EGE GAZ A.Ş.

DANGEROUS GOODS GUIDE

ISSUE DATE: 28.12.2015

(See the revisions in Revision Page)

BERKIN MERMERCIOGLU

Terminal Operations Director

Prepared by	Checked by	Approved by
Operations Manager	Quality Systems Manager	Terminal Operations Director

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REVISION PAGE

No	Rev. No	Contents of Revision	Revision Date	Revised by	
				Name	Signature
1	1	All titles are revised.	11.05.2016	Erkan Çalışıyor Aytül Mangura	
2	2	All titles are revised.	03.06.2022	Erkan Çalışıyor Aytül Mangura Ümit Gürses	
3	3	"Aliağa Port Authority" changed to " Aliağa Regional Port Authority" DGSA representative information revised. Deadweight figure and jetty length revised. Site Plan and jetty layout revised.		Erkan Çalışıyor Aytül Mangura Ümit Gürses	

1. INTRODUCTION

1.1. FACILITY INFORMATION FORM

1	Name/title of facility.	EGE GAZ A.Ş.
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	Atatürk Mah. Karaağaç Cad. No:8 35800 Aliağa/İzmir Tel: +90 232 6182070 Fax: +90 232 6182090 e-mail:terminal@egegaz.com.tr www.egegaz.com.tr
3	Name of facility	EgeGaz Aliaga LNG Terminal
4	Province of the facility	İzmir
5	Contact Information of facility (address, phone, fax, e-mail and web page)	Atatürk Mah. Karaağaç Cad. No:8 35800 Aliağa/İzmir Tel: +90 232 6182070 Fax: +90 232 6182090 e-mail:terminal@egegaz.com.tr www.egegaz.com.tr
6	Geographical area of facility	Aliağa Arapçiftliği Location
7	Port Authority of facility and contact details	Aliağa Regional Port Authority Tel: +90 232 6161993 Fax:+90 232 6164106 e-mail:aliaga.liman@uab.gov.tr
8	Related municipality and contact details	Aliağa Municipality Tel: +90 232 3990000 Fax: +90 232 6163719
9	Name of the Free Zone or Organized Industrial Zone where the plant is located	-
10	Validity date of shore facility ~~Operating Permit~~ / Provisional Operating Permit	16.02.2024
11	Facility operating status	Own load and additional 3 rd person
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	K. Berkin Mermercioglu Tel: +90 232 6182070 Fax: +90 232 6182090 e-mail: bmermercioglu@egegaz.com.tr
13	Name and surname of responsible person for dangerous goods operation of facility, contact information information (phone, fax, e-mail)	Ümit Gürses Tel: +90 232 6182070 Fax: +90 232 6182090 e-mail: ugurses@egegaz.com.tr

14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information information(phone, fax, e-mail)	TMGD Ltd / Ozan Özçullu Tel: +90 541 3597719 e-mail: ozan@tmgddanismanlik.com
15	Marine coordinates of facility	Latitude : 38^0 49' 20" N Longitude : 26^0 54' 52,65" E
16	Type of dangerous goods handled in facility (goods under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	UN 1972 (LNG)
17	The dangerous goods handled in facility (dangerous goods other than the IMDG Code, among the cargo types in the 16th article, will be written separately. Additional cargo requests will be submitted to the related Port Authority with EK-1 form. It will be added to TYER when appropriate.	-
18	Classes of cargo handled, subject to IMDG Code	Class-2
19	Groups in characteristic table for handled cargo subject to IMSBC Code	-
20	Types of Ship berthing to facility	LNG vessel
21	Facility's distance to main road (kilometer)	7 km
22	Facility's distance to railway (km) or railway connection (Yes/No)	No Rail Link.
23	Facility's distance to closest airport (km) and its name	Adnan Menderes Airport/90 km
24	Goods handling capacity of facility (Ton/Year)	10.446.300
25	Whether scrap handling is done at the facility	No
26	Does facility have border crossing (Yes/No)	No
27	Is the facility a bonded area?(Yes/No)	Yes
28	Goods Handling equipment and capacity	16" 4 LNG arms, 1 gas/vapour return arm, LNG arm capacity: 3667 m^3/hr. Gas (NG) return arm capacity: 14.985 Nm^3/hr. 10" 1 LNG arm including 6" vapour return line, LNG capacity: 1600 m^3/hr.
29	Storage tank capacity (m^3)	2x140.000 m3 =280.000 m^3
30	Open storage area (m^2)	-
31	Semi-closed storage area (m^2)	-
32	Closed storage area (m^2)	-

33	Determined area for fumigation and/or decontamination from gas (m2).	-
34	Name/title of pilotage and towage service provider, contact information	Pilotage: Uzmar Uzmanlar Shipping Trade and Industry Ltd. Co. Tel: +90 232 4457600 Towage: Marin Tugboat and Pilotage Inc. Tel: +90 212 2433883 Towage: Sanmar Denizcilik Mak. ve Tic. Inc. Tel: +90 216 4585900
35	Has a Security Plan been created? (Yes/No)	Yes
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Bilge: 27 m^3 Sludge: 10 m^3 Sewage: 10 m^3/day Garbage: 11 m^3 Waste oil: 10 m^3 Scrubber Tank: 4 m^3
37	Port / Scaffolding etc. Properties of their areas	

Berth/Jetty No	Height (m)	Width (m)	Maximum water depth (m)	Minimum water depth (m)	Tonnage and height of the largest ship berthed (DWT-~~GT~~/m)
Main Jetty	390		19	16	160.000-345 m
Tugboat jetty	42	6,1	5	5	Tugboat
The name of the pipeline		Count (Piece)	Length (m)	Diameter of (m)	The name of the pipeline
LNG line		1	450	0,8128	Unloading line
NG line		1	450	0,254	Gas line
LNG circulation line		1	450	0,1524	LNG circulation line

1.2. DANGEROUS LIQUID BULK LOADS SAFE HANDLING OPERATION / PROCEDURES OF SHIP UNLOADING

The vessels will call at EgeGaz Terminal are responsible for providing following information.

Message upon Leaving Port of Loading;

Following information shall be sent by Master of the Vessel to the Terminal promptly after completion of loading:

- Date and time of departure

- Estimated Time of Arrival
- LNG loaded:
  - Quantity in m^3
  - Quantity mTON
  - Quantity in MJ ve mmbtu
  - Gross Heating Value in MJ/ m^3
  - Density in Kg/m^3
  - Temperature in °C and pressures in the ship's cargo tanks
  - Composition in mol %

Estimated Time of Arrival (E.T.A);

Having started to sail from the port of loading; Position of the vessel and E.T.A is to be reported immediately and subsequently every week and from 4 days before E.T.A, every 24 hours by means of fax and e-mail to the Terminal and shipping agent. Besides of that, the LNG vessel has to report the time of arrival 72 h, 48 h, 24 h, 6 h and 1 h prior to arrival at the Terminal (First radio call shall be made 1 h prior to arrival: by means of VHF CH 16).

In case of any change, the Terminal will be informed immediately by fax and e-mail.

Notice of Readiness;

The Master of LNG Ship shall give the customary Notice of Readiness as per SPA.

Pre-Arrival Information;

The master has to immediately report any malfunction that may affect the safety and performance of the operations to the terminal while the ship is within the port boundaries and/or at the jetty. Depending on the kind of defects, berthing of the Vessel might be refused or it might be requested to leave if it has berthed already. The Terminal shall not be responsible of any cost that may occur due to such refusal, in case it ever happens.

After berthing;

- The unloading arms will be connected after the controls of agent representative, custom representative, coastal sanitary officer and naval police.
- In order to reconcile safety and evacuation rules with the ship, a pre-discharge meeting is held with the captain of the ship.
- After custom clearence, cargo measurements and calculations will be performed with the attendance of third party inspector.
- The unloading operation will be done.
- After unloading, re-measurements and re-calculations will be performed.

- After unloading, unberthing operation of the LNG vessel will be carried out with pilot.

1.2.1. Requirements and Handling

1.2.1.1 Loading Arms

By the Vessel's Master and Shore Facility Operations Officer within their respective areas of responsibility:

a) In order to ensure the safety of life, property and the environment, the loading arms will always be kept under surveillance during the operation and their disconnection will be ensured in case of emergency.

b) The temperature and compatibility of the bulk liquid will be taken into account for appropriate loading arms. Loading arms should not be used at unsuitable working pressure and flow rate.

c) In case of emergencies, necessary equipment will be available for unloading the inner and outer arms before they are disconnected.

ç) The working limits of the loading arms should be compatible with the vessel.

d) In cases where more than one loading arm is connected, the position of the manifolds should be within the movement range of the arm to be connected.

e) Periodic maintenance and repair of each loading arm should be carried out, records are kept and suitability for use should be ensured.

1.2.1.2 Pipeline /Flexible Hoses

Vessel's Master and Shore Facility Operations Officer within their respective areas of responsibility:

a) Pipelines that are used at operating pressure in accordance with the temperature and characteristics of LNG.

b) Pipes that are damaged or likely to be damaged when exposed to impact are properly protected.

c) There are insulation flanges on the loading arms for LNG transfer. The loading arm on the sea side of the insulation section is conductive until the vessel, and the pipeline remaining on the land side of the insulation section is conductive to the grounding system of the jetty/dock.

ç) Each type of loading arm/pipe terminated with end fittings has been tested in accordance with standards and has a burst pressure certificate.

d) Before each loading arm/pipe is put into use, it is tested in accordance with national legislation and standards.

e) Each loading arm/pipe is long enough to prevent excessive tensions in the shore facility connections within the determined operating limits for the safety of the operation.

f) Loading arms/pipes used in the loading/discharging of LNG are kept under surveillance throughout the operation.

g) In case of emergency, the operation will be stopped by using the loading arms emergency release coupling (ERC) system in order to ensure the safety of life, property and environment.

(Note: Flexible hoses are not used at the jetty)

1.2.1.3 Preventive Measures

Vessel's Master and Shore Facility Operations Supervisor, within their respective areas of responsibility:

a) Controls of cargo handling equipments, fixings and fittings, measuring systems, emergency shutdown and alarm systems are tested before the start of the loading / unloading operation, and it is checked that they are in good condition.

Before LNG is pumped from ship to shore or shore to ship, the followings must be fulfilled:

1) Written agreement is made between the ship and the shore facility regarding the loading/unloading procedures, including the maximum loading or unloading capacity, considering the following:

- Assemblies, capacity and maximum permissible pressure values of the load circuits used for loading / evacuation of the ship and shore facility,

- The fixings and capacity of the cargo tank vapor discharge (venting) system,

- A pressure increase that may occur due to emergency shutdown,

- Possible electrostatic charge accumulation situation,

- Assigning responsible persons on behalf of both parties during the initiation of the loading / discharge operations to be carried out between the vessel and the shore facility,

2) In case of emergency that may occur during the handling operation, a written agreement is made between the ship and the shore facility regarding the signals to be used and actions to be taken.

3) The main outlet valves, relief valves and other valves that allow liquid bulk cargoes to flow out of the storage tank are locked securely in the closed position, except in non-operational and standby situations.

4) The operating buttons of the pumps that are used in LNG transfer are kept in the "off" position or they are kept in a place that only authorized personnel can reach.

5) When the loading arms, pipelines are not in use or at stanby condition, the load/discharge connections are securely closed with a cover or blind flange.

6) The handling, loading/discharge and storage of LNG is provided in such a way as it elaminates the possibility of a dangerous reaction with other incompatible loads and materials.

1.2.1.4 Pumping

Vessel's Master’s and Shore Facility Operations Supervisor, within their respective areas of responsibility:

a) It is ensured that the back pressure loading/discharge capacities are not exceeded by means of making controls regularly.

b) All precautions are taken to prevent any leakage in the pipeline, loading arm and equipment which are located on the vessel and the shore facility, and effective surveillance and monitoring is carried out during the handling operation.

c) During the handling operation, effective communication is provided between the vessel and the shore facility via UHF/VHF radio, Hotline and PABX.

ç) The ship shore safety checklist is kept ready for inspection during the handling operation.

d) In vessels that are handling dangerous liquid bulk cargo, degassing and tank cleaning at the same time can only be performed when permission granted by the Aliağa Regional Port

Authority and if all applicable measures are taken to prevent damage to the connected loading arms, flexible pipes and related equipment. Such operations are not allowed in our terminal.

e) During handling of liquid bulk cargoes, measurements are taken from the tanks by the vessel's authorized personal to ensure that the vessel's tank is not overfilled.

1.2.1.5 Shore Facility Operations Responsible

a) Takes adequate precautions to prevent short circuit in the insulation section,

b) To ensure that the insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,

c) In the case of a flammable environment, she/he ensures that other metallic connections between the shore and the ship are arranged or maintained in a way that does not allow sparks,

ç) She/he acts in accordance with the appropriate checklists in the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

1.2.1.6 Containment of Spills

a) In case of an accident, all discharge holes and pipes and all kinds of drains on the interface where LNG may leak are closed before the LNG loading/discharging operation starts, and it is ensured that they are kept closed throughout the operation. In addition, in case of any cargo spillage, appropriate collection and disposal of the spilled cargo by the shore facility is also provided.

1.2.1.7 Ignition Sources

a) In EGE GAZ A.Ş. LNG Terminal, electricity from the shore to the vessel will not be supplied except for emergency situations where the approval of the Aliağa Regional Port Authority is available.

1.2.1.8 Completion of the Operation

Vessel’s Master and Shore Facility Operations Officer within their respective areas of responsibility:

a) When loading/discharging of LNG is completed, the valves of the tanks that are emptied and filled are closed except when it is necessary to leave it open for the normal operations of the facility or the ship and the remaining pressure in the pipeline/loading arms used in the cargo operation are drained.

b) Loading Arms and pipes will be cleaned with nitrogen gas (by inerting) by emptying the liquid bulk cargoes after use. In cases where it is not possible or impossible to perform these operations, there are blind connections at the end points of the loading arms to prevent the boil-off or air inside from escaping.

c) All safety precautions are taken, including sealing with blind flange on the vessel manifold connections and loading arms.

d) Appropriate safety equipment and clothing are used.

2. RESPONSIBILITIES

All parties engaged in the transport of dangerous goods;

• They are obliged to take all necessary precautions to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage in case of an accident.

• In case of emergencies such as fire, leakage, spillage that occur during the transportation of dangerous goods, you can refer to the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.

•The Medical First Aid Guide (MFAG) in the IMDG Code annex can be consulted in order to provide the necessary medical first aid to the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents.

2.1) Responsibilities of Consignor:

(a) Prepares or makes mandatory documents, information and documents prepared related to dangerous goods, ensures that these documents are present with the cargo during the transportation activity.

(b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

(c) Provides that the dangerous goods are packaged in accordance with the rules by using approved packaging and cargo transport units, are safely loaded in the cargo transport unit and fixed securely.

2.2) Responsibilities of Shipper

(a) Requests the mandatory documents, information and documents related to dangerous goods from the consignor and ensures that they are present with the cargo during the transportation activity.

(b) Controls the compliance of the dangerous goods that are classified, packaged, marked, labeled and plated by the consignor.

(c) Controls that the dangerous goods are packaged in accordance with the rules by using approved packaging and cargo transport units, they are safely loaded in the cargo transport unit and fixed securely

2.3) Responsibilities of Shore Facility Manager:

(a) Cannot berth the ships carrying dangerous goods to the facility without the permission of the Aliağa Regional Port Authority.

(b) Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will berth at its facility.

(c) Does not handle dangerous goods for which it has not received a handling permit from the administiration, and it does not harm the vessels that will berth by planning in this conext.

(d) Requests mandatory documents, information and folders related to dangerous goods from the consignor and ensures that they are present with the cargo. If the relevant documents, information and folders cannot be provided by the consignor, it is not obliged to accept or handle the dangerous cargo at its facility.

(e) Carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship representative. Operator cannot make any changes on operation without knowledge of the ship representative.

(f) Determines the working limits by considering the safe working capacity of the facility and the weather forecasts, and takes the necessary measures for the ship to be safely berthed at the jetty and for handling.

(g) Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packed, labeled, plated and loaded safely to the cargo transfer unit.

(h) Ensures that all of its personnel who involve in dangerous goods operation and planning phase have docuements which proves personnel got related traning. Moreover, operator does not assign personnel who do not have these documents.

(i) Ensures that the dangerous goods handling equipment in the facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.

(j) Ensures that the employees use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the shore facility.

(k) Conducts dangerous goods operations at convenient jetty, berth, storage and entrepot.

(l) Equips the jetty and berth which is reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.

(m) Keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility, and in the open and closed areas of its facility, and gives this information to the relevant parties upon request.

(n) Notifies the Aliağa Regional Port Authority about the instant risk posed by the dangerous goods which is handled or temporarily stored in facility and the countermeasures for the risks.

(o) Notifies the Aliağa Regional Port Authority about the accidents related to dangerous goods, including the accidents about entrance to the confined areas.

(p) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the Aliağa Regional Port Authority.

(q) Ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be stored temporarily, are transported out of the shore facility as soon as possible, and in cases where it is necessary to wait, it applies to the administration for permission.

(r) Temporarily stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules. Takes precautions for fire, environment and safety at process area. Takes necessary safety precautions loading or unloading of dangerous goods to the vessels. Keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.

(s) Takes permission from the Aliağa Regional Port Authority before the hot work and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

(t) Prepares an emergency evacuation plan for the evacuation of vessels from shore facilities in case of emergency and submits it to the Aliağa Regional Port Authority and informs the relevant persons about the plan approved by the Aliağa Regional Port Authority.

(u) Ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

(v) Requests mandatory documents, information and documents related to dangerous goods from the consignor and ensures that they are present with the cargo. In case the relevant documents, information and documents cannot be provided by the consignor, operator does not have to accept to handle the dangerous cargo at its facility.

(w) In cargo operations and emergency situations, the vessel's master and operations officer, according to their areas of responsibility, provides the following information about the loaded/discharged or transported LNG to the Aliağa Regional Port Authority and other relevant persons:
Emergency response procedures, including:
- Providing specified in the Emergency Plans in case of spillage or leakage,
- Taking related measures in the Emergency Plan and within the scope of Occupational Health and Safety to prevent accidental contact of persons with dangerous goods,
- Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.

(x) Before and during LNG's handling and loading/evacuation operations, there are necessary warning notices/signs in written and pictograms at all entrances where the operation will take place.

(y) During the handling and loading/unloading of LNG, continuous communication is provided via UHF/VHF radio, Hotline and PABX, and the effectiveness of communication is maintained during bulk operations.

(z) According to the shore facility operator's area of responsibility, the low temperature liquefied gases should be loaded/discharged only if the following conditions are met.
- All relevant tanks, pipelines, loading arms at the shore facility are gradually and evenly cooled to prevent thermal stresses,
- All automatic controls, gas detectors and other related equipment are in working condition,
- Sufficient number of personal protective clothing and equipment are ready for use.

2.4) Responsibilities of Master:

(a) Ensures that the cargo to be carried by the vessel is certified as suitable for transportation and that the cargo tanks and cargo handling equipment are suitable for cargo transportation.
(b) Requests all mandatory documents, information and folders related to dangerous goods from the consignor and ensures that they are present with the cargo during the transportation activity.
(c) Ensures that the documents, information and folders required to be present on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
(d) Controls the transport documents containing information that the cargo transport goods loaded on the ship are appropriately marked, plated and loaded safely.
(e) Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar subjects.
(f) Keeps up-to-date lists of all dangerous cargoes on ship and declares them to the relevant parties upon request.
(g) Ensures that the loading program, if any, is approved and documented and kept in order.
(h) Informs the Aliağa Regional Port Authority and the shore facility about the instant risk posed by the dangerous cargoes on the ship that is berthed to shore facility and the measures taken for it.
(i) In case of leakage of the dangerous cargo or if there is such a possibility, it does not accept the dangerous cargo to transport.
(j) Notifies the Aliağa Regional Port Authority if vessels encountered dangerous cargo accidents that occur on the ship while sailing or at the shore facility.
(k) Provides the necessary support and cooperation for the checks and inspections carried out by the administration and the Aliağa Regional Port Authority.
(l) Rejects to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
(m) Ensures that the ship crew involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo.
(n) Provides the requirements for the loading safety of the goods loading on the ships.

(o) It is the Master's responsibility for ensuring the rules in the document "EgeGaz Terminal Port Regulations" are applied by the all vessel crew.

(p) In cargo operations and emergency situations, if necessary, information is presented to the Aliağa Regional Port Authority and other relevant parties by the vessel's master, regarding the dangerous liquid bulk cargoes that are loaded/discharged or transported, according to their areas of responsibility:

- Proper shipping name, UN number (if any) and description of its physical and chemical properties (including reactivity) of the dangerous cargo,
- Load transfer, slop transfer, degassing, inerting, ballasting, ballast discharge and tank cleaning procedures,

(q) The discharge/discharge operation of low-temperature liquefied gases should only be carried out if the following conditions are met, according to responsibilities of the vessel's master:

- All associated tanks, pipelines, loading arms and other pipelines of the ship on board and at the onshore facility should be cooled gradually and evenly to avoid thermal (thermal) stresses,
- All automatic controls, gas detectors and other related equipment must be in working condition,
- Adequate number of personal protective clothing and equipment should be ready for use.

3. RULES AND PRECAUTIONS TO BE FOLLOWED/APPLIED BY SHORE FACILITY

Personnel who are responsible in handling of dangerous goods, ship personnel and other related personnel should wear appropriate protective clothes according to the physical and chemical properties of the dangerous goods. Firefighting team should be equipped with convenient protective and all fire fighting equipments and first aid equipments are kept ready for use all time. In case of emergencies or accidents, first aid materials to be used for response are kept in places that are known and easily accessible by the personnel (administrative building infirmary room, jetty security room, maintenance workshop).

The "EYS-PL-015 Jetty Evacuation Plan" approved by the Aliağa Regional Port Authority is available for vessels.

Personnel who works in dangerous goods handling operations and who are allowed to enter the areas where these operations are carried out are given the necessary training and certificates in accordance with the Regulation on Training and Authorization within the scope of the International Code for Dangerous Goods Transported by Sea.

The Terminal representative (Unloading Master) who is on board representing the Terminal during the ship unloading operation is responsible for the following duties;

- Connection and disconnection of unloading arms,
- Providing harmony agreement between ship and shore,
- Filling in and checking "ISGOTT Ship/Shore Safety Check List in accordance to ISGOTT standards",
- Fixing observed glitches from the ship and shore side.

GENERAL RULES

While the vessel moored;

<u>Access to the Terminal</u>

- Port Facility Security Officer (PFSO) is responsible for security and control of access to the Terminal.
- The normal access to the Terminal facilities is via the main entrance.
- It is prohibited for vessel crew to enter Terminal or jetty area without obtaining permission from the Terminal.
- All visitors (pre-informed and authorized) will be registered at the gatehouse. Terminal Safety Manual governs all actions in the Terminal area. The Terminal has the right to accompany visitors, attendants or personnel going to or from the Vessel. All personnel within the Terminal area, including visitors, employee, and agent or ship crew shall carry an id card.

- The terminal will not provide any service for the vessel's personnel; Vessel personnel who need to land on the shore due to an urgent need are under the control and responsibility of the agent, and must meet the requirements of local laws and comply with Terminal security/security procedures.
- The Terminal reserves the right to board the Ship at any time to ensure that the Terminal Regulations are being followed.
- Terminal reserves the right to suspend all work in case of violation of the Terminal rules. Terminal is not responsible for the costs that will arise as a result of such situation.
- The Terminal has the sole responsibility of controlling access to the Berth area. Vehicles are not allowed to enter the Berth area during discharge operations.
- All kinds of vehicles coming to the LNG Truck Loading Facility, which are loaded in the shore facility, are completely free of static electricity, flame arrester apparatuses are installed on their exhausts and they are grounded. Flame arresters are provided by the tanker truck company. Trucks that are not flame-retardant are not admitted to the Shore Facility. This feature is not sought for tankers in ADR standards.

Access to the Ship

- Security and access control on board of the vessel are the Master's responsibility and remain subject to the Master's approval.
- The Terminal will provide and operate a Telescopic Gangway with a Saddle arrangement for location on the ships handrail/deck.
- The gangway will be lifted onto the deck by the Terminal personnel after the ship is securely moored, grounded and is allowed to be placed on the side of the ship by the Ship Master.
- The Master is required to provide assistance on the main deck to proper and safe positioning and removing of the Terminal gangway on board the Ship.
- The gangway shall be inspected once it is placed, it will be checked by the Ship and the Terminal to ensure that there is a safe transit for personnel between the Ship and the Berth.
- It remains within the responsibility of the Master to provide safe access from the end of the gangway steps to his vessel. Such safe access provisions includes:

1. Availability of a life buoy with at least 25 meters of rope,

   Any further illumination besides already available,

2. Safe access between termination of gangway steps and vessel main deck.

Emergency Escape

- The ship must comply with the EgeGaz Emergency Evacuation Procedure. A pilot or accommodation ladder will be placed on the port side of the ship's side.
- If an accommodation ladder is to be used, the foot of the ladder will be adjusted to be 5 meters above the sea level.
- The vessel shall ensure that this height is maintained during the unloading operation.
- The offshore lifeboat, if fitted, shall be ready for immediate use in case of emergency.

Drug & Alcohol Usage

If at any time the Terminal detects, or has reason to suspect, that the Master or any Crew members is under the influence of drugs or intoxicating liquor, the following course of action will be taken:

- All Cargo Handling Operations will be suspended immediately,
- Aliağa Regional Port Authority will be informed about the situation by the Terminal,
- In order to evaluate the situation, an investigation is going to be made with the participation of Aliağa Regional Port Authority, Terminal, Ship's Agency and other relevant authorities.
- Cargo operations are suspended until the terminal is satisfied that discharge can proceed safely. Terminal cannot be held responsible for any financial liabilities that may arise.
- The results of any investigation carried out as a result of suspending operations will be shared to the Ship’s Owners and Ship Charterers, and to other relevant authorities.

Pedestrian Safety

- In the terminal area, one should walk within the area limited by the yellow line on the left side of the road.
- It is forbidden to run in the terminal area, except for emergencies (fire, operational problems, etc.).

Fire Prevention

- The Ship’s Fire Control and Safety Plan must be posted adjacent to the gangway.
- The ship's water spray system must be ready for use at any time. The ship's fire water system must be pressurized at all times. Fire hoses shall be kept ready at the

top of each cargo tank and at the discharge manifold area, connected to the ship's fire water system and available for emergency use at any time.

- The Ship's fixed dry-powder system must be ready for immediate use, with control boxes opened for access.
- All external doors, windows and portholes of the ship must be kept closed. The suction dampers of air conditioners and fans that suck air from the direction of the discharge manifold should be closed. Window type air conditioners must be disconnected from their power supply.
- The use of Ship's radio installation is only authorized for receiving information only. The Ship's main transmitting aerials must be disconnected and earthed whilst unloading arms are connected to the vessel.
- The use of the Ship's radars during cargo handling operations is prohibited.
- Communication equipment used in the shore facility such as radios that are used in the loading/unloading operations of dangerous liquid bulk cargoes can be used safely in flammable or explosive environments.
- Portable or fixed electrical-electronic devices and equipment to be used in hazardous areas on the ship must be of an approved type for these areas (For example-EXI type) and must be kept in such a way as to ensure that their original approval certificates are valid.
- The use of naked lights is strictly prohibited on board the Ship and on the Berth area.
- Smoking on the Terminal area except designated smoking areas and Admin. Building is forbidden.
- Smoking on the Terminal area except designated smoking areas and is forbidden.
- Smoking on the Berth area is strictly prohibited. Smoking on board the Ship is only authorized in the designated smoking areas. Smoking and Non-smoking signs shall be displayed on board the Ship on arrival under the Master's authority.
- Hot work, mechanical or electrical repair works, brushing, painting, hammering, chipping, and operations involving the use of any power tools are prohibited on board the Ship.
- The use of Mobile telephones and pagers is prohibited in the vicinity of the Terminal and in the Ship's hazardous areas. Mobile telephones and pagers may be used on board of the Ship inside the accommodation area and with the Master's permission.
- The hand tools which produces ignition source is prohibited in the vicinity of the Terminal and in the Ship's hazardous areas. Non-spark tools can only be used in these areas.

Enviromental Waste

Leak and Pollution Prevention

- The ship will notify the Harbor Master as soon as possible of any leakage or pollution incident that occurs while berthing or leaving the Terminal berth or at the anchorage area.
- In the event that any pollution as per the Port Limits occurs, regardless of cause of origin, the person in charge or responsible for operation shall immediately report the incident to Aliağa Regional Port Authority via VHF Ch.16.
- On the ship deck, measures should be taken quickly to stop the pollution or prevent further contamination, and the oil leak causing the pollution should be isolated or cleaned.
- Failure to report a pollution incident is a serious offense against the regulations and persons who contravene this requirement will be liable to heavy fines and prosecution by Turkish Courts.
- A vigilant look out must be maintained by the vessel's crew in order to prevent and/or detect leaks or spillage during cargo handling or liquid nitrogen bunkering operations.
- The vessel shall immediately report any leaks or pollution to the terminal.
- Before discharge, leak test is going to be applied on Unloading Arms and manifold connections on the Ship with using the Terminal nitrogen supply prior to the commencement of cargo unloading operations. The pressure used for this leak test will be agreed between the Ship and Terminal and will be dependent upon the maximum expected operating pressure for the planned operation. The maximum allowed pressure in the unloading arms will be detailed in the Cargo Handling Agreement.
- Any unused Ship cargo and bunker connections must remain tightly closed and blanked. Whilst alongside the Terminal the bunkering is prohibited.
- Deck scuppers, drain holes, and drip trays on the Ship within the vicinity of any potential pollution area must be suitably plugged and any accumulated water or effluent drained off as required.

Defects and Deficiencies

- Any defect or deficiency occurring in the Ship's manning, or equipment during the cargo handling operations must be immediately reported to the Terminal.

Repairs and Maintenance

- Any repair or maintenance works (either cold or hot) which would impair the safety of the cargo handling operations or the maneuverability of the ship alongside the berth are strictly prohibited.
- While the ship is moored; Repair work involving burning, welding, cutting by welding, grinding, sanding including use of naked lights and similar works which

produces naked light is prohibited. These activities can only be carried out in the anchorage area with the "Hot Work Permit" issued by the Harbor Master.

- Any violation could result in the cessation of the cargo operations and the Vessel is requested to vacate the berth and put anchor pending a fully inquiry. The Vessel will be responsible for all the cost and delays whatsoever resulting from such action.
- More detailed additional information and procedures regarding hot works and processes, the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" should be consulted."

Fire Wires

- During the vessel's stay alongside, the fire wires should be kept in the bow and first quarter.
- The eye of the wire shall be lowered to the level of the sea, with the inboard end led directly through a fairlead to the bitts, or bollard, where the wire shall be made fast using a minimum five turns.
- There shall be no slack between the fairlead and the bollard.
- A rope that can support the rope should be tied just before the eye of the rope and positioned so that the eye of the rope is three meters above sea level.
- The eye shall be maintained at that height at all times while the Vessel is alongside.

Public Address Announcements

3. Public Address Announcement System has one minute automatic speech repeating alarm announcement facility inter tone signals. Pre-recorded speech signals are both in Turkish and English Language repeated every one-minute in associated tone signals.

4. SUMMARY OF TONE-SPEECH ALARMS

ALARM TYPE	TONE	SPEECH	
		ENGLISH	TURKISH
Fire in Terminal	800 Hz Siren 2	**Fire in Terminal**	**Terminal Sahasında Yangın**
Fire in Jetty	800 Hz Siren 2	**Fire in Jetty**	**İskelede Yangın**
LNG Leak in Terminal	800 Hz Yelp	**LNG Leak in Terminal**	**Terminal Sahasında LNG Kaçağı**
Gas Leak in Terminal	800 Hz Warble	**Gas Leak in Terminal**	**Terminal Sahasında Gaz Kaçağı**
Power Failure	800 Hz Intermittent Beeps	**Power Failure**	**Dikkat Elektrik Kesildi**
Chemical Spill	800 Hz Gated Siren	**Chemical Spill**	**Dikkat Kokulandırma Sisteminde Kaçak**
Emergency Shutdown	800 Hz Hi/Lo	**Emergency Shutdown**	**Dikkat Shutdown Sistemi Devreye Girdi**

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING AND STORAGE OF DANGEROUS BULK LOADS

Only LNG Cargo unloading and handling operations is performed in our Terminal.
Natural gas, refrigerated liquid
UN No: 1972
Class: 2
Hazard identification no: 223
Labels: 2.1
Packing instructions: P203

5. DANGEROUS GOODS MANUAL

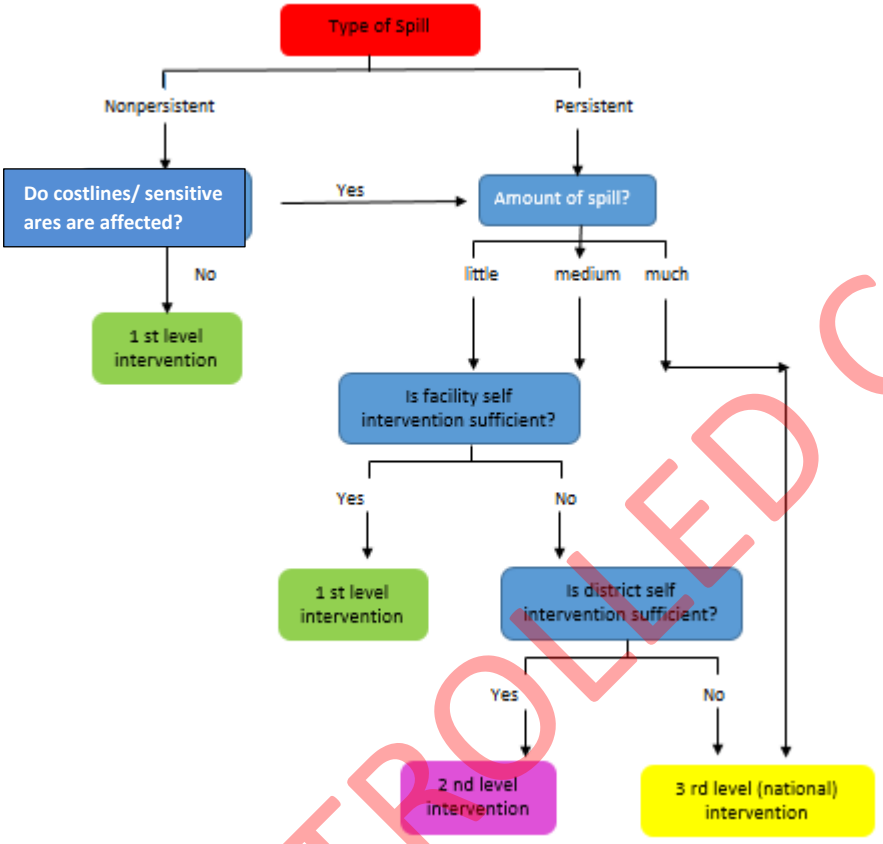
Only LNG Cargo handling operations is performed in our Terminal.

UN No	1972
UN Name	METHANE, REFRIGERATED LIQUID or NATURAL GAS , REFRIGERATED LIQUID
Class	2 / Gases
Classification Code	3F (Flammable liquids, without subsidiary risk and articles containing such substances)
Packing Group	
Labeling	2.1 

Special provisions		ADR Section 3.3.
Limited quatities	0	ADR Section 3.4
Excepted quantities	E0 (not permitted as excepted quantity)	ADR Section 3.5.1.2
Packing Instructions	P203	ADR Section 4.1.4
Special Packing Provisions		ADR Section 4.1.4
Mixed Packing Provisions	MP9	ADR Section 4.1.10.4
Portable Tanks and Bulk Containers Instructions	T75	ADR Section 4.2.5.2 - 7.3.2
Portable Tanks and Bulk Containers Special Provisions	TP5	ADR Section 4.2.5.3
ADR Tank Code	RxBN	ADR Section 4.3
ADR Tank Special Provisions	TU18 TA4 TT9	ADR Section 4.3.5 - 6.8.4
Vehicle for Tank Carriage	FL	ADR Section 9.1.1.2

Transport Category	2	ADR Section 1.1.3.6
Tunel Restriction Code	B/D	ADR Section 8.6
Special Provisions for Carriage - Packages	V5 (Packeges may not be carried in small containers.)	ADR Section 7.2.4
Special Provisions for Carriage - Bulk		ADR Section 7.3.3
Special Provisions for Carriage – Loading, Unloading and Handling	CV9 CV11 CV36	ADR Section 7.5.11
Special Provisions for Carriage – Operation	S2 S17	ADR Section 8.5
Hazard Identification No	223 (Refrigerated liqufied gas, flammable)	ADR Section 5.3.2.3

In case of oil/oil products spilling into the sea originating from ships and/or tugboats, an intervention is carried out in accordance with the Marine Pollution Law No. 5312 Intervention Plan.



Other emergency situation is fire.

Fire or Emergency Stations Which May Occur on the Vessel

The Vessel is unberthed from the jetty not to damage the Terminal and its surroundings, in cases where there is an uncontrollable gas outflow, because of breaking or splitting that may occur in any tank or pipeline of the ship, into the atmosphere that grows out of control, even if there is a struggle.

Fire or Emergency States on Terminal area

The vessel should be unberthed in case of uncontrolled accident and fire in Terminal to protect the vessel and environment.

Other reasons

The reasons that can give harm to vessels other than ship and shore generated as follows;

- Fire and explosion on the other vessels or shore facilities,

- Terrorist attacks,
- War,
- Natural disasters,
- Govermental reasons,
- Pollution,
- Depositioning of the vessel,
- Mooring equipment failure,
- Mechanical failure from ship side,
- Medical issues that can affect the ship and terminal

In such cases, vessels are unberthed immediately.

PREPARATION OF EMERGENCY RELEASE

- Unloading operation should be stopped and ready for releasing.
- Ship fire water system should be pressurized and water spray used for strategic sections.
- Vessel machinery, wheel and unberthing equipments should be ready for immediate use.
- If venting to the atmosphere is required, engine room personnel must be ready, all unnecessary receiving entries must be closed, all safety precautions related to normal operations due to the presence of flammable gas in the vicinity of the deck must be followed and a radio alert must be broadcast.
- All emergecy situations must be declared to Port Authorities.
- Fire and Police Department must be informed for all emergencies and for emergencies over Terminal capabilities.
- During the unloading of LNG ships at the terminal, 2 tugboats equipped with fire extinguishing systems should be kept during the discharge.

- Before the unberthing is made, a representative from the Aliağa Regional Port Authority, the responsible terminal officer, the tanker captain and the pilot captain must agree on the time and manner of the separation.
- If it is decided to unberth the ship urgently, the safe places where it can be transported under controlled conditions should be specified by the Aliağa Regional Port Authority.

  The decision that the tanker will be unberthed under control is based on the protection of human life, but should also cover the following conditions;

  - Tug boats capabilities,
  - Vessels unberthing capability with her own power,
  - Existance of anchorage area in emergency situations,
  - Fire fighting capabilities,
  - Proximity of other vessels,
  - Fire wires.

During the vessel's stay alongside, the fire wires should be positioned on the offshore bow and quarter. The eye of the wire shall be lowered to the level of the sea, with the inboard end led directly through a fairlead to the bitts, or bollard, where the wire shall be made fast using a minimum five turns. There shall be no slack between the fairlead and the bollard. A heaving line, or other comparable rope, shall be secured to the wire immediately inboard of the eye and hove up until the eye positioned at a height of approximately three (3) meters above the level of sea. The eye shall be maintained at that height at all times while the Vessel is alongside.

Emergency unberthing will be done after all conditions investigated.

EMERGENCY HOOKS RELEASE ACTIVATION IS TO BE DONE AFTER ALL CONDITIONS SATISFIED. IT SHOULD BE CONSIDERED AS A LAST OPTION.

EMERGENCY RELEASE

- Initiating an alarm
- Give information about emergency with Vhf and phone

- Make assesment with master
- Stopping discharge
- Activation of shore and ship emergency plan
- Inerting and disconnecting of the unloading arms
- Changes of current situation in unloading conditions and consisting of emergency release conditios
- A meeting should held about assessment of the situation with master, Terminal representative, Aliağa Regional Port Authority and pilot
- Deciding of emergency release
- Give information to neighbour facilities and other vessels
- Tug boats should situated for emergency unberthing
- Vessel preparedness should be done by master
- After unberthing and towing operation, decision and decleration of drifting area of the vessel.
- Approval of emergency release hooks activation by authorised personnel.
- Releasing the ropes and unberthing the vessel with the tug boats' aid.
- Towing to the drifting area specified by the Aliağa Regional Port Authority and keeping under control.

6. OPERATIONAL ISSUES

6.1 BERTHING AND MOORING

6.1.1. Pilotage

Pilotage is compulsory for LNG vessels navigating within the Port Area. One pilot will board the vessel prior to approaching the jetty at the limit of outer harbor between the Ilıca Cape and Tavsan Island. (38 49'N-026 50'E) Pilot boarding facilities shall comply IMO requirements.

6.1.2. Escort Vessels

During the approach of the vessel, after the outer port border, while the Q-Flex vessels are berthing and leaving, 4 tugboats, each with a power of at least 60 BP, and four tugboats with a power of 2x60 + 2x30 BP for Conventional vessels, will tow the LNG vessel with the engines stopped. These tugs will communicate with the ship continuously. The tugboats shall maintain the distance required by the Master in accordance with the advice of the Ship and the Pilot.

In accordance with the instructions of Aliağa Regional Port Authority, two stand-by tugboats, each with a power of at least 60 BP for Q-Flex vessels, and two stand-by tugboats with a power of 1x60 + 1x30 BP for conventional vessels, wait at the terminal in order to idle the ship at emergency during the discharge of the cargo.

6.1.3. Berthing

Ships will always berth starboard side alongside unless previously discussed and agreed by the Vessel, the Terminal and the Aliağa Regional Port Authority.

When the LNG vessel reaches the LNG Terminal limits, contact will then be made by VHF radio with the LNG Terminal in order to test the communication system.

All communication during incoming manoeuvres must be through VHF channel 12,13,14,16.

Before berthing operation, the Master will ask for permission to berth and the permission will be granted if the following conditions are fulfilled:

- Acceptance of the Ship by Aliağa Regional Port Authority, (shall be confirmed by shipping agent)
- The technical condition of the vessel is in accordance with the vessel check list, (shall be confirmed by pilot)
- The terminal facilities are ready,

- The actual wind speed is less than 10.3 m/sec,
- Visibility must be at least 750 meters, (at night 1,500 meters)
- Wave height at a level not affecting the reading of list and trim of the ship,

When permission is not granted, the LNG vessel will be directed to a safe anchorage area.

Only daylight berthing operation will be permitted.

Berthing operation of the LNG vessel will be carried out under the instructions of the pilot on board with tug boats escorting the vessel.

The berthing philosophy is to maneuver the vessel into a position parallel to the jetty by tugs and then push the vessel onto the breasting dolphins. To avoid damage to the fenders the vessel should be landed squarely on to the fenders with a contact speed not exceeding 0,06 m/second.

The Master and the Terminal will agree to the final ship position in accordance with the Ship and Terminal Cargo handling arrangements.

6.1.4. Moorings

The layout for the mooring arrangement of EgeGaz LNG Terminal Berths was developed to suit a wide range of LNG Tanker designs. The vessel mooring arrangement is determined by Mooring Analysis Study performed by vessel owners considering the required weather conditions and the vessel is moored accordingly. All mooring and breasting dolphins are equipped quick release mooring hooks with load sensors and are monitored with a Tension Monitoring system located in the Main Terminal Control Room and also can be monitored locally.

The LNG vessels range within 60.000 m3 to 200.000 m3 shall be moored minimum with sixteen steel mooring lines and range over 200.000 m3 shall be moored minimum eighteen steel mooring lines of the same specification, unless a different mooring arrangement is submitted to and approved by the Terminal Management in advance.

1. The Master is responsible for providing adequate mooring lines and ensuring that they are properly tended whilst the LNG Vessel is alongside.
2. The Master is responsible to ensure that his vessel is securely moored having due regard to the forecasted weather conditions.

3. The Master is responsible to follow-up the weather conditions and forecasts during the vessel's stay alongside and to take necessary precautions.
4. The Master shall ensure that appropriate action taken in advance of deteriorating weather.
5. The Master shall ensure that sufficient & competent personnel maintain a strict mooring watch so as to ensure that adjustments are made to the moorings so as to prevent slack or over tight lines.
6. Any adjustment of mooring lines shall be carried out in controlled manner by competent personnel.
7. Under no circumstance total mooring line loads of any dolphins shall not exceed the design loads of dolphins. Alarms are set at 40 tons per hook on mooring and breasting dolphins.
8. Under no circumstance should the vessel be allowed to move out of position.
9. The Ship's mooring equipment shall be maintained in good condition so as to meet the requirement of keeping the Ship in a proper and safe position alongside the Berth at all times.
10. Ships that are fitted with self-tension mooring winches must have these on manual control when at the Berth.
11. Where spilt drums are fitted mooring lines must be properly reeled in accordance with section 6 of OCIMF "Mooring Equipment Guidelines.

6.1.5. Access & Security Control

6.1.5.1 Security Declaration

Ships berthing to the Terminal will be required to have an International Ship Security Certificate indicating that they comply with the requirements of SOLAS chapter XI-2 and Part A of the ISPS Code, as well as with others as noted in the SPA (sales/purchase agreement) or TSA (terminal services agreement).

Security Meeting will be held in the Ship's meeting room to ensure compliance with the requirements mentioned above. ISPS Declaration of Security between a Ship and Port Facility will be discussed, completed and agreed accordingly during this meeting.

The Terminal Security Officer (PFSO) shall attend this meeting as terminal representative. The Ship Security Officer (SSO) shall attend this meeting so representing the Ship.

Ships using port facilities are subject to Aliağa Regional Port Authority control inspections and additional control measures.

6.1.5.2 Safety Declaration

After berthing, Masters are requested to sign and return the Safety Declaration, sent by Terminal as a prerequisite of starting of the cargo operations.

6.1.5.3 Ship to Shore Check List

Before unloading, the Master of the Ship (or the designated responsible person(s) appointed by the Master) and the Terminal will complete and sign the Ship/Shore Safety Checklist, showing the main precautions to be taken before and during cargo handling operations.

6.1.6 Communication

6.1.6.1 Explosion Proof Cable Assembly

The primary system utilized to establish a means of communication between the Ship and the Terminal will be via Pyle National SSL-ESD system.

Information on the Tensions of all mooring linesare monitored at both local and the control room, as well as current climatic and wind conditions are monitored at the control room.

Ship to shore communication cable will be connected by Terminal and ship personnel as soon as grounding cable and gangway have been set.

Communication cable will remain connected until the gangway is about to be removed prior to the Ship's departure.

6.1.6.2 Verbal Communication

All communication between Vessel to Terminal and Pilot and Vessel to Aliağa Regional Port Authority shall be in **English** Language.

The Terminal will ensure that the Vessel is provided with a HOT LINE for emergency communication with the Terminal Control Room.

The Terminal will also provide a PaBx telephone line that will enable communication via Turkish National Telephone Grid. International access is possible on request at the expense of Ship.

During routine loading operation, communications between ship and terminal are primarily carried out using VHF Channels. Ch.16 for calling, Ch.12 and Ch.14 for private communication.

In the event of a failure of the communications system providing the ESD / data link, all

unloading operations are to be suspended until the communication link is re-established.

Prior to any vessel calling at EgeGaz Terminal for the first time EgeGaz will conduct a through Ship – Shore Compatibility Survey. During that survey any problems associated with communications will be identified and steps will be taken with Vessel and Terminal to ensure that there is an adequate and compatible link between ship and shore.

6.1.7 Cargo Operations

6.1.7.1 Cargo Handling Manual

Each Ship & the Terminal has detailed procedures for the operations of their respective facility.

6.1.7.2 Cargo Handling Agreement

The procedures for the intended cargo handling must be pre-planned, discussed and agreed by the Terminal Authorized Personnel and the Vessel Authorized Personnel prior to the start of the operations.

6.1.7.3 Control and Supervision of Operations

The Master shall ensure that at all times, sufficient crew must remain on board to ensure the proper handling of all cargo operations.

All shipboard cargo handling operations must be competently and constantly supervised on board by a designated responsible person or persons who are appointed by the Master.

The Terminal Operations manager, as Terminal representative during the unloading operation, is responsible for the unloading operations as far as they are controlled and supervised from the shore.

The LNG unloading operations are controlled and supervised by the Unloading Master and Terminal shift supervisor, as assisted by the jetty operators.

6.1.7.4 Ship / Shore Pre-Unloading Meeting

A Pre-Unloading Meeting will be held in the Ship's meeting room. In case not been held in ship meeting room, the meeting will be held by telephone in terminal meeting room with necessary representatives.

Director or Operations Manager, Unloading master and necessary unit representatives will attend this meeting so representing the Terminal.

The designated responsible person(s) appointed by the Master to supervise the cargo handling operations on board the Ship shall attend this meeting so representing the Ship.

6.1.7.5 Liquid and Vapor Arms Connection

Unloading LNG from the Ship will normally be carried out through three liquid loading arms on the Berth, unless previously agreed between the Ship and the Terminal during the Pre-Loading Meeting. No other transferring device will be accepted for cargo handling operations.

The Master is required to ensure that the Ship's manifolds are ready for connection prior to the completion of berthing and that the Ship's manifolds water curtain has been started before the Terminal maneuvers the arms on board.

The Master is required to provide assistance from his crew on Ship's manifold for communication purposes with the Terminal during arms maneuver and connection.

6.1.7.6 Cargo Measurement

For an accurate measurement it is required that LNG manifolds on ship's deck be in an identical inventory condition during both CTS (Custody Transfer Survey): either completely filled with LNG both during the opening custody transfer, or otherwise be drained during both the opening and closing CTS.

6.1.7.7 Cargo Unloading Equipment Condition

The Master is required to ensure that all Ship's equipment used in cargo handling operations is properly manned and maintained at a good level throughout the cargo handling operations. Any deficiency that may impair the safety or the efficiency of the cargo handling operations must be immediately reported to the Terminal.

6.1.7.8 Unloading Start-up /Stopping

All unloading start-up and stoppage of the cargo handling operations will be at the Master's discretion.

The Terminal reserves the right to delay the unloading start-up or to require the unloading to be stopped at any time due to Terminal operational requirements.

The Master is required to provide reasonable notice to the Terminal for any changes or requirements that may affect the cargo handling operations. This does not change the Master's authority to deal with emergency situations

The Terminal will provide reasonable notice to the Master for any changes or

requirements that may affect the cargo handling operations.

6.1.7.9 Returning Boil off Vapor to Ship

Boil-off vapor required by the Ship will be sent back to Ship through the vapor return arm.

Boil-off vapor flow rate will be controlled and adjusted by the Terminal as per Ship's requirements and for monitoring the Ship tanks pressures.

6.1.7.10 Unloading Rates

The Master and the Terminal will agree to the maximum unloading rate at the pre-unloading meeting. The agreed unloading rate will be noted on the cargo handling agreement. The Master and Terminal will monitor the unloading rates throughout all stages of unloading but particularly during the initial stages of cargo handling operations. The unloading rates changes shall be at the Master's or the Terminal's discretion.

6.1.7.11 Liquid and Vapor Arms Disconnection

The liquid and vapor arms will be purged with nitrogen (HC Content < 2% By Vol) by the Terminal prior to disconnection.

The Master is required to ensure that the Ship's manifolds and cargo lines are ready for purging, and disconnecting operations.

The master shall ensure that steps are taken to prevent mis-operation of vessel esd/manifold valves that may result in a release of LNG or vapour through the manifold at the time of disconnection.

The liquid and vapor arms which are equipped with hydraulic coupling system (QCDC) will be disconnected and stowed one by one by the Terminal. The Master is required to provide assistance from his crew on the Ship's manifold for communication purposes with the Terminal during arm draining/purging and disconnection.

6.1.7.12 Ship / Shore Post Unloading Meeting

A post-unloading meeting will be held in the Ship's meeting room.

The unloading master will attend this meeting to represent the Terminal.

The designated responsible person(s) appointed by the Master to supervise the cargo handling operations on board the Ship shall attend this meeting to represent the Ship.

6.2 WEATHER PRECAUTIONS

Master must be attentive towards the weather forecasts.

The Master is required to ensure that a vigilant watch is maintained on board the Ship to monitor any environmental changes to weather, wind, tide swell, which may affect cargo operations or the integrity of the moorings.

Terminal Adverse Weather Philosophy is given below.

Environmental Condition 275° - 000° NW	**Environmental Condition 000° - 055° NE**	**Environmental Condition 055° - 275° S**	**Operation**	**Action**	**Comments**
Wind ≥ 20 kts* (10.3 m/s)	Wind ≥ 20 kts* (10.3 m/s)	Wind ≥ 20 kts* (10.3 m/s)	Berthing	Berthing suspended	
Wind ≥ 25 kts* (12.9 m/s)	Wind ≥ 27 kts* (13.9 m/s)	Wind ≥ 40 kts* (20.6 m/s)	Unloading	Unloading suspended	
Wind ≥ 25 kts* (12.9 m/s)	Wind > 30 kts* (15.4 m/s)	Wind > 45 kts* (23.2 m/s)	Unloading	Unloading arms to disconnect	Necessary precautions to take for safe disconnect of the unloading arms, considering presence of terminal staff and wind velocity.

Wind ≥ 27 kts* (13.9 m/s)	Wind > 32 kts* (16.5 m/s)	Wind > 50 kts* (25.8 m/s)	Unloading	Ship unberths	Decision to unberth to be made by Aliaga Port Authority, ship master and the terminal representative in consultation with pilot on duty.
Any wind speed					Terminal reserves the right to freely decide any actions to build up or maintain its safety and security, while berthing, unloading and unberthing, and such a decision to be obeyed by the ship.
Lightening			Unloading	Suspend unloading, close all ship tank valves and vents. Manage cargo tank pressures to prevent inadvertent venting.	If lightening in immediate vicinity of the Terminal; suspension of operation is mutually decided by the Terminal and Ship representative.
List > 3° Trim> 2,5 m			Unloading	Suspend Unloading close all unloading valves.	Ship is requested for remedy. Q-FLEX 3m

* Average (Steady) wind speed over a 15 minutes period - as measured at EgeGaz Terminal whether monitoring equipment
Aliağa Regional Port Authority instructions are governing besides the ship's and terminal's decisions for berthing and unberthing.
EgeGaz shall not be responsible for any cost that may occur due to delays and any other events which could happen following any decisions taken related to adverse weather conditions and their applications.

Prepared by	Checked by	Approved by
Operations Manager	Quality Systems Manager	Terminal Operations Director

6.2.1 Stores and Deliveries to Vessel

Stores, deliveries and/or spares will not be loaded or unloaded to the vessel at the Terminal Jetty.

Barges are not permitted to approach to vessel during berthing.

6.2.2. State Of Readiness

6.2.2.1 Stability / Draft

The Master is required to maintain appropriate trim and list and to retain sufficient positive stability to enable safe cargo handling operations and emergency unberthing.

The maximum allowed trim is 2.5 meters (3 meters for Q-Flex vessels) by the stern.

The maximum allowed list is 3 degrees.

Terminal reserves the right to suspend operations and disconnect loading arms and decide the ship to unberth in the event of maximum permitted trim and list values are exceeded. The terminal shall not be responsible for any cost that may occur due to such an action.

Masters are advised to frequently check the correct function of the Breasting Fenders.

6.2.2.2 Crew Preparedness

At all times sufficient crew, as delegated by the Master shall remain on board of the ship to ensure that the correct number of personnel are available to run and oversee the unloading operation, safe running of machinery, mooring safety and emergency navigation of the LNG vessel.

6.2.2.3 Engine Readiness

Boilers, main engines, steering machinery and other equipment essential for maneuvering must be maintained to enable the Ship be unberthed under her own engine power at short notice in case of emergency.

6.3. GAS FREEING

Gas-freeing of ship's any tanks to atmosphere is strictly prohibited alongside the jetty.

6.3.1. Venting

Venting cargo vapor to the atmosphere is not permitted. Terminal has cargo vapor

receiving facility. Vapor loading arm is used to send or receive of the ship cargo vapor.

7. DOCUMENTATION, CONTROL AND RECORD

After unloading prepared and saved documents as follows;

Prepared by agent: Time Sheet

Prepared by third party: Time Sheet, Certificate of LNG Quality Specifications, Certificate of Quantity of Unloaded LNG, Customer Page, Closing Custody Transfer Report (Primary and Secondary), Opening Custody Transfer Report (Primary and Secondary), Bunker Reports

As management systems, ISO 9001, ISO 14001 and ISO 45001 management systems have been established and documented. System requirements are followed up-to-date.

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE

8.1. Emergency Plan

Purpose

This plan is a guide document which tells the accidents and adverse events that may be experienced at and/or in the vicinity of EGEGAZ ALİAĞA LNG Terminal, how to act in Emergency Situation that will be encountered as a result of such accidents and events and how to get protected from these events, how to provide safety, and what kind of an organization will be set up for working order to fight with such stuations.

As the basis of protection from events that may cause Emergency, and the actions on Safety in case of Emergency Situation and Emergency Fighting; the rules stated in this Plan and the attached instructions should be put into practice and the basic functions listed below should be kept in mind and taken into consideration in order not to cause artificial emergency situations:

- To keep terminal emergency organization active, to determine / execute the duties and responsibilities by training and practices in certain intervals,
- To have taken all basic precautions that can be taken beforehand against emergency situations,
- To keep the required intervention and fighting systems and the personnel always available,
- To keep communications means always active,

- To clarify the relation of circumstances developing under or outside control with the Emergency Plan by means of new and amendment projects, to make the necessary revisions on time,
- The fundamental goal is:
- To prevent loss of life and property, and
- To provide any damage to the environment.

Scope

This plan is inclusive of the studies and actions to be carried out in order to fight with emergency situations that may cause fire, product leakage, natural disasters, accidents, disasters due to vehicles, terror and sabotage based disasters, power cut, deactivation of control system, deflation of instruments, and environmental pollution at and/or in the vicinity of EgeGaz ALİAĞA LNG Terminal.

Classification of Emergency Situations

The emergency situations that may occur at EgeGaz ALİAĞA LNG Terminal are classified in three different levels of severity.

- Level 1 Emergencies (Small and Medium-Scale)

The local events which cause petty injuries or LNG leakage of less than 0,6 m3 resulting in loss of time for terminal personnel, which do not affect the operations in other parts of the terminal, and which can be controlled by the own personnel of the terminal.

- Level 2 Emergencies (Serious)

The serious events which cause serious injuries and risk of disability for terminal personnel or LNG leakage more than 0,6 m3 and less than 6 m3, which affect or are possible to affect the operations in other parts of the terminal, which occur on the terminal jetty or on board of a docked ship, and which entails Emergency Plan to be put into practice and, which may require external aid. With the decision of Event Control Supervisor , EYS-T-048 Kriz Yönetim Talimatı (Crisis Management Instruction)may be taken into account.

- Level 3 Emergencies (Large)

The large-scale events which cause casualties and/or multiple injuries in terminal personnel and LNG leakage of more than 6 m3 or complete interruption of the Terminal, which may be affected by the jetty or facilities in the vicinity of the Terminal or may affect the facilities in the vicinity of the terminal, which entails Terminal

Emergency Plan to be put into practice, which cannot be prevented with the terminal's own capacity, and which require external aid. EYS-T-048 Kriz Yönetim Talimatı (Crisi Management Instruction) document should be taken into account.

When deciding on the severity of an emergency in the terminal, it must be taken into consideration that an emergency situation with a low level of severity may grow and become an emergency with a higher level of severity, and if necessary, declaring a higher level of emergency in beginning should not be avoided.

Definitions

EMERGENCY SITUATION: It is an unexpected event that may occur in the whole or part of the workplace or that may affect the workplace from outside, such as fire, explosion, spread of dangerous chemicals, poisoning, epidemics, radioactive leaks, sabotage and natural disasters that require immediate intervention and that may cause great damage that occurs suddenly and untimely.

EMERGENCY PLAN: It is the plan that includes the operations and actions to be taken in emergency situations that may occur in the workplaces and the actions for implementation.

EMERGENCY FIRST AID: The entire life-saving intervention which should be done until the injured or the patient is taken to a health organization.

FLAME: The physical appearance of the chemical reaction of the gases generating from the heated substance which diffuses radiant light and heat.

NATURAL DISASTER: The earthquakes, landslides, floods, violent storms and strokes of lightening that occur in a way to make general life such as settlement, production, infrastructure, transportation, communications difficult, and upset the general flow.

UNSAFE SITUATION: Failure to comply with the instructions and warnings in the work environment and failure to act with caution and responsibility.

SAFETY: The medium to stay away from risks of damage.

WORK ACCIDENT: The accident that occurs when working on-the-job or when away from office as a work requirement, or on the way to and back from the workplace.

HEADQUARTERS: The convention and management center formed at a safe point closest to the place where emergency takes place.

CRIMINAL INTENTION: The manner of conduct which is planned and exhibited with ill intentions and to give damage.

ACCIDENT : An unwanted and unplanned event which causes injury, death of people or damage to buildings, facilities or environment and which does not occur due to natural reasons.

CRISIS MANAGEMENT TEAM (CMT): It is a crisis management group of EgeGaz established after emergency situation.

FLASHING POINT: The minimum temperature at which the vapors of inflammable air + fuel mixture can burn when it contacts with an ignition source.

EXPLOSION: The event which occurs in the form of heat, light and air pressure as a result of an ignition spark received from any source by the explosive gases within their combustion limits.

RISK ANALYSIS : The method of work which determines the measures to be taken in order to prevent the occurrance of risks following the determination of the possible risks in a facility.

SABOTAGE : The manner of conduct, whether or not it has terror intentions, in order to give damage to or destroy the fixed or current assets of the company.

DANGER : The source or circumstance that may cause injury or sickness of people, damage to the property or materials and damage to the work environment, or the simultaneous occurrence of the foregoing.

CONCENTRATION REGION: It is a safe place determined at a distance or shelter where employees will not be affected by the negative consequences of emergencies.

FIRE : A chemical event that occurs as a result of the combination of heat, inflammable substance and air.

BURNING POINT: The minimum temperatures at which the vapors of combustible air + fuel mixture burn with their own capacity without contacting an ignition source.

Emergency Management

Emergency Management Center

- Level 1 Emergency

In case of 1st level emergency where Terminal Emergency Plan is put into practice, the management center is the **Headquarters established at a point which is closest to the event, safe and does not involve risk.**

- Level 2 and 3 Emergency Situations

In case of 2nd and 3rd level emergencies where Terminal Emergency Plan is put into practice, the Management Center is the **Meeting Room in the Administrative Building.**

The center will be made ready for use by the the Administrative Affairs Manager in case of an emergency within the normal work hours; and by the Security Responsible at Terminal Entrance Gate in case of an emergency outside the normal work hours, at the weekends and on holidays.

If the **Meeting Room in the Administrative Building** is not available for use, **Meeting Room in the Site Building** will be used as Emergency Management Center.

The Meeting Room in the Site Building will be made ready for use by the Administrative Affairs Manager within normal work hours; and by the Security Responsible at the Terminal Entrance Gate outside the normal working hours, at the weekends and on holidays.

Emergency Management Center Staff and Their Duties

The personnel charged at Emergency Management Center and their duties are explained below:

Event Control Supervisor

The administrator of Emergency Center is the Event Control Supervisor, and is responsible for the guidance and administration of emergency situations at all levels.

Communication Secretary

Upon the call from the Event Control Supervisor, the Communication Secretary;

1. To go to CMC,
2. Examine the information about the accident and the communication made so far,
3. To record all events and information and notify the Secretariat,
4. Inform local authorities,
5. Inform the ship/agency/trailer-piloter/carrier company,

6. Including time and location information in all accidents; Provide injury and death information about the number of injured and dead in accidents at bodily level, damage and loss information in accidents with material and pollution level,

7. He/She will make pre-prepared statements to the press.

Office Secretary

The Office Secretary is responsible for the communication and administrative availability of the Emergency Management Center.

Emergency Security Supervisor and Traffic Controller

Emergency Security Supervisor is responsible for providing security and vehicle traffic at the Terminal site during an emergency situation.

Other Authorities

The authorities called for consulting and help by the Event Control Supervisor depending on the level of emergency or the affected area.

These authorities are; Local Fire Department Responsible, Police Department Authorities, Garrison Headquarters Authorities, and other Official Authorities. If the emergency situaion occurs on a ship which is being discharged or at the jetty; in addition to the above-mentioned authorities, the President of Port, Tugboat/Pilotage Authorities, Ship and Agency Authorities, Coast Guard Commandership Authorities and Uzmar are also called.

Emergency Intervention Team

Emergency Intervention Team Headquarters

Emergency Intervention Team Center is the headquarters established at the closest point to the event, which is safe and not under risk.

The location of the headquarters is determined by the Event Control Supervisor or Emergency Intervention Team Supervisor, and the sign is placed by the Technical Safety Shift Responsible.

Emergency Intervention Team: The Team Supervisor, Operation Supervisor and personnel, Technical Safety / Environmental Protection Management personnel, 1st Level Intervention Team, Messenger, Maintenance Team, Tugboats and Support Staff.

Intervention Team Supervisor

Intervention Team Supervisor is responsible for guidance and administration of all teams making an intervention in order to take all levels of emergencies at the terminal site under control.

Emergency Operation Supervisor

Emergency Operation Supervisor is responsible for the operation of terminal, interventions to the operation, and ship operations, and is the supervisor who leads the operation and operators.

Technical Safety and Environmental Protection Management

Technical Safety and Environmental Protection Manager is responsible for keeping all fixed or mobile fighting systems at the terminal site ready for use all the time and or bringing them to the scene of event.

Fire Fighting Teams

The team is reponsible for fire fighting by using all fighting devices in a useful and effective way.

Messenger

The messenger is responsible for conveying correctly the information and the orders to be given by the Intervention Team Supervisor to a party or parties.

Electrical/Instrument and Mechanical Team

In case of an Emergency; The Electrical Foreman shall make the necessary switchboard operations and checks the operation of the emergency diesel generator, if it is activated.

Mechanical technician check the operation of pumps.

Electrical/Instrumentation and Mechanical Maintenance Team shall ensure emergency equipments properly working.

Tugboat/Pilotage

Tugboat authorities and the Pilot are responsible for operations of ship maneuvers during emergency situations, where necessary, and for intervention to emergencies from the sea.

Emergency Support Staff

Search Rescue & Evecuation Team and First Aid Team

1. To carry out search and rescue activity,

To carry valuable documents, computer entries and programs to the safe region when it is decided to evacuate the terminal.

2. First Aid Team; to make the infirmary ready for use, to do first aid until the doctor and the ambulance arrives if there are any injured personnel in the event, and to help the medical aid team when the doctor and ambulance arrives;

Logistic Support Team

Logistic Support Team is responsible for the supply of all materials needed during fight with the emergency.

Security Team

The team is responsible to provide security at the Terminal Entrance Gate and Terminal site.

Emergency Evacuation Center

Emergency Evacuation Center is located beside the transformer at the crossroads of Ilıca Cape.

1. All personnel shall leave the terminal with dispatch and shall go to the evacuation center as soon as the Event Control Supervisor decides to evacuate the terminal.
2. The instruction to evacuate the terminal shall be announced by the personnel at the control room by using internal public address system.
3. The Security Supervisor shall supervise the personnel who leave the terminal and go to the evacuation center and count the personnel.
4. Measures shall be taken by the Security Supervisor in order to avoid any panic and tumult.
5. The personnel who are injured, sick or affected by the event shall be provided with first aid and sent to the hospital with ambulance.
6. Valuable documents shall be carried to the safe region by the Logistic Support Team.

IMPLEMENTATION OF EMERGENCY PLAN

Emergency Notification, Public Address and Communication Systems

Emergency Notification, Public Address and Communications Systems are explained below.

Emergency Notification Systems

In case of an emergency which occurs on-board of a ship which is maneuvering or discharging at the terminal site or terminal jetty, the personnel at the Terminal Control Room shall be notified by using,

- **Fire and Hazard Monitoring System & Fire Indicators,**
- **Terminal Internal UHF Radio System,**
- **Intercom Call System (Site telephone system),**
- **Terminal Internal Telephone Line,**
- **VHF Radio System,**
- **Ship-Control Room Direct Telephone.**

Emergency Address Systems

An emergency which occurs on-board of a ship which is maneuvering or discharging at the terminal site or terminal jetty shall be announced to the personnel fighting with the emergency situations by using

- **Intercom Call / Notification System,**
- **Terminal Internal UHF Radio System,**
- **Personnel Emergency Call System,**
- **External Telephone Line.**

Emergency Communications Systems

During fight with an emergency which occurs on-board of a ship which is maneuvering or discharging at the terminal site or terminal jetty, internal communication shall be provided by using:

- **Terminal Internal UHF Radio System,**
- **Terminal Internal Telephone Line,**
- **Messenger,**
- **Intercom Call System (Site telephone system),**

Communication with the ship management shall be provided by using:

- **VHF Radio System,**
- **Ship-Control Room Direct Telephone,**
- **Terminal Internal UHF Radio System,**

- **Terminal Internal Telephone Line,**

And external communication shall be provided by using:

- **External Telephone Lines,**
- **Mobile Phones**
- **VHF Radio System.**

8.2. Information for possibility, capacity and capability of shore facility to response emergencies.

EMERGENCY INTERVENTION MEANS

Terminal emergency intervention means are; Emergency Fighting Systems, First Aid Equipments, Camera Watch Systems and Personnel Protection Equipments, Search/Rescue and Transport Equipments and Tug-boats.

Emergency Intervention Systems

Emergency fighting systems within the terminal are Terminal emergency Shut-down system, Ship/Jetty quick release system, Fire and hazard watch systems, Fire fighting systems and LNG leakage collection systems.

Fire Fighting System

Terminal fire fighting system comprises of: fire water system (fire water pumps, fire water network, fire hoses, hydrants and monitors, fire cabins and fixed sprinkler systems), dry powder systems and foam systems.

1. **Fire Water System**

Fire water system serves for fighting fires and cooling of the equipments, structures and buildings.

Fire Water System comprises of the following equipment and materials:

- Fire/service water tank, (1000 m3 soft water)
- Two nos diesel and one electric driven sea water pumps, (10.4 barg pressure, 1700 m3/h capacity each)
- One electric driven fire water pump serving from service water tank,(9.0 barg pressure, 341 m3/h capacity)
- One jockey pump connected to service water tank,(10.3 barg pressure, 11.4 m3/h capacity)
- Buried and above ground pipework,

- 1" fire hoses, (12 nos.)
- Fire hydrants, (8 nos. with monitors, while 10 without)
- Fire cabinets, (20 nos.)
- Remote operated fixed sprinkler systems, (LNG Tanks T-101,T-102; BOG Condenser E-303; Truck Station; Odorization Tank V-702; Unloading Arms L-101 A/B/C/D, L-102; Gangway on the jetty)

2. Dry Chemical Extinguishing Systems

Extinguishing systems with dry chemicals are; extinguishing system for the tanks safety valves, portable fire extinguishers and hydro-chemical monitors.

Extinguishing System for Tanks Safety Valves:

Dry chemical extinguishing system is located on downstream of LNG tanks safety valves and actuates if any fires happen when the safety valves open up.

Portable Fire Extinguishers :

Three types of portable extinguishers are used at the terminal,

- Mono ammonium phosphate, general purpose (ABC type)
- Potasium bicarbonate, at locations with natural gas pipework and equipment (Mor-K), (BC type)
- Carbon dioxide, in buildings for electrical and control system equipments, (BC type). In addition to them, FM-200 gas extinguishing systems are available in the Marshalling Room and the ground floor system room of the Administrative Building.

3. Hydro-chemical Monitors:

Hydro-chemical monitors are used to send dry powder chemicals with high pressure water over pressurised fuel product fires. There are two remote operated hydro-chemical monitors in the terminal; one on the gangway and the other on the jetty dry chemical material tower. Dry chemicals needed for these monitors are served with three nos. wheeled dry chemical bottles of 100 kg capacity each. Monitors are operated at the control panel located on a platform on the jetty walkway.

1. Mobile Foam Systems

There are two mobile foam generators at medium expansion type to use for ponded fuel fires and LNG leakage in the terminal.

LNG Leakage Collection System

LNG leakage collection system aims to provide protection for personnel, buildings, steel structures and equipments to minimize the effects of LNG in case of any leakage. The system comprises of; LNG collection ponds, pond pumps and high expansion foam systems.

LNG Collection Ponds:

Foam Systems

First Aid Intervention Equipments

Health cabin of the terminal is located on the ground floor of the administration building.

Screening Equipments

CCTV System at Process Site

All places with critical equipments and systems are under continuous watch thru CCTV (closed circuit tv)system at the control room.

Personnel Protection Equipments

The list of the personnel protection equipments at the terminal is given below.

NO	MATERIAL DESCRIPTION	AMOUNT
1	NOMEX FIREFIGHTER CLOTHING	9
2	ALUMINIZED FIREMAN SUIT	1
3	CRYOGENIC WORK GLOVES	5
4	FIREFIGHTER HELMETS	8
5	FIRE CHIEF HELMET	1
6	SELF-CONTAINED BREATHING APPARATUS	3
7	SPARE AIR CYLINDER	1
8	FULL FACE MASK WITH CANISTER	10
9	HALF FACE MASK WITH CANISTER	10
10	FACE PROTECTION	5
11	SAFETY BELT	5
12	HEADSET	1
13	ORGANIC VAPOR CANISTER	20
14	POWDER CANISTER	6
15	MEGAPHONE (RED / WHITE / YELLOW)	3
16	PORTABLE GAS DEDECTOR	1
17	PAC 7000 02 OXYGEN DEDECTOR (CLIP ON COLLAR)	3

18	PORTABLE GAS DEDECTOR (CLIP ON COLLAR)	2
19	MAX XT II (GAS DETECTION DEVICE WITH PUMP)	1
20	LIFE VEST	9
21	LIFE RING	12
22	FIRE BLANKET	10
23	REFLECTIVE VEST	2

MATERIAL LIST AT FIRE CABINET

NO	MATERIAL DESCRIPTION	AMOUNT
1	1 1/2 " HOSE	4
2	WİLLİAMS FIRE NOZZLE	2
3	2 1/2 " - 1 1/2 " REDUCER	2
4	VALVE SPANNER	2
5	FIRE BLANKET	1
6	LIFE VEST (ONLY AT FIRE CABINET)	2

Search/Rescue and Transport Equipments

The list of search/ rescue and transport equipments at the terminal is as shown below:

- Pick-up,
- Car,
- Lever (4 nos.)
- Fore-hammer (2 nos.)
- Hammer (1 nos.)
- Drill (2 nos.)
- Hydraulic Lift (2 nos.)
- Saw (4 nos.)
- Grinder (3 nos.)
- Mobile Diesel Generator 40 KVA
- Mobile Projector

Other tools and machinery/equipments that may be needed shall be provided from outside sources.

Tug-boats

Information about the tugboats in service is given in the EYS-L-059 Tugboat list.

Post-Emergency Evaluation (Investigation and Reporting)

The main purpose of the incident investigation is to learn the causes of the event that caused the emergency, to take the necessary measures to prevent its recurrence and to complete the legal documents requested by the insurance or official institutions according to the extent of the damage.

Immediately after a large-scale emergency situation; an investigation should be started following the completion of official formalities, if any. Thus, the investigation team finds the opportunity to examine the scene of event before the proofs are eliminated and to make an interview with the personnel on duty during the event.

Internal Investigation Team should carry out a detail investigation on the following issues regarding the emergency state.

- Working conditions of the terminal at the time of event (capacity, existence of a ship operation, etc.)
- Series of events causing the Emergency Situation (examination of process records, changes in weather conditions, time to change shifts, maintenance work, etc.)
- Definition of event (LNG leakage from flange, puncture in the pipe due to corrosion, ignition due to weld flames, etc.)
- Procedures followed to prevent the event (interventions to the operation, operation of the Emergency Plan, works and interventions of Emergency Intervention teams, etc.)
- Definition of main causes of the event (lack of procedure, insufficient supervision, equipment break-down, corrosion, insufficient control of modifications, etc.)

After the team completes the investigation, it shall prepare its investigation report together with the measures to be taken in order to avoid repetition of the event.

The report should include in details the cause of the event, the interventions to the event and the preventive measures to avoid repetition of the event. The process records, video records, documents, if any, which support the achieved result should be gathered and added to the report.

EVENTS REQUIRING EMERGENCY STATE

Fires

The potential cause of a fire at the terminal site is the meeting of natural gas, LNG- or petrol-based product leakage with an ignition source. The gases leaking from a safety valve opened due to a problem in operation, a leaking flange or valve, operation and maintenance works which are not carried out in accordance with the procedures, operator faults, storing of inflammable materials under inappropriate conditions, the pipe lines or equipment which are corroded and punctured may cause the foregoing products to spread to the terminal site and to start fires.

Although natural gas has a relatively high ignition temperature (over 538°C), even a little energy is sufficient to ignite a natural gas mixture within the burning limits (5 – 15%). The sparks occurring as a result of work carried out with fire or the operation of mechanical devices, the sparks coming out of static electrical load, a nail on a shoe, or from electrical equipment which are not ex-proof, lighting, cigarette or the vehicles which do not have a flame retainer in their exhaust are potential ignition and fire sources.

Gas Leakage

Natural gas is available in many parts of the terminal in the form of vapor. Vapor may exist from atmospheric pressure to pressure values over 85 bar and temperatures varying between –160 °C and + 30 °C.

The possible sources of the leakage that may occur due to the lines and equipment in the natural gas service; are flange connections, valve gaskets, pump and compressor mechanical seals, safety valves opening to atmosphere in these services, and the uncontrolled drains to the atmosphere by the operators.

Natural gas is heavier than air at temperatures below –107 °C. In case of a leakage that may occur in these lines, the gas with low temperature condenses the humidity in the air and will form a visible cloud of vapor. As the cloud of vapor warms up due to the effect of the wind and atmospheric conditions, it will become lighter than the air and rise in the atmosphere.

In case of a leakage that will occur in locations where the natural gas exists in temperatures higher than–107 °C, the gas with high temperature will be lighter than the air and will rise and disperse in the atmosphere depending on the quantity of

leakage and the velocity of wind. A visible cloud of vapor will be formed as a result of a gas leakage which exists at temperatures lower than the atmospheric temperature.

Natural gas is a colorless and odorless substance. In case of a leakage in the natural gas supplied to a pipe line, a sharp aromatic odorizer is added in order to determine the leakage. However, the natural gas which is available in most part of the facility is odorless. The feeling of smell should not be trusted to determine the inflammable gas. A gas leakage which exists at atmospheric temperature can only be determined by gas detectors or from the sound that comes out.

Release of natural gas due to leakage, safety valves which open to the atmosphere in such services or planned drainage may put the terminal personnel subject to hazardous conditions. These hazards are the lack oxygen, dangers of fire and the possibility of explosive air-gas mixtures.

The gas which mixes into the air as a result of a leakage forms three types of mixtures:

- At a point close to the leakage; gas and air mixture will be so rich that it won't burn in terms of gas (gas concentration will be above the upper burning limit)
- At a certain distance to the leakage; gas and air mixture will be so poor that it won't burn in terms of gas (gas concentration will be below the lower burning limit)
- There is an inflammable air-gas mixture between these two mixtures which are not inflammable. The burning limit of natural gas within the air is approximately between 5,0% and 15,0% in terms of volume. The ignition of this mixture will lead to a flame moving towards the origin of gas.

The gas-air mixture appearing as a result of a leakage is safe after the gas concentration limit falls below the lower burning limit. The natural dispersion of gas cloud is contingent upon atmospheric conditions and wind conditions. If the gas in concentrations within the lower and upper burning limits moves for long distances with the winds and is ignited by an ignition source, the flame can go back to the origin of leakage or cause a big explosion.

Fixed gas leakage detectors were placed around all equipment which are located in the natural gas service at the terminal site and which involve a possibility of leakage. In case of a leakage, its location in the control system in the control room shall be informed and the gas leakage alarm shall be given.

LNG Leakage

Liquefied Natural Gas (LNG) is available in many parts of the terminal.

The most probable possibility for an LNG leakage at the terminal site is a leaking flange, a leaking valve or gasket in flange connections in pipe lines and equipment, drainage or vents which are not performed according to the procedures, the corroded and punctured pipe lines or equipment. Leak storage systems and reservoirs are built under the areas where such connections are made, in order to prevent dispersion of LNG leakage arising from flange or equipment to the terminal site.

Accidents

Work accidents

The following actions shall be followed in case of a work accident at the terminal.

1. The personnel seeing the accident shall inform the Technical Safety and Environmental Protection Manager by the quickest communications tool.
2. First aid shall be provided to the injured personnel on the site or in the infirmary by the workplace doctor or personnel who is trained in first aid.
3. In the event of injuries which require emergency intervention; emergency aid shall be requested from emergency call telephone no. “112” by informing the cause and severity of the injury.
4. In injuries which do not require emergency intervention; the injured shall be taken to Aliağa State Hospital by company vehicle or by ambulance.
5. In both conditions; injury information form which explains the cause of injury shall be filled out, and handed in to the emergency aid team, or shall be sent to the hospital together with the injured personnel.
6. In work accidents which result in serious injuries or loss of life; the General Directorate shall be immediately informed by the personnel chief.
7. After the work accident, necessary examinations shall be performed at the scene of event by the Technical Safety Manager and relevant Department Manager, and a work accident report shall be arranged according to Work Accidents Reporting Procedure
8. The personnel chief shall send the Work Accident report to the Regional Work Directorate by no later than 2 days.
9. The work accident shall be discussed by the İ.S.İ.G. (Worker Health and Labor Safety) Committee, and necessary measures shall be taken in order to prevent similar accidents from happening in the future.
10. Technical Safety Chief shall keep report, evaluation and statistics of each accident.

Traffic Accidents

The following actions shall be taken in case of an accident caused by or involved in by the company's vehicles.

1. In traffic and vehicle accidents; primarily, the situations that will endanger other equipment, vehicles or people in the vicinity shall be eliminated, and, if possible, the vehicle shall not be removed until the authorities arrive.
2. In case of an injury which require emergency intervention in traffic accidents, the injured person shall not be moved, and emergency medical aid shall be requested from emergency call telephone no. "112".
3. If the injury is not severe, the injured person shall be taken to the closest State Hospital with the quickest transportation means.
4. The traffic division of Police Department shall be informed for accident report, and the vehicle shall not be removed without the approval of the authorities or without keeping a report.
5. In traffic accidents or equipment damages; the General Directorate shall be informed immediately by the personnel chief, and the necessary procedures shall be started for insurance.

Emergency Situations Which May Occur When LNG Ship is On the Jetty

In case of LNG leakage during cargo operations on a ship moored at the pier, Emergency stop systems are activated in a short time and necessary measures are taken to eliminate the potentially dangerous situation. LNG which flows to the site evaporates in a very short span of time and this vapor disperses in a few minutes. In case of flaming, the personnel and facility may be under risk. LNG fires last probably for a short time, but the secondary fires which may occur as a result of these fires may cause the event to get more intense.

During discharge, a Pilot and an official from the Terminal shall be available on the ship all the time, and minimum two tugboats shall be kept available on the terminal boat jetty for emergency situations.

When there is an LNG ship discharging at the terminal jetty; if

- the ship is hit by another ship,
- gas leakage is detected on the ship or jetty with fixed or movable detectors,
- there is an LNG leakage on the ship, loading arms or jetty,
- there is a fire on the ship or jetty,
- the loading arms fall out of control range as a result of the ship's movement due to bad weather conditions and PERC system is activated,

the general intervention method shall be as follows:

Terminal Management

a. The terminal control room official shall active I-1, ship discharge and jetty emergency stop system, stop the discharge and inform the cargo control official from the direct line.

b. The terminal control room official shall activate the relevant automatic address system and informs the terminal personnel of the emergency by radio.

c. The terminal control room official shall activate the relevant fighting systems on the jetty from the control room depending on the emergency. All fire/leakage detection and fighting equipment on the jetty should be controlled and tested at regular intervals.

d. All terminal personnel shall take on the assignments stated in Emergency Plan organization chart and join fighting in accordance with the instructions of the Event Control Supervisor. All teams which join fighting should use their personal protective materials.

e. Control room official shall inform the Ship and Pilot from VHF channel 12. Secretary shall inform the Head of Port by phone about the emergency at the terminal.

f. Terminal LNG tank pressures and operation shall be followed closely and necessary intervention shall be made. If the emergency situation affects or threats the terminal operations, the relevant sections of the terminal shall be de-energized and taken under protection.

g. Exchange of information with the Ship and Port Management shall be made by the Event Control Supervisor or the personnel assigned by him.

h. If the emergency arises from the ship and there is possibility of intervention from the jetty, the fighting will be joined with the amenities at the jetty in accordance with the instructions of Event Control Supervisor who is in contact with the Ship Management.

i. The spare tugboats are activated against the possibility of joining the fight or emergency use.

j. According to the nature and dimension of the emergency; if the event on the ship puts the terminal facilities/jetty under risk or if the event at the terminal/jetty puts the ship under risk, it can be considered to undock the ship. The departure of the ship from the jetty in emergency states shall be subject to the joint agreement of Terminal Management, Ship Master, Pilot and Head of Port.

k. Against the possibility of the ship to undock urgently, the jetty operators who will intervene in the emergency release hooks activate the automatic release system (PERC) of the loading arms shall be kept available.

l. In the event of any injury during emergency, the injured person shall be removed away from the scene of event, and emergency medical aid is requested from the Emergency Call telephone no. “112”

Ship Management

a. If the emergency situations occurs on-board, the terminal control room official shall activate I-1, ship discharge and jetty emergency stop system, and inform the cargo control official from the direct line.

b. Shall pour the loading arms and LNG pressure in discharge lines to the cargo tanks, and shall have the pressure and temperatures in cargo tanks monitored closely and have the necessary measures taken if the emergency situation is due to the terminal and I-1 emergency stop system is activated.

c. Shall put into practice the Ship Emergency Plan, and start the fighting with the amenities on the ship depending on the nature of emergency. All fire/leakage detection and fighting equipment on the ship should be controlled and tested regularly.

d. Shall make an examination with dispatch in terms of cargo leakage and informs the Terminal if hit by another ship.

e. Shall exchange information with the terminal management and asks for help from the terminal, where necessary, in order to take the emergency state under control.

f. The spare tugboats shall be activated by the Pilot or Head of Port against the possibility of joining the fight or emergency use.

g. According to the nature and dimension of the emergency; if the event on the ship puts the terminal facilities/jetty under risk or if the event at the terminal/jetty puts the ship under risk, it can be considered to undock the ship. The departure of the ship from the jetty in emergency situations shall be subject to the joint agreement of Terminal Management, Ship Master, Pilot and Head of Port.

h. Against the possibility of the ship to unmoor urgently, it shall have the necessary provisions made and organize the tugboats which will unmoor the ship to take the fire ropes.

i. In the event of any injury during emergency, it shall request emergency medical aid via the terminal.

Aliağa Regional Port Authority

a. Shall go to the scene of event as soon as the emergency situation message is received, and shall provide consulting to the Terminal Event Control Supervisor and on emergency fighting and sea operations and coordinatorship in contacts with external organizations.

b. Shall relieve the traffic around the ship and secure the sea traffic to fight easily with the emergency.

c. Where necessary, shall undock the ships available on the jettys in the area which may be affected from the emergency situation, and stop the sea traffic in the region immediately.

d. Shall monitor the emergency fighting permanently at the Emergency Management Center established at the terminal, and shall provide the necessary coordination for the location where additional aid will be received and the resources for help, and guide the fighting equipment of the organizations which are directly charged with putting the emergency plan into practice to the scene of event by means of tugboats.

e. Shall provide necessary communication and coordination with the Civilian and Local Administrators.

If the emergency situation;

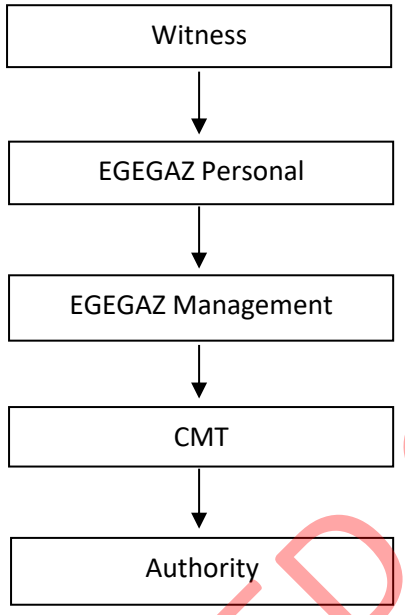
- grows in as much as that it cannot be prevented with the terminal's own capacities and constitutes danger of fire/explosion,
- is possible to affect the surrounding facilities and the environment,

the Terminal Director decides to put into practice the level 2 or level 3 Terminal Emergency Plan, and immediately informs the General Manager.

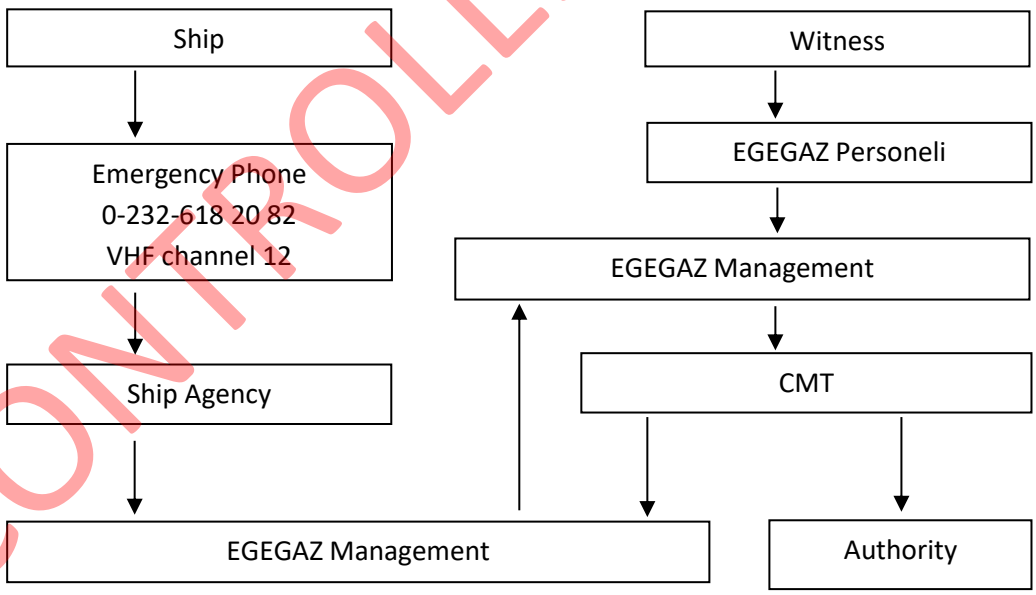
8.3. Applications for accidents of LNG and natural gas located at section 8.2

8.4. Declerations for emergency sitiuations as follows;

Accidents for facility and human



Water Pollution



8.5. Report Procedures of Accident;

In case of accident, CMT leader duties;

1. To take decision of activation of CMT,
2. To undertake duties as CMT leader,
3. To determine the address of Crisis Management Center (CMC)
4. To inform and call the CM Secretary
5. To take decision of calling experts to the CMC
6. To go to CMC,
7. To collect information,
8. To take the advices of experts,
9. To take the final decisions about organization and crisis procedures,
10. Crisis Management Team will decide.

Crisis Management Secretary

In case of accident decleration, CM Secretary duties;

1. To call and coordinate Report Secretary, Communication Secretary, Ofice Secretary and necessary experts ,
2. To go to CMC,
3. To fill and keep "List of CMT members",
4. To prepare budget for crisis and organize loss control management.

Report Secretary

In case of accident decleration, Report Secretary duties;

1. To go to CMC,
2. To collect and record the documents chronologicaly,
3. To save all documents,
4. To prepare event report,
5. To arrange documents with an aid of legal adviser,
6. To prepare final report of accident.

8.6. Principles of coordination, assistance and cooperation with Official Authorities;

In case of accident decleration, Communication Secretary duties;

1. To go to CMC,
2. To investigate information and communication about accident,
3. To ensure all events information saved and inform CM Secretary,
4. To inform local Authorities,
5. To inform Ship/agent/tug boats-pilotage/transporter,
6. To provide time and location information, injured and fatality information, temporal and pollution information,
7. To make prepared press statement.

8.7. Applications for unberthing of the vessel in case of emergency located at section 8.2

8.8. LNG has no harmful effect to the water and soil.

8.9. Emergency drills performed and record assessment report.

8.10. Information for fire protection systems located at section 8.2

8.11. Applications for testing, maintenance, ready for use of fire protection systems;

Periodical test and controls done to ready for immediate use of fire protection system. Records are kept at HSE Department. If maintenance needed, demand form is filled.

9. HEALTH AND SAFETY

9.1. For health and safety management;

- 4857 Labor Law and related regulations,
- 6331 Health and Safety Law and related regulations,
- ISO 45001 necessities,
- Safety culture procedures and applications,
- Technical procedures,

9.2. Personal Protective Equipments

All jetty staff should wear below protective equipment all the time.

- Helmet,
- Safety shoes,
- Protective googles or visor,
- Life vest,
- Flame retardant cover alls according to TS EN ISO 11612

It remains the Master's responsibility to ensure that his crew wearing appropriate personal protective equipment at all times on the Ship and in the Berth area.

The Terminal will not be held responsible for any non-terminal personnel who may suffer injury as a result of transiting the jetty area without wearing the above prescribed personal protective equipment.

9.3. Confined Space Entry Permit Measures and Applications

The works to be carried out in confined areas, the rules in the EYS-T-020 instruction are applied. Before starting to work in confined areas, EYS-F-071 permit is signed by the parties after checking that the necessary precautions are taken. Before entering the confined space, flammable gas, toxic gas and oxygen levels are checked with gas measuring devices in accordance with standards. When necessary, the confined space is purged of toxic and flammable gases and properly ventilated throughout the operation. In order to ensure the safety of the work, a watchman is assigned to the outside of the space entrance, ensuring frequent communication with the people inside to ensure that they are safe.

10.OTHERS

10.1. Dangerous Goods Safety Advisor's Duties

1- The main task of the advisor shall be, under the responsibility of the head of the undertaking, to seek by all appropriate means and by all appropriate action, within the limits of the relevant activities of that undertaking, to facilitate the conduct of those activities in accordance with the requirements applicable and in the safest possible way.

2- With regard to the undertaking's activities, the advisor has the following duties in particular:

a) Monitoring compliance with the requirements (ADR/RID) governing the carriage of dangerous goods.

b) Advising his undertaking on the carriage of dangerous goods.

c) Preparing an annual report to the management of his undertaking or a local public authority, as appropriate, on the undertaking's activities in the carriage of dangerous goods. Such annual reports shall be preserved for five years and made available to the national authorities upon their request:

ç) The procedures for compliance with the requirements governing the identification of dangerous goods being transported

d) The undertaking's practice in taking account, when purchasing means of transport, of any special requirements in connection with the dangerous goods being transported.

e) The procedures for checking the equipment used in connection with the carriage, loading or unloading of dangerous goods.

f) The proper training of the undertaking's employees, including on the changes to the regulations, and the maintenance of records of such training.

g) The implementation of proper emergency procedures in the event of any accident or incident that may affect safety during the carriage, loading or unloading of dangerous goods.

ğ) The implementation of appropriate measures to avoid the recurrence of accidents, incidents or serious infringements.

h) The account taken of the legal prescriptions and special requirements associated with the carriage of dangerous goods in the choice and use of sub-contractors or third parties.

i) Verification that employees involved in the carriage, loading or unloading of dangerous goods have detailed operational procedures and instructions.

j) The introduction of measures to increase awareness of the risks inherent in the carriage, loading and unloading of dangerous goods.

k) The implementation of verification procedures to ensure the presence on board the means of transport of the documents and safety equipment's which must accompany transport and the compliance of such documents and equipment with the regulations.

l) Preparing the security plan indicated 1.10.3.2

m) The maintenance of records of training and control for 5 years and made available to national authoritiesupon their request.

n) Keeping audit report including date and time.

o) In case of dangerous situation, stop the process until risk is removed. Restart the process if safe conditions are there . And record and inform all stages to Terminal and

authorities.

p) The determination of procedures for packing, labeling, marking and loading of dangerous goods.

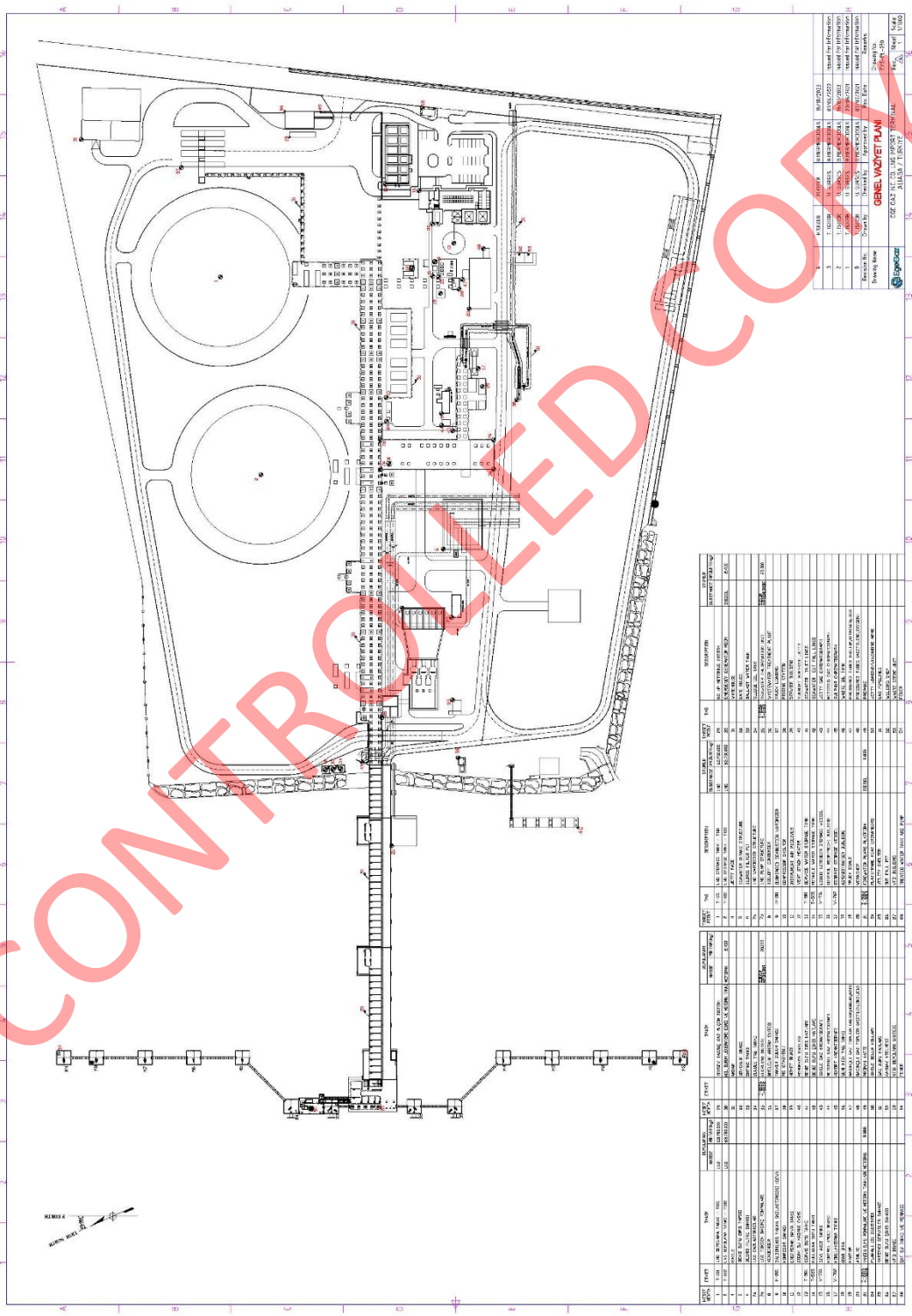
3- Whenever an accident affects persons, property or the environment or results in damage to property or the environment during carriage, loading or unloading carried out by the undertaking concerned, the advisor (TMGD) shall, after collecting all the relevant information, prepare an accident report to the management of the undertaking or to a local public authority, as appropriate. That report shall not replace any report by the management of the undertaking which might be required under any other international or national legislation.

10.2. Necessary documents, equipments and rules for entrance/transportation for LNG trucks is written at EYS-T-026 Truck Loading Procedure.

10.3. The hand tools which produces ignition source is prohibited in the vicinity of the Terminal and in the Ship's hazardous areas. Non-spark tools can only be used in those areas.

11.APPENDICES:

Annex-1 : Site Plan



Prepared by	Checked by	Approved by
Operations Manager	Quality Systems Manager	Terminal Operations Director

Annex-2: Photographs of General View

Annex-3: Emergecy Contacts;

FIRE DEPARTMENT		110 - 616 10 45
	ALİAGA GOVERNOR	+90 232 616 10 01
	Health Office	+90 232 616 89 89
	Department of Custom	+90 232 625 52 14-625 52 33
ALİAGA MUNICIPALITY		
	Major of Municipality	+90 232 399 00 00
	Municipal Police	0 232 399 00 00
POLICE		112
	General Directorate of Police	+9 0 232 616 06 97 - 616 18 60
	Central Police Station	+90 232 616 20 20
	Section of Traffic	+90 232 617 06 97
GENDARMERIE		112

Prepared by	Checked by	Approved by
Operations Manager	Quality Systems Manager	Terminal Operations Director

	Command of Gendarmerie (Aliaga)	+90 232 616 19 82
	Command of Garrison (Foca)	+90 232 812 38 29
AMBULANCE		
	Emergency Aid	112
	Aliağa Public Hospital	+90 232 616 87 87 – 616 18 13- 616 27 00
	Municipality	+90 232 399 00 00 / 167
HOSPITALS		
	Public Hospital	+90 232 616 87 87 – 444 35 14
	Aliağa Tıp Merkezi (Medical Center)	+90 232 600 21 21
MARINE INTERVENTION		
	Aliağa Regional Port Authority	+90 232 616 19 93 / 616 67 74/ +90 532 355 40 21
	Aliağa Regional Port Authority-Officer	+90 232 616 19 93 / 616 19 99
	Coast Guard	+90 232 616 81 37 – 498 50 59
	Tüpraş Tugboat Services	+90 232 498 55 55
	Petkim Tugboat Services	+90 232 616 32 40
	Uzmar Tugboat Services	+90 232 625 51 51-0532 613 59 71
	Naval Forces Command (Foca)	+90 232 812 15 22

COMPANIES		
	Tüpraş	+90 232 498 55 00
	Star Refinery	+90 966 60 00
	PETKİM	+90 232 616 12 40 / 22 65 – 22 66

Prepared by	Checked by	Approved by
Operations Manager	Quality Systems Manager	Terminal Operations Director

	Güzel Enerji	+90 232 618 20 55 / 618 20 56
	Güzel Enerji-LPG	+90 232 618 20 64
	Aygaz	+90 232 616 10 16 – 616 10 17
	İpragaz	+90 232 616 11 55 – 616 11 56
	Milangaz	+90 232 616 30 83 – 616 30 84
	Opet	+90 232 625 17 86 – 625 17 87

İZMİR

İZMİR GOVERNOR		
	Governor	+90 232 455 82 82
	Provincial Directorate of Civil Defence	+90 232 455 82 55
	Provincial Directorate for Science, Technology and Industry	+90 232 445 57 01
	Provincial Directorate for Environment and Urbanization	+90 232 341 68 00
	Provincial Directorate of Labour and Social Security	+90 232 441 04 55
	Provincial Directorate of Health	+90 232 441 81 11
MAJOR OF METROPOLITAN MUNICIPALITY		
	Major (Private Secretary)	+90 232 293 10 00
	Fire Department	+90 232 293 88 00 – 293 88 01
HOSPITALS		
	Tepecik Hospital	+90 444 35 60
	9 Eylül Hospital	+90 412 22 22

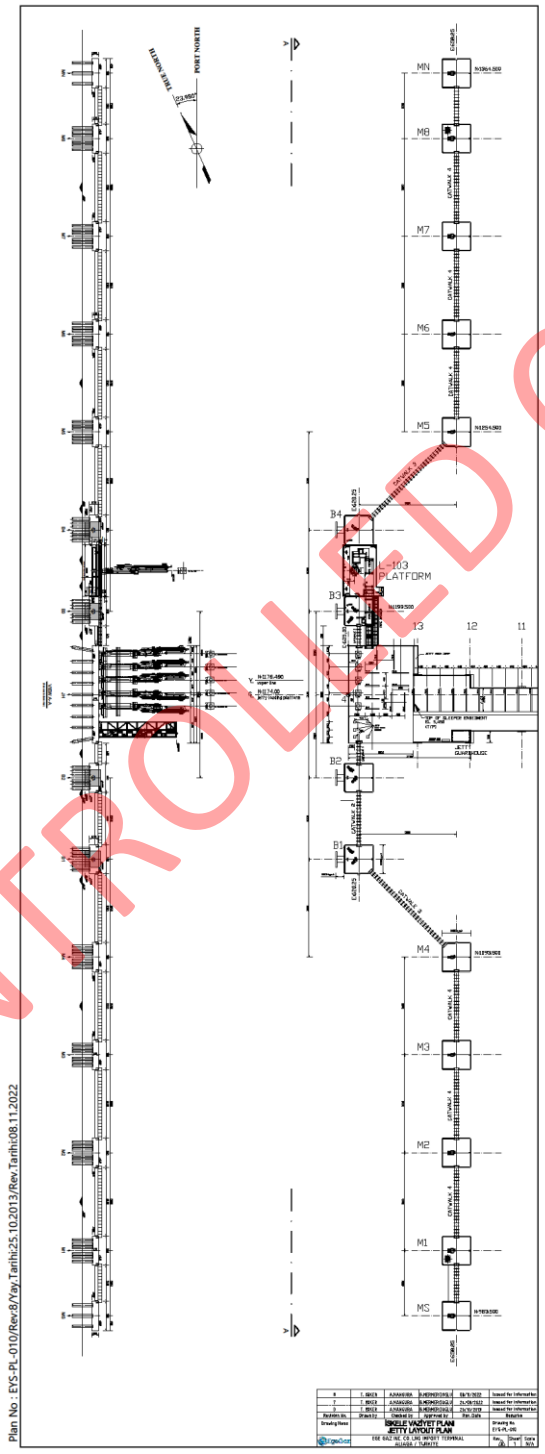
	Ege University	+90 444 13 43
	Karşıyaka Public Hospital	+90 232 366 88 88- 367 67 67
MARINE INTERVENTION		
	Aliağa Regional Port Authority	+90 232 463 73 20 - 463 73 21
	Coast Guard	+90 232 366 66 66 / 67
	Coastal Safety	+90 232 483 11 06
	Uzmar	+90 232 445 76 00 – 625 51 52
EBSO		+90 232 455 29 00

OTHERS

FIRE DEPARTMENTS		
	Menemen	+90 232 832 11 39
	Bergama	+90 232 632 80 05 – 250
	Foça	+90 232 812 42 36
	Dikili	+90 232 671 42 40
HOSPITALS		
	Menemen	+90 232 832 58 59
	Bergama	+90 232 444 35 16
	Foça	+90 232 812 14 29
	Aviation Training Command	+90 232 285 96 50
EPDK		+90 312 201 40 00 / 201 40 01
BOTAŞ		
	Directorate General of Botaş	+90 312 297 20 00
	Natural Gas District Management	+90 312 297 36 00

	Botaş LNG Terminal	+90 282 611 57 00
INSURANCE		
	Zurich Sigorta	+90 212 393 16 00
	Acıbadem Sigorta	+90 216 571 55 55

Annex-4: General site plan of dangerous goods handling area.



Jetty

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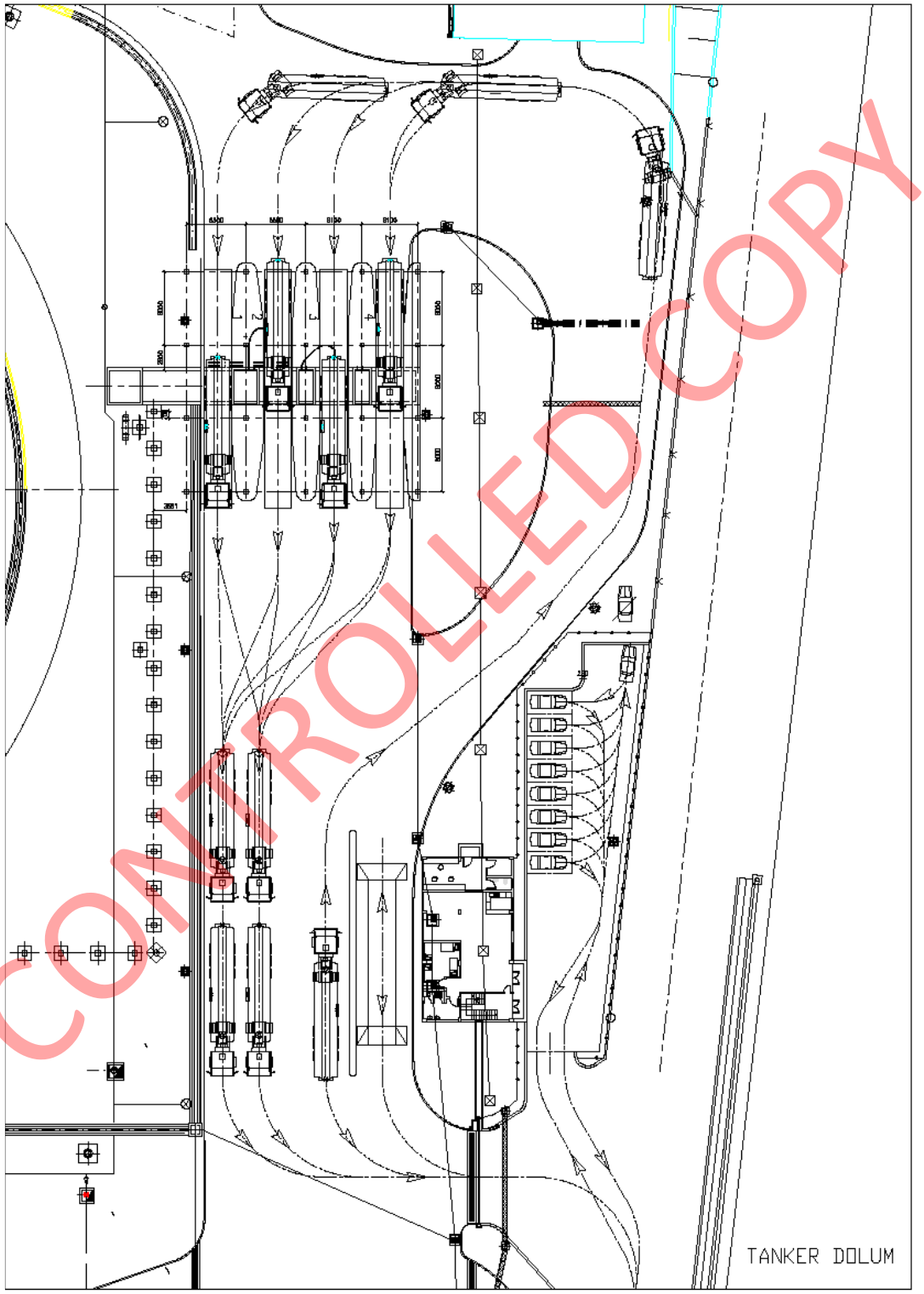
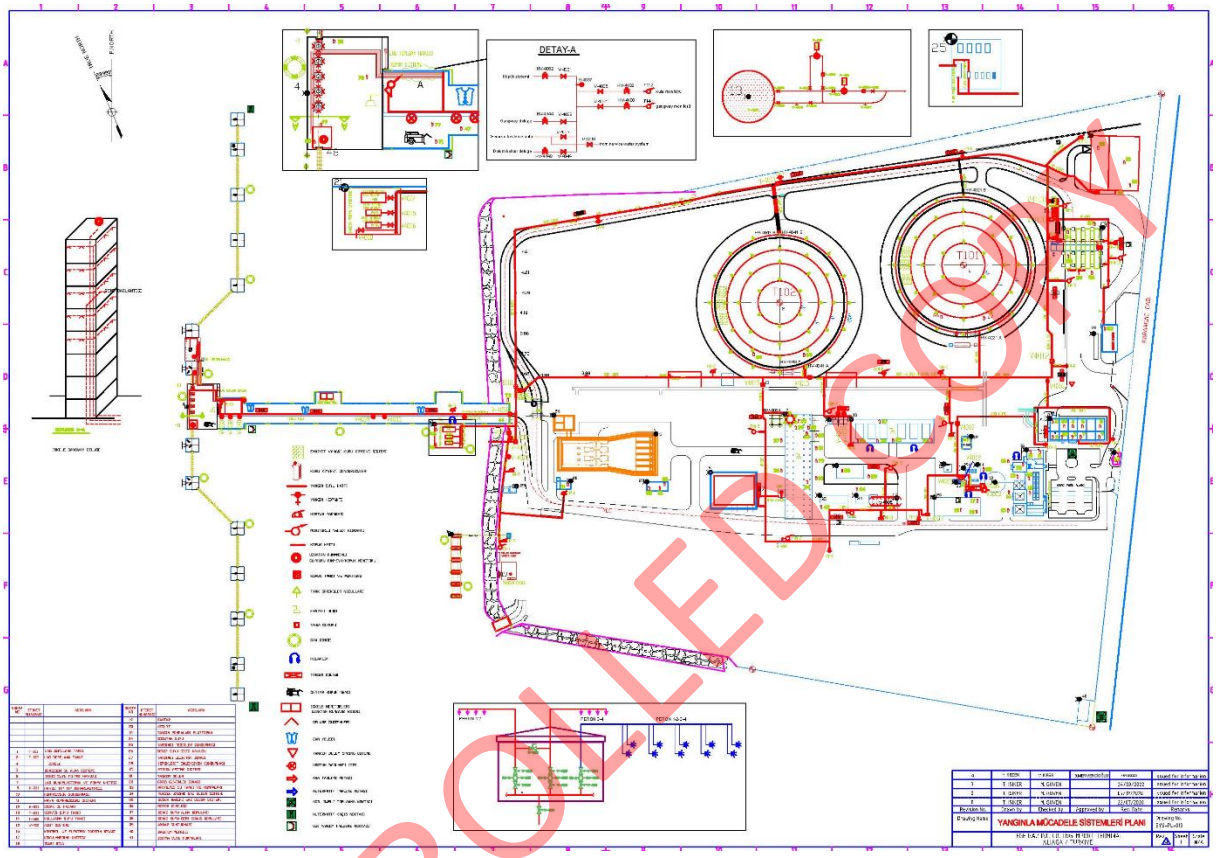
Operations Manager	Quality Systems Manager	Terminal Operations Director

Truck Loading



Prepared by	Checked by	Approved by
Operations Manager	Quality Systems Manager	Terminal Operations Director

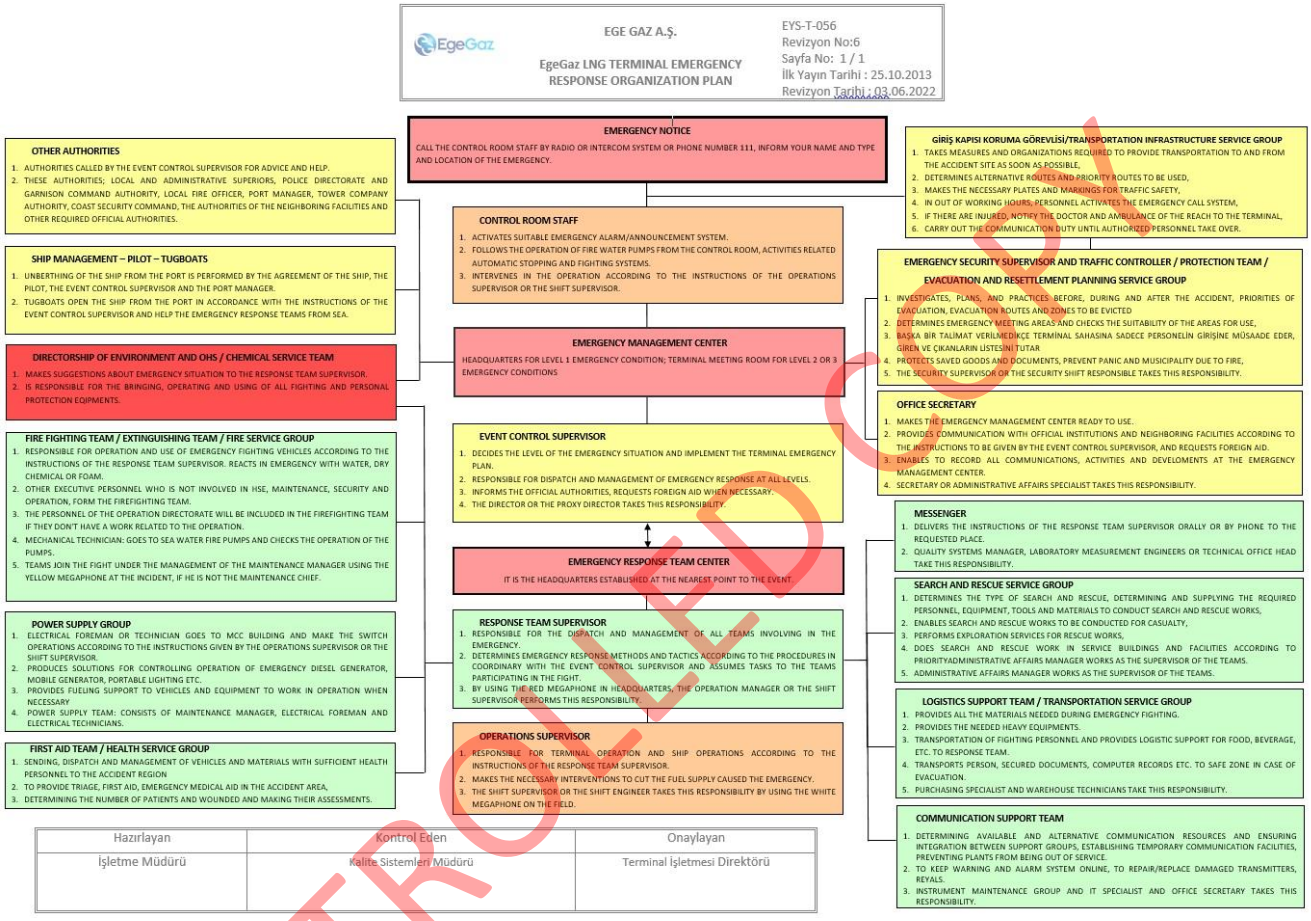
Annex-5/6: Fire plan of dangerous goods handling areas.



Annex-7: Applications for Emergengy Plan located at section 8.2

Annex-8: Marshalling Point; In case of emergency, primary meeting point is administrative building, secondary meeting point is at near the transformer station, which is at Ilıca cape road entrance.

Annex-9: EgeGaz LNG Terminal Emergency Organization Chart ;



Annex-10: Dangerous Goods Manual section 5
Annex-11: CTU and packaging is out of scope.
Annex-12: EYS-L-059 List of Tug boats
Annex-13: One pilot will board the vessel prior to approaching the jetty at the limit of outer harbor between the Ilica Cape and Tavsan Island. (38 49'N-026 50'E)
Annex-14: Emergency responce equipments for marine pollution; 600 m permanent containment Boom, pads and sausage booms.
Marine pollution services is provided by UZMAR A.Ş.
Annex-15: Personal Protective Equipments; It is obliged to use flame retardant cover alls according toTS EN ISO 11612, helmet, googles, antistatic safety shoes.
Annex-16: Notification Form For Dangerous Goods Incident; EYS-F-496 Port Facility Dangerous Goods Incident Notification Form.
Annex-17: Notification Form for Container Transfer Unit (CTUs); CTUs are not handling in EgeGaz LNG Terminal.