3. Aliaga Regional Vessel Traffic Services

6.5.3.1. Vessel Traffic Service (VTS) Industrial Region

5 different industries provide services under Izmir Ship Traffic Services, and the areas owned by the industries are provided in the next table.

Star Terminal Port is located within the boundaries of Industry Aliaga, and the Industry Aliaga constitutes the sea area in the east of the line connecting the Kanli Burun and Aslan Burnu Lighthouse. The Industry Aliaga serves on the VHF Channel 69, and its Call Sign is "Industry Aliaga".

USTRY NAME	WORKING CHANNEL	L SIGN	
AKALE	CHANNEL 10	USTRY BABAKALE	
LI	CHANNEL 11	USTRY DIKILI	(PHOTO)
IR	CHANNEL 13	USTRY IZMIR	
ME	CHANNEL 14	USTRY CESME	
AGA	CHANNEL 69	USTRY ALIAGA	

Figure 5: Izmir Vessel Traffic Service Areas

6.5.3.2. Harbor Pilot Pick-up and Drop-off Area

There are a total of 6 different Harbor Pilot Pickup and Drop off positions within the Aliağa Port Administrative borders, and the Harbor Pilot's Coordinate number 5 shall be used in order to berth at the Star Terminal Port.

Maritime Pilot coordinate-S. 38° 47’ 15’’ K – 026° 52’ 30’’ D

(PHOTO)

inistrative Boundary Coordinates	horage Areas	bor Pilot Coordinates
nikli Cape)	hips Transporting Fuel Oil and Militart kers	1
ga Port Authority Anchorage Areas	ips Not Transporting Dangerous Good ips Transporting Dangerous Goods	
ga Port Authority Administrativ ndary	ips Not Transporting Dangerous Good ips Not Transporting Dangerous Good ips Transporting Dangerous Goods ips Arriving at Ship Dismantling Zone	

6.5.3.3. Traffic Separation Schemes

The following traffic separation scheme shall be followed with respect to berthing at the Nemrut Bay and Star Terminal Port, and the coordinates are provided as follows:

1) 38° 47’ 33’’ K - 026° 52’ 30’’ D
2) 38° 47’ 33’’ K - 026° 54’ 16’’ D
3) 38° 46’ 54’’ K - 026° 52’ 30’’ D
4) 38° 46’ 18’’ K - 026° 54’ 27’’ D

(PHOTO)
Nemrut Bay and Star Terminal Port Approach Traffic Separation Scheme
STAR Terminal Port Jetties

Figure 7: Nemrut Bay and Star Terminal Port Approach Traffic Separation Scheme

6.5.4. ANCHORAGE AREAS AND CAPACITIES THEREOF

In accordance with this ship evacuation plan, the ships that will leave the docks/jetties of the coastal facilities in Aliaga Port shall moor at the appropriate anchorage areas based on their types. In mandatory cases, the different usages in the anchorage areas determined based on the type, kind and tonnage of the ship and the anchorage of the ships outside the anchorage areas shall subject to the consent of the port authority.

Also, the port authority shall be authorized to determine the temporary anchorage area. The additional anchorage areas that will be needed in case of emergencies and the different usage of the existing anchorage areas shall be determined by the Ship Evacuation Coordinator in consequence of the coordination to be established with the Port Authority in case of occurrence of any incident that requires implementation of this evacuation plan, and they may be used by the ships evacuated.

The anchorage areas of the ships in Aliaga Port Area are set out under the Regulation, and their coordinates and sketches are provided as follows. As stated in the relevant Article;

a) Anchorage Area No 1: The anchorage area of the ships, which work in the cabotage line, and which transport the fuel, and the military tankers is the marine area constituted by the following coordinates.
1) 38° 49’ 00’’ K - 026° 57’ 48’’ D
2) 38° 49’ 00’’ K - 026° 58’ 24’’ D
3) 38° 49’ 39’’ K - 026° 58’ 24’’ D
4) 38° 49’ 39’’ K - 026° 57’ 48’’ D

(PHOTO)

Figure 8: Anchorage Area No 1: The Anchorage Area of the Ships Transporting Fuel Oil, and the Military Tankers, Working on the Cabotage Line

b) Anchorage Area No 2: The anchorage area of the ships, which do not transport the dangerous goods, and the military ships is the sea area constituted by the following coordinates.
1) 38° 53’ 00’’ K - 026° 59’ 30’’ D
2) 38° 52’ 12’’ K - 026° 59’ 30’’ D
3) 38° 51’ 36’’ K - 026° 57’ 48’’ D
4) 38° 53’ 00’’ K - 026° 57’ 48’’ D

c) Anchorage Area No 3: The anchorage area of the ships, which transport dangerous goods, and the nuclear powered military ships, and the ships, which will be quarantined, and the ships, which will carry out degassing process, is the sea area constituted by the following coordinates.
1) 38° 53’ 00’’ K - 026° 57’ 48’’ D
2) 38° 53’ 00’’ K - 026° 56’ 00’’ D
3) 38° 51’ 39’’ K - 026° 57’ 48’’ D

(PHOTO)

Figure 9: Anchorage Area No 2: The Anchorage Area of the Ships, Which Do Not Transport the Dangerous Goods, and The Military Ships
Anchorage Area No 3: The Anchorage Area of the Ships Which Transport Dangerous Goods, and The Nuclear Powered Military Ships, and The Ships Which Will Be Quarantined, and The Ships Which Will Carry Out Degassing Process

d) Anchorage Area No 4: The anchorage area of the ships, which do not transport the dangerous goods, and the military ships is the sea area constituted by the following coordinates.
1) 38° 44’ 42’’ K - 026° 53’ 30’’ D
2) 38° 44’ 42’’ K - 026° 52’ 54’’ D
3) 38° 45’ 54’’ K - 026° 51’ 48’’ D
4) 38° 45’ 54’’ K - 026° 53’ 00’’ D

(PHOTO)

Figure 10: Anchorage Area No 4: The Anchorage Area of the Ships, Which Do Not Transport the Dangerous Goods, and The Military Ships

e) Anchorage Area No 5: The anchorage area of the ships, which do not transport the dangerous goods, and the military ships is the sea area constituted by the following coordinates.
1) 38° 48’ 24’’ K - 026° 52’ 18’’ D
2) 38° 47’ 39’’ K - 026° 52’ 30’’ D
3) 38° 48’ 24’’ K - 026° 53’ 42’’ D
4) 38° 47’ 39’’ K - 026° 54’ 12’’ D

f) Anchorage Area No 6: The anchorage area of the ships, which transport dangerous goods, and the nuclear powered military ships, and the ships, which will be quarantined, and the ships, which will carry out degassing process, is the sea area constituted by the following coordinates.
1) 38° 49’ 06’’ K - 026° 52’ 06’’ D
2) 38° 48’ 24’’ K - 026° 52’ 18’’ D
3) 38° 49’ 06’’ K - 026° 53’ 12’’ D
4) 38° 48’ 24’’ K - 026° 53’ 42’’ D

(PHOTO)

Figure 11: Anchorage Area No 5: The Anchorage Area of the Ships, Which Do Not Transport the Dangerous Goods, and The Military Ships
Anchorage Area No 6: The Anchorage Area of the Ships Which Transport Dangerous Goods, and The Nuclear Powered Military Ships, and The Ships Which Will Be Quarantined, and The Ships Which Will Carry Out Degassing Process

g) Anchorage Area No 7: The anchorage area of the ships, which arrive at the Ship Dismantling Zone, is the marine area constituted by the following coordinates.
1) 38° 51’ 24’’ K - 026° 53’ 42’’ D
2) 38° 51’ 03’’ K - 026° 54’ 12’’ D
3) 38° 50’ 30’’ K - 026° 53’ 12’’ D

(PHOTO)

Figure 12: Anchorage Area No 7: The anchorage area of the ships arriving at the Ship Dismantling Zone

- **ANNEX-14: Emergency Response Equipment Against Marine Pollution in the Coastal Facility**

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The list of equipment, materials and vehicles recommended for the facility under the Level 1 is presented in the Table 4-76, and the list of equipment, materials and vehicles that might be required under the Level 2 and Level 3 is presented in the Table 4-77.

In respect of determination of the length of the barrier, it has been taken into account that the barrier is more than 3 times the length of the largest ship berthing at the jetty. The lengths of the longest ships arriving the facilities are respectively 277m for STAR Refinery, 185m for Petkim and 175.98m for STAD.

Equipment, Materials and Means Recommended to be Kept Available at the Three Facilities under the Table 4-76 Level 1

Number	Equipment/Material/Means	Features	Quantity Recommended to be Kept Available at the Facility
BARRIER AND COASTAL PROTECTION			
1	Offshore Barrier	Inflatable type or cylindrical fill-type barrier appropriate to the offshore conditions	1,500 m
2	Coastal Protection Barrier	To be used for Coastal Protection purposes	500 m.
3	Anchor Set	Water-gauge, anchor, chain and rope appropriate to the oil barrier	30 sets
SCRAPERS			
4	Scraper	Skimmer with a capacity of 20m3/h	4 sets
PUMPS			
5	Diaphragm Pump	Equipped with hose, fittings and filter	3 sets
SORBENT MATERIALS			
6	Sorbent Barrier	Sorbent barrier with a size of 20 cmx3m in a manner that the absorption capacity ratio (pollutant / sorbent) in mass will be 10	2,000 m
7	Sorbent Pad	Sorbent pad in packages of 100 pieces in a manner that the absorption capacity ratio (pollutant / sorbent) in mass will be 5	60 bundles
STORAGE AND BLOWER UNITS			
8	Portable Tank	With a capacity of 10m3/h, along with the tank primers, ceiling covers and floor mat	6 sets

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9	Portable Tank	With a capacity of 5 mg, along with the tank primers, ceiling covers and floor mat	6 sets
10	Floating Storage Tank	Floating storage tank with a capacity of 10 m3	6 sets
11	Floating Storage Tank	Floating storage tank with a capacity of 5 m3	6 sets
12	Waste Container	240 liters, plastic	6 pcs
WASHERS			
13	Pressure Washing Machine	Pressure Washing Machine for Coastal Cleaning	3 pcs
PROTECTIVE EQUIPMENT / MATERIALS			
14	Personal Protective Equipment	Tyvek Coveralls, goggles, gloves, work shoes, helmet	At a quantity to be sufficient for the Field Response Team
15	Citrus Organic Cleanser	Hand and body cleanser	15 liters
16	Safety Signs	Safety rape and safety signs	3 sets
MISCELLANEOUS			
17	Camera	For detecting and proving spillages	1 pc
18	Gear Measuring Machine	Equipped with 4 different types of gas measurements	3 pcs
19	Air Tube Breathing System	Along with a gas mask and packboard	6 sets
20	Full-Face Mask	Full face mask with the cartridge appropriate for H_2S	12 sets
21	Equipment To Be Used for Coastal Cleaning	Shovel, Wash Brush, etc.	At a quantity to be sufficient for the Field Response Team
22	Wheelbarrow	To be used in coastal cleaning	10 pcs
23	Radio	Equipped with the features to establish ground communication with the boat and vessel	9 pcs
BOATS			
24	Workboat	Featuring to be resistant to 4 beauforts appropriate for installing the barrier and badge	2 pcs

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** STAR Rafineri, Petkim and STAD are required to possess the equipment, specified in the Table 4.58, or to transfer the same to the authorized companies under the delegation process in accordance with the "Communique on Selection of Companies/Institutions/Organizations to Provide Services for Response to Emergencies and on Working Procedures of Companies/Institutions/Organizations with Certificate of Authorization and of Coastal Facilities Regarding Pollution of Marine Environment due to Oil and Other Harmful Substances" (Communique Number: 2009/4). Accordingly, they have executed an agreement with NRC Cevre Koruma Atik Yonetimi ve Aritma Hiz.A.Ş. with respect to the remaining equipment and services in order to use its own equipment.*

Table 4-77 Equipment, Materials and Means which might be Needed in 3 Facilities under the Level 2 and Level 3

Number	Equipment/Material/Means	Features	Quantity Recommended to be Kept Available at the Facility
BARRIER AND COASTAL PROTECTION			
1	Offshore Barrier	Inflatable type or cylindrical fill-type barrier appropriate to the offshore conditions	3,000 m
2	Coastal Protection Barrier	To be used for Coastal Protection purposes	1000 m.
3	Anchor Set	Water-gauge, anchor, chain and rope appropriate to the oil barrier	50 sets
SCRAPERS			
4	Skimmer	Skimmer with a capacity of 20m3/h	7 sets
PUMPS			
5	Diaphragm Pump	Equipped with hose, fittings and filter	4 sets
SORBENT MATERIALS			
6	Sorbent Barrier	Sorbent barrier with a size of 20 cmx3m in a manner that the absorption capacity ratio (pollutant / sorbent) in mass will be 10	3,000 m
7	Sorbent Pad	Sorbent pad in packages of 100 pieces in a manner that the absorption capacity ratio (pollutant / sorbent) in mass will be 5	150 bundles

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RAGE UNITS			
8	Portable Tank	With a capacity of 10m3/h, along with the tank primers, ceiling covers and floor mat	8 sets
9	Portable Tank	With a capacity of 5 mg, along with the tank primers, ceiling covers and floor mat	8 sets
10	Floating Storage Tank	Floating storage tank with a capacity of 10 m3	8 sets
11	Floating Storage Tank	Floating storage tank with a capacity of 5 m3	8 sets
12	Waste Container	240 liters, plastic	8 pcs
SHERS			
13	Pressure Washing Machine	Pressure Washing Machine for Coastal Cleaning	5 pcs
PROTECTIVE EQUIPMENT / MATERIALS			
14	Personal Protective Equipment	Tyvek Coveralls, goggles, gloves, work shoes, helmet	At a quantity to be sufficient for the Field Response Team
15	Eye Wash Unit	Portable	6 sets
16	Citrus Organic Cleanser	Hand and body cleanser	20 liters
17	Safety Signs	Safety rape and safety signs	6 sets
MISCELLANEOUS			
18	Gear Measuring Machine	Equipped with 4 different types of gas measurements	4 pcs
19	Air Tube Breathing System	Along with a gas mask and packboard	6 sets
20	Full-Face Mask	Full face mask with the cartridge appropriate for H_2S	24 sets
21	Lighting Tower	Lighting Tower-Along with Generator	3 pcs
22	Equipment To Be Used for Coastal Cleaning	Shovel, Wash Brush, etc.	At a quantity to be sufficient for the Field Response Team
23	Wheelbarrow	To be used in coastal cleaning	10 pcs
24	Bird and Wildlife Dispersal and Protection Equipment	For Protection of Wildlife	3 sets
BOATS			
25	Workboat	Featuring to be resistant to 4 beauforts appropriate for installing the barrier and badge	2 pcs

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26	Oil Spill Response Boat	Boat equipped with all necessary apparatus for responding to oil spillage	1 pc
MEANS			
27	Forklift	As an assistant in transportation of materials	1 pc
28	Pickup	Equipped with a capacity as necessary for transportation of materials	2 pcs
COMPUTER AND COMMUNICATION			
28	Office equipment	Equipment including computer, printer, fax, scanner and telephone	1 set

**STAR Rafineri, Petkim and STAD shall procure service from NRC Cevre Koruma Atik Yonetimi ve Aritma Hiz.A.S. that is a company, which has been authorized under such authorization, with respect to the spillages of Level 2 and Level 3 in accordance with the STAR "Communique on Selection of Companies/Institutions/Organizations to Provide Services for Response to Emergencies and on Working Procedures of Companies/Institutions/Organizations with Certificate of Authorization and of Coastal Facilities Regarding Pollution of Marine Environment due to Oil and Other Harmful Substances" (Communiqué No: 2009/4).*

**** The equipment, materials and means that might be required under the Level 2 and Level 3 as specified in the Table 4.16, may be used in conjunction with the equipment, materials and means as recommended to keep available in the facility under the Level 1 as specified in the Table 4.59 in case of any spillage under the Level 2 and Level 3.*

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- **ANNEX-15: Personal Protective Equipment (PPE) Usage Map**

• PPE SYMBOL	HELMET	WORK CLOTHING	STEEL TOE SHOES	ELECTRICIAN'S SHOES	CHEMICAL-RESISTANT BOOTS	GOGGLES	EARPLUG	HEADSET ATTACHABLE TO	LIFE VESTS	PERSONNEL-TYPE GAS	WELDER'S MASK	VISOR	HALF-FACE MASK	FULL-FACE MASK	GAS FILTER	ESCAPE MASK	DUST MASK	FRESH AIR RESPIRATORY	MOUNTING GLOVES	SERVICE MAN'S GLOVES	WELDER'S GLOVES	CHEMICAL GLOVES	DISPOSABLE OVERALLS	CHEMICAL OVERALLS	SHOCK ABSORBING ROPE	RETRACTABLE DROP	SEAT BELT HOOK	PARACHUTE TYPE
STANDARDS RK DEFINITION																												
y Operational Activities y Operational Activities-Jetty																												
Berthing and Ship Controls go Arm connection																												
oor Area Work-Welding Studies																												
Working-Grinding Works Work-Cutting Works																												
tric Works rking at Height																												
rking with Chemicals pling and transport of sample																												
erial Loading ng Works																												
dblasting Works mical Washing																												
ting Works ation Works																												
sure Tests																												

Any and all employees and visitors shall use the minimum PPE, as specified above herein, in accordance with the HARM and the working requirements, and in addition to these, they shall use the other equipment required based on the working methodology.

- **ANNEX-16: DANGEROUS GOODS INCIDENTS REPORTING FORM**

nber - Date: npany/Entity		
signor Further Action		TACT DETAILS

T FACILITY
NGEROUS GOODS INCIDENT REPORTING"
E:

ne time of occurrence of the accident,
ow and why the accident has occurred, if known,
cation (shore facility and/or on board the vessel), position and impact area of the accident, ç) Details on the vessel involved in the accident (nam IMO number, owner, operator, load and amount thereof, name of the captain and such similar details),
eteorological conditions, N number, proper shipping name (based on the applicable regulations specified under the definition of the dangerous goods), and quantity of th erous goods, Class or sub-class, if any, of the dangerous goods, Packaging group, if any, of the dangerous goods, Additional risks, if any, of the dangerous goods such as marine pollutant, Marking and labelling details of the dangerous goods, Package and cargo transportation unit, if any, of the dangerous goods, and features and number of the tanker, Producer, consignee of the dangerous goods, 6. Extent of the damage/contamination,
7. The number of the persons died and injured in the accident (if any),

8. Method to respond the accident,
9. The organizations from which the assistance is requested,
10. Other ships and neighboring facilities likely to be affected by the accident,
FORM DRAWN UP BY: Full Name : Position: Signature :

- **APPENDIX-17: CHECK RESULTS REPORTING FROM FOR THE DANGEROUS CARGO TRANSPORTING UNITS (CTUs)**
  No Container or CTU shall be handled at the facility.
- **ANNEX-18: OTHER ANNEXES REQUIRED:**
  None.