



## STAR REFINERY

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## STAR TERMINAL PORT INFORMATION AND REGULATIONS BOOKLET

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## INTRODUCTION

*Dear Captain,*

*This booklet has been compiled for your information and guidance. It contains the relevant terminal regulations and information essential for the safe and efficient operations while your vessel is alongside at STAR Terminal Port.*

*All operations aboard are the responsibility of Master. We would appreciate your full cooperation during your stay at our Terminal, in particular on all matters concerning Health, Safety, Security and Environmental protection.*

*Terminal representative will be boarding your vessel shortly after mooring and provide you with radio in order to be in contact at all times with STAR Terminal. Please do not hesitate to contact the Terminal for any query you might have after reading this booklet or regarding other items not contained herein. Responsibility for safe conduct of operation whilst your ship is at STAR Terminal Port rests jointly with you, as Master of ship, and Terminal Representative. We therefore seek your full co-operation and understanding of all safety and environmental matters.*

*We expect you and all under your command to adhere strictly to all this booklet's requirements throughout your stay alongside in our terminal.*

*Best Regards,*

**SOCAR TURKEY AGEAN REFINERY TERMINAL PORT TEAM**



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## 1. PURPOSE

STAR Terminal Port Information and Regulation Booklet purposes to increase conscious of ship crew and people who come for Cargo operations to STAR Terminal, revealing and obey the rules and procedures, providing safe health, property and environment.

## 2. SCOPE

This manual covers of Ships & their crew and Operator of STAR Terminal Port.

## 3. DEFINITIONS, TERMS AND ABBREVIATIONS

### 3.1 DEFINITIONS

**Agent** means appointed by the Tanker Owner or Charterers to act on arranging Marine services and Authority clearance requirements.

**Flammable (Combustible):** A flammable substance is capable of being ignited and burned in case of contact air or naked light in a short period. For the purpose of these regulations the terms “flammable” and “combustible” are synonymous.

**Vapour Recovery Unit (VRU):** An arrangement of piping and equipment used to control vapour emissions during operations, including ship&shore vapour collection systems, monitoring and control vapour processing arrangements.

**Naked Lights:** Open flames or fires, lighted cigarettes, cigars, pipes or similar smoking materials, any other unconfined sources of ignition, electrical and other equipment liable to cause sparking while in use, and unprotected light bulbs.

**Handling:** It is refer to similar actions like as Changing location of Dangerous goods with basic characteristic, transferring from big size tanks to small size tanks, ventilating, seperating, mixing and transporting.

**Administration:** It is refer to Directorate General for Dangerous Goods and Combined Transport Regulation.

**Captain** refers to commanding and responsible of whole operation at ship.

**Marine Terminal** is a part of the port where goods and cargo is loaded and unloaded in a ship and covers jetties, buoys, lights, platforms, anchorage areas or storage areas. Marine terminals is an important cargo aspect necessity of a vessel.

**Personal Protective Equipment (PPE)** is equipment worn to minimize exposure to hazards that cause serious workplace injuries and illnesses. These injuries and illnesses may result from contact with chemical, radiological, physical, electrical, mechanical, or other workplace hazards. Personal protective equipment may include items such as gloves, safety glasses and shoes, earplugs or muffs, hard hats, respirators, or coveralls, vests and full body suits.

**LPG Carrier:** Liquefied Petroleum Gas carrier, constructed and equipped for the transportation of liquefied petroleum gas in bulk at specified temperatures and pressures corresponding to the atmospheric boiling points of the liquefied gases.



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**Approved Equipment:** This is equipment of a design that has been tested and approved by an appropriate authority such as a classification society. The authority certified the equipment as safe for use in a specified hazardous atmosphere.

**Operation:** The loading/unloading or transfer of petroleum or ballast, bunkering, tank cleaning, crude oil washing, gas freeing, purging, gauging, sampling and all other ancillary activities.

**Petroleum:** Crude oil and liquid hydrocarbon products derived from it.

**Petroleum Gas:** A gas evolved from petroleum. The main constituents of petroleum gases are hydrocarbons but they may also contain other substances such as Hydrogen Sulphide, (H<sub>2</sub>S), or etc.

**Responsible Officer (or Person):** A person appointed by the employer or master of the vessel and empowered to take all decisions relating to a specific task, having the necessary knowledge and experience for that purpose.

**Hot Work:** Work involving sources of ignition or temperatures sufficiently high to cause the ignition of a flammable gas mixture. This includes any work requiring the use of welding, burning or soldering equipment, blow torches, some power driven tools, portable electrical equipment which is not intrinsically safe or contained within an approved explosion-proof housing and internal combustion engines.

**Restricted Area:** STAR Terminal and the water surface area of the coast and jetty within a distance of 200 meters measured from any part of the Terminal or a vessel alongside.

**Company** refers to SOCAR Turkey Aegean Refinery.

Tanker designed to carry liquid petroleum cargo in bulk, including a combination carrier when being used for this purpose.

**Dangerous goods**, are materials or items with hazardous properties which, if not properly controlled, present a potential hazard to human health and safety, infrastructure and/ or their means of transport.

**Terminal** means SOCAR Turkey Aegean Refinery (including berths adjacent to the wharf) and located in the Port.

**Terminal Regulation** means this document, which applies, to all Tankers including persons operating at the Terminal.

**Terminal Representative** means the designated person who will board the Tanker on behalf of the Terminal and will act as co-coordinator between the Terminal and Tanker. The Terminal Representative or 'Loading Master' is in direct communication with the Terminal Control room.

### 3.2 TERMS AND ABBREVIATIONS

Code	Description
STAR	SOCAR Türkiye Ege Rafinerisi / SOCAR Turkey Aegean Refinery
SOCAR	State Oil Company of Azerbaijan Republic
SOLAS	International Convention for the Safety of Life at Sea
SDS	Safety Data Sheet



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Code	Description
IBC Code	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
IGC Code	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
IMDG Code	International Maritime Dangerous Goods Code
IMO	International Maritime Organisation
ISGOTT	International Safety Guide for Oil Tankers and Terminals
ISPS Code	International Ship and Port Security Code
BAS	Berthing Aid System
ASTM	American Society for Testing and Materials
B.L.	Battery Limit
CA	Cargo Arm
CPI	Corrugated Plate Interceptor
COW	Crude Oil Washing
DWT	Deadweight tonnage
ERS	Emergency Release System
ESD	Emergency Shutdown System
ETA	Estimated Time of Approach
GRT	Grosstonnage
HU	Hydraulic Unit
ISPS	International Ship and Port Security
LPG	Liquified Petroleum Gas
MOV	Motor Operate Valve
PPE	Personnel Protective Equipments
QRHS	Quick Release Hook System
RMT	Refinery Marine Terminal
SDS	Safety Data Sheet
SIMOPs	Simultaneous Operations
VHF	Very High Frequency

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Code	Description
VRU	Vapour Recovery Unit
PERC	Powered Emergency Release Couplings

#### 4. RESPONSIBILITIES, ROLES AND AUTHORIZATION

**Superintendent (Console J):** Responsible for performing, updating of this booklet and providing to STAR Terminal Port employees according to STAR Refinery rules & standards and STAR Terminal Port Operating Procedures and Instructions.

**Chief Engineer (Console J):** S/he is the first area responsible person at STAR Terminal Port. Performing periodical maintenance, control and signing of work permits. S/he can refuse work permits for maintenance due to negative conditions. S/he can consider feedbacks from Loading Master or Shift Specialist and performing necessary planning & organization. S/he can take Loading Master responsibilities and hand over his/her responsibilities to Loading Master in a necessary condition.

**Loading Master:** Responsible for controlling, coordinating, and performing all loading/unloading and other operations safely according to this booklet at STAR Terminal Port. Additionally, determining and forwarding of Personnel necessity training to Chief Engineer and forwarding of noncompliance situations to Jetty Superintendent are other responsibilities of Loading Master.

**Operations Engineer (Console J):** Responsible for performing Loading Masters' orders and determining and forwarding of noncompliance situations to Loading Master; controlling, coordinating, and performing all operations safely.

**Shift Specialist (Console J):** S/he is responsible for coordinating and performing safe operations at field according to Loading Master orders and under this manual coverage.

**Control Room Operator (Console J):** Responsible for Controlling, coordinating, and performing all loading/unloading and other operations at Jetty Control Room according to Loading Master orders and under this manual coverage.

**Field Operator (Console J):** Responsible for performing field works safely according to taken instructions.

#### 5. REFERENCES

- Regulation about Transportation of Dangerous Goods at Sea
- Safety of Life at Sea (SOLAS)
- International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)
- Aliaga Port Regulations
- TRO-PRC-001 STAR Refinery Marine Terminal Operating Procedure
- Standards for Oil Tanker Manifolds and Associated Equipment
- Mooring Equipment Guidelines



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- Guidelines for the Control of Drugs and Alcohol Onboard Ship
- The International Safety Guide for Oil Tankers and Terminals (ISGOTT)
- Standards for On Board Vapour Emission Control Systems, (MSC/Circ.585)
- Code of Safe Working Practices for Merchant Seaman - HMSO
- PIANC Guidelines for the Design of Fender Systems
- The Control of Substances Hazardous To Health
- TRO-LST-00194 Ship / Shore Safety Checklist
- TRO-FRM-00195 Info Forms For Tanker Vessels
- HSM-PRC-001 Risk Assessment Management Procedure
- HSM-PRC-002 Chemical Risk Assessment Procedure
- STD-037 Emergency Management Standard
- STD-001 Personal Protective Equipment (PPE) Standard
- STD-007 Compliance Obligations Management Standard
- STD-011 Work Authorization Standard
- STD-012 Hazard Assessment and Risk Management (HARM)
- STD-033 Process Hazard Analysis Standard
- STD-034 Pre-Commissioning Safety Review (PSSR) Standard
- QAM-POL-002 STAR Integrated Management System Policy
- ENV-PRC-001 Environmental Impact Assessment Procedure
- PST-PRC-001 Safety Systems Bypass Procedure
- PST-PRC-002 HAZOP Implementation Procedure
- PST-PRC-003 Process Safety Change Management Procedure
- STD-005 Internal Communication Standard
- STD-006 External Communication Standard

## **6. DOCUMENT DETAILS**

### **6.1 HEALTH SAFETY AND THE ENVIRONMENT**

The environmental requirements and compliance obligations to be followed during operations are detailed in the “QAM-POL-002 STAR Integrated Management System Policy”, “STD-007 Compliance Obligations Management Standard” and the “ENV-PRC-001 Environmental Impact Assessment Procedure.” Accordingly, prudent precautions must be taken and followed. Detailed information can be found in unit-based documents.



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## 6.1.1 HSE

- Assesment of dangers which come from outside or inside at STAR and Assesment of risks are carried out according to "HSM-PRC-001 Risk Assessment Management Procedure".
- Work Permit Management activities must be carried out according to "STD-012 Hazard Assessment and Risk Management (HARM)".
- Working with Chemicals' activities must be carried out according to "HSM-PRC-002 Chemical Risk Assessment Procedure".
- "STD-011 Work Authorization Standard" HSE rules must be carried out in a case of of non-routine operation at outside of the company.
- Min PPE must be identified according to different type of works and these PPEs are must be suitable for "STD-001 Personal Protective Equipment (PPE) Standard" requirements.
- Responsible person must have First Aid Certificate to carry out First Aid at electricity injuries and Periodical training must be done because of valid certificate.
- Actions must be done according to "STD-037 Emergency Management Standard" in an emergency situation.

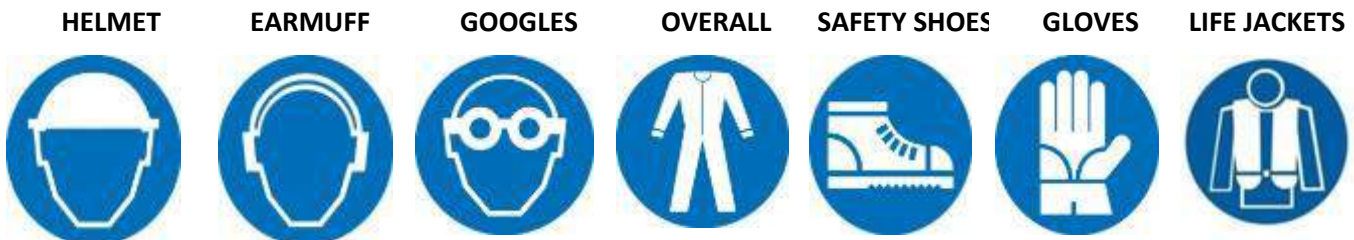
### 6.1.1.1 Instruction of Job Health Safety

- All persons must be obey the rules of HSE Department at all activities.
- Activities must be done by only responsible and educated personel.
- All personel must be care of bad weather situations (rain, windy weather and high seas).

### 6.1.1.2 Personal Protective Equipment (PPE)

- All the people who will be in the terminal area or on board vessel alongside are obligated to wear all personal protection equipment (PPE) as posted on the signs both at the terminal and jetty entrances. In case they do not have PPE, STAR Terminal will supply PPE to them temporary.

Min Basic Personel Protective Equipments are shown as below:





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## 6.1.2 The Environment

- Environment rules and procedures during operations are detailed at QAM-POL-002, STD-007, ENV-PRC-001. Rules must be followed according to these procedures. Detailed informations are located at Special Console Documents.
- It is an offence to:
  - Spill Oil or Contaminated Liquids
  - Dump Garbage
  - Emit Excessive Funnel Smoke

All incidents as above will be reported to ALIAGA Port Authority by STAR Terminal and investigated by this Authority. In case of found guilty could result with prosecution and/or vacating the terminal could result.

## 6.1.3 Process Safety

Activities under the change management process must be conducted in accordance with the “PST-PRC-003 Process Safety Change Management Procedure.” The Process Safety Change Management Procedure covers changes to be made to the existing equipment, materials, process controls and operation systems at STAR or the implementation/work methods. The Procedure applies to all changes outside of the scope of the existing design or an accepted implementation, whether temporary or permanent. At STAR, all manner of changes to be made under the scope of this Procedure will be initiated by the person who actually performs the detailed engineering or post-review change management process on site.

Any activities, inspections or responsible persons at STAR business units required to deactivate process protection systems/safety systems are indicated within the “PST-PRC-001 Safety Systems Bypass Procedure.” The disabling or deactivation of process protection systems/safety systems, the identification of potential hazards, and the necessary safety and reliability measures must all be conducted in accordance with this Procedure.

When disabling safety systems:

- Deactivation processes must be well planned out, and carried out as documented and under the inspection of an authorized member of staff.
- An accessible copy of the completed and approved Bypass Permit Form must be kept at the unit.
- The parameters to be followed during the bypass process must be active and trackable.

A Process Hazard Analysis (PHA) must be conducted in order to identify the potential dangers arising from the production, handling and storage of hazardous chemicals and assess their effects. The aim of the PHA, which must be conducted in accordance with the “STD-033 Process Hazard Analysis Standard”, is to identify, assess and define control methods for any serious hazards that may arise such as potential fires, explosions, undesired or uncontrolled chemical reactions, toxic gas dispersion, or hazardous chemical exposure. The outcomes of the PHA contribute to the preparation of emergency drill scenarios and emergency response plans. By modeling the results of PHA work, the risks, impact area, health and environmental impacts of hazardous events are identified and the facility location is assessed.



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Some of the methods used during the PHA are: what-if analyses, inspection lists, HAZOP (Hazard and Operability Analysis), Fault Tree Analysis (FTA), Event Tree Analysis (ETA) and facility location. HAZOP works are conducted in accordance with the “PST-PRC-002 HAZOP Implementation Procedure.”

During the process, the “STD-034 Pre-Commissioning Safety Review (PSSR) Standard” must be followed in order to ensure that all the necessary inspections required before a facility is commissioned have been conducted and to establish that all items that may be subject to commissioning inspection are safe. The Pre-Commissioning Safety Review (PSSR) is the final inspection point to check that all equipment has been assembled in accordance with the standards, that all maintenance has been carried out, and that all the inspections required by the Process Safety Management System have been conducted.

**6.2 WARNINGS**

- These regulations apply to terminal staff, visitors, Charterers, agents, surveyors, ship owners, masters and personals of vessels calling at STAR Terminal owned and operated by STAR A.Ş in the Port of ALİAĞA.
- In addition to the observance of the Company 's Regulations as printed herein Masters should note that the Byelaws of ALİAĞA Harbour Master apply to the Port of STAR Terminal and its approaches; they should familiarise themselves with these Byelaws and must ensure that both Byelaws and Company Regulations are brought to the attention of officers and crew and their provisions strictly observed.
- In the event of any conflict between the Company's Regulations on the one hand and the bylaws of ALİAĞA harbormaster on the other, the latter shall prevail to the extent that they are in conflict with the Regulations.
- There is a minimum requirement at this terminal that the vessel complies at all times and in all respects with the latest edition of the International Safety Guide for Oil Tankers & Terminals (ISGOTT).
- If any non-compliance with ISGOTT is identified, whether prior to, during or after cargo operations, then the terminal reserves the right, at their absolute discretion, to (without limitation). Terminal will be used its rights at the following options.
  - Reject the vessel
  - Terminating loading / unloading operations
  - Pausing loading /unloading operations
  - Canceling the completion of the agreed operation
  - Remove the vessel from the berth
  - Require attendance and/or assistance of marine or cargo expert(s) acceptable to the terminal.
- Related with the application of the above said rights by the terminal all the loss of time, costs and expenses will be on the account of the ship. The above mentioned does not abolish the rights of terminal dependent on the other rules. The aforesaid shall be without prejudice to any rights the terminal may otherwise have pursuant to the ISGOTT regulation and the terminal regulations.
- Masters are therefore requested to ensure that every precaution is taken to prevent spillage or dumping while at STAR Terminal or in the approaches.



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- It will be appreciated that oil spillages and the dumping of garbage are seriously viewed by the Port Authorities and the Company representatives. On STAR Terminal jetty, there is a third party oil spill emergency response boat, this serves both STAR Terminal and neighborhood companies at 7 days and 24 hours to act emergency against spillage. When the emergency response boat is used to prevent and clean oil spill resulting from vessel, all the emergency response boat cost should be taken from vessel.

**6.2.1 Naked Lights, Matches and Lighters**

- Naked Lights, matches and Lighters which taken from outside, handled or created at STAR refinery and terminal area is strictly prohibited.
- Naked Lights are as follows but not limited with them: Open flames or fires, lighted cigarettes, cigars, pipes or similar smoking materials, any other unconfined sources of ignition, electrical and other equipment liable to cause sparking while in use, and unprotected light bulbs, etc.

**6.2.2 Smoking**

- Smoking is strictly prohibited on terminal, jetties and on board vessels alongside, except in those enclosed spaces on terminal and board specifically designated by the terminal manager and master of the vessel as "Smoking Areas." Failure to comply with these regulations will involve cessation of operations and may result in the vessel vacating the terminal pending a complete investigation and receipt of written assurance from the master that effective controls have been established.
- Terminal reserves the right, in unusual circumstances, to prohibit smoking at any time in any place on or adjacent to the terminal.

**6.2.3 Alcohol and Drugs**

- Possession and use of alcohol and/or drugs within the terminal area is strictly prohibited.
- Masters are advised that operations will cease, when the actions of a person or persons involved in operations are not under proper control as a result of the use of alcohol and/or drugs.
- Operations will not resume until the matter has been reported to and fully investigated by relevant authorities and the company consider it safe to do so. Delay or cancellation in a vessel's departure could result.
- Access to the terminal area for a person or persons similarly affected by alcohol and/or drugs will be denied.

**6.2.4 Usage of Mobile Phone, Camera, Electronic Devices**

- Using Mobile phone, Electronic Device and camera, which are not approved ATEX (Ex-proof), are not allowed in terminal area and outdoor areas of the vessels. In addition, the mobile phone must always be switched off in terminal area and outdoor areas of the vessels. Person, does not obey this regulation, would be out of the terminal area by the terminal authorities.

**6.2.5 Notice Board**

- Below minimum stating Notices must be displayed in Turkish & English at the entrance of STAR Terminal Port, all areas including jetties, gangways, etc.





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## WARNING

- **NO UNAUTHORISED PERSONS**
- **NO NAKED LIGHTS**
- **NO SMOKING**
- **NO LIGHTERS AND MATCHES**
- **SWITCHED OFF MOBILE PHONES AND OTHER ELECTRONIC EQUIPMENT**

## 6.3 COMMUNICATION

### 6.3.1 VHF Facility

- VHF channel 11 is used for berthing and un-berthing operations and further ship-shore communications will be on channel 71 for Refinery Marine Terminal.
- PETKIM pilot gives pilotage and tug boat service. Tankers calling at STAR Terminal Port must contact with PETKIM Pilot and give information 3 hours before their arrival and all ships have to follow Pilot Office advices. PETKIM pilot uses channel 12 during manoeuvring of tankers for communication of tug boats, mooring boat and shore line handling personnel.

### 6.3.2 Reporting

- All vessels will comply with the general principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants as per IMO requirement.

## 6.4 EMERGENCY SITUATIONS

Master and the Loading Master shall discuss action to be taken in the event of an emergency at Safety Meeting. This shall include procedures and means of communications.

In an emergency, precautions which must be taken by terminal and ship described as below:

- If an emergency, which effect to ships, happened at STAR Terminal, Ship representatives must be informed directly to take immediate precautions.
- If an emergency happened at Ships, which berthed at STAR Terminal, Information must be given immediately via VHF Ch 71/16. If there will be no connection with VHF; Mobile number "+90 537 659 37 46" or below important numbers must be call to connect with Terminal Administration.
- Ambulance, Fire and Security Departments are available at below phone numbers:
  - Ambulance: +90 (549) 352 40 20
  - Fire Departments: +90 (555) 969 12 33
  - Security Departments: +90 (549) 792 13 63
- Emergency events but not limited with these while the vessel at terminal as below:
  - Fire on Terminal
  - Fire on Vessel alongside
  - Power Failure
  - Control Systems Failure
  - Vessel Drift



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- Vessel Breakout
- Man Overboard
- Bomb Threat
- Terrorist Activities
- Oil Spill
- First Aid
- A copy of the terminal emergency procedures is placed on board vessel for information and assistance. Loading Master will discuss details of the emergency procedures and actions.
- Emergency Notification Alarms Regularly Test In Adjacent Facility (Tüpras and Petkim).
  - PETKİM tests their emergency (fire and gas leakage) alarm every tuesday at 1330 lt.
    - Fire Alarm is Continously
    - Gas Leakage Alarm is Pulse
  - TÜPRAŞ tests their alarm in the first thursday of the each month at 1000 lt.
    - Fire Alarm is Continously
    - Gas Leakage Alarm is Pulse

#### 6.4.1 Emergency Contact Numbers

- STAR REFINERY Communication Details:
  - Tel : 0232 966 60 00
  - Fax : 0232 966 60 01
  - E-mail : info@socar.com.tr
  - Address: Siteler Mah. Aygaz Cad. No:21/1 35800 Aliğa / İzmir
- STAR Terminal Jetty Supt. & Port Facility Security Officer (PFSO):
  - Name& Surname: Erdem KARAMAN
  - Certificate Number: 10909672
  - Mob : +90 537 659 37 46
  - Tel : + 90 232 966 62 57
  - Fax : + 90 232 966 60 01
  - E-mail : erdem.karaman@socar.com.tr
  - Address : Siteler Mh. Aygaz Cad 21/1 35800 Aliğa / İZMİR
- Pilotage and Tug Assistance:
  - Petkim Petrokimya Holding A.Ş. Liman ve Terminal Hizmetleri Müdürlüğü Kılavuzluk Teşkilatı
  - Mob : +90 554 537 09 57
  - Tel : +90 616 12 40 (3124)
  - Fax : +90 616 12 48
  - VHF Ch : 12-16
  - E-mail : [kilavuz@petkim.com.tr](mailto:kilavuz@petkim.com.tr)
  - Web : [www.petkim.com.tr](http://www.petkim.com.tr)
  - Address : M.B. 12 35800 ALIĞA / İZMİR
- Aliğa Harbour Master Communication Details:
  - Tel : +90 232 616 19 93





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Fax : + 90(232) 616 41 06

Address : Kùltür Mahallesi, Fevzi Paşa Cd. No:10, 35800 Aliğa/İzmir

EMERGENCY CONTACT NUMBERS	PHONE NUMBERS
STAR A.S. SWITCHBOARD (24 hours)	+90 232 616 12 40
STAR Terminal Jetty Supt. & Port Facility Security Officer (PFSO)	+ 90 232 966 62 57 +90 537 659 37 46 (Mobile)
Pilotage and Tug Assistance	+90 616 12 40 (3124) +90 554 537 09 57 (Mobile)
Aliğa District Office	0232 616 1001
Public Prosecutor of Aliğa	0232 616 2882
Aliğa District Gendarmerie Command	0232 616 1982
Aliğa Coast Guard	0232 366 6667 (ALO 158) / VHF 08
Aliğa Police Department	0232 617 0697
Aliğa Harbour Master	0232 616 1993
Aliğa Custom Office	0232 625 52 33
Aliğa Municipality Office	0232 616 1980
Aliğa State Hospital	0232 616 2839
Aliğa District Health Directorate	0232 616 8989
Aliğa Coastal Directorate of Health	0232 616 2706

*Table-1: Emergency Contact Numbers*

#### 6.4.2 Emergency Muster Areas

- (1) **PRIMARY MUSTER AREA: TERMINAL PORT PARKING AREA**
- (2) **SECONDARY MUSTER AREA: EACH JETTY'S SEA SIDE END POINT**

All Terminal Port crew have to muster at Terminal Port Parking Area as possible as quickly according to Emergency Escape Plan in an emergency.

Crew have to muster at Secondary Muster Area which is each jetty's sea side end point, In case of obstruction at escape route.

#### 6.4.3 Instructions in case of Fire

**FIRE WARNING NUMBER: 2222 (INTERNAL COMMUNICATION)  
0 555 969 12 33 (DIRECT MOBILE)**

Do not hesitate to raise terminal or ship's fire alarm when you see the fire on the terminal area or vessels alongside terminal berth.

At this terminal, the fire alarm signal is;

#### Emergency Alarms;



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- **Fire: Intermittently**
- **Gas: Continuously**
- **Evacuation: Continuously Slow Whoop**

**Drill alarms;**

- **To be provided by Loading Master on board.**

**6.4.3.1 Terminal Actions**

Fire on terminal;

- Raise alarm.
- Go to emergency assembly point for people on the terminal area.
- Stop all cargo operations and then close all valves.
- Fight fire and prevent fire spreading.
- If required stand by to disconnect arms.
- Inform all ships.
- Terminal emergency procedure is immediately effective.

**6.4.3.2 Ship Actions**

Fire on your ship;

- Raise alarm
- Fight fire and prevent fire spreading.
- Inform terminal.
- Cease all cargo operation and then close all valves.
- Stand by to disconnect arms.
- Bring engines to stand by.
- Terminal and ship emergency procedure is immediately effective.

Fire on other ship or another terminal, You will be advised and if necessary then instruction to:

- Cease all cargo operations and then close all valves.
- Stand by to disconnect arms.
- Bring engines to stand by and crew to stand by ready unberth.
- In case of fire, terminal will direct movement of traffic.



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## 6.5 TERMINAL INFORMATION

### 6.5.1 General

STAR Terminal Port jetties are special area of STAR Refinery, which located at the side of Nemrut Bay which is inside in Aliğa Harbour borderline, City of Izmir at Aegean region of Turkey.

It is about 3 km far form the nearest city center (Ailağa) and 70 km far from the İZMİR.

STAR Terminal operates three jetties handling a wide range of petroleum products, for both import and export. There are 3 jetties which name is Jetty-1, Jetty-2 and Jetty-3. Jett-1 and Jetty-2 have both North and South Berths but Jetty-3 has 3 Berths which located at 1 pc North and 2 pcs South.

STAR Terminal Port location is Aegean Sea at Nemrut Bay in below positions:

- 38° 47' 38" N – 26° 54' 39" E
- 38° 47' 20" N – 26° 54' 09" E
- 38° 46' 33" N – 26° 54' 56" E
- 38° 46' 52" N – 26° 55' 24" E

The B time zone is used in Turkey. It is 2 hours ahead according to the GMT.

STAR Terminal continues operation under the light of Entegrated Quality System (ISO 9001, ISO 14001, ISO 18001 ve ISO 27001) requirements.



*Image-1: STAR Terminal Port Jetties Overview*

### 6.5.2 STAR Terminal Port Jetties

STAR Terminals jetty looks like an "I" shape. Vessels can be berth both sides of the inner and outer (called as North and South) finger of "I".

A vessel will only be accepted at a jetty providing it is compatible with all aspects of the jetty design.



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**6.5.2.1 Details of Jetty-1**

- Jetty-1 has North and South Berths and both berths will accommodate 35,000 DWT-150,000 DWT tankers.
- Jetty-1 Construction and Properties Details and Handling Products and Equipments Details are as below:

JETTY-1 GENERAL CONSTRUCTION DETAILS						JETTY-1 N&S BERTHS GENERAL DETAILS						
Jetty Name	Total Length (m)	Trestle Length (m)	Mooring Dolphins (m <sup>2</sup> )	Berthing Dolphins (m <sup>2</sup> )	L/U Platform (m <sup>2</sup> )	Berth Name	Berth Water Depth		Tanker Details			
							Max. (m)	Min. (m)	Max DWT	Max Length (m)	Min Length (m)	Max Draught (m)
JETTY-1	505	10x352m	7x7m; 6 pcs 8.5x8.5; 8 pcs	12x12m; 8 pcs	25x30m; 2 pcs	North Berth	45.0	22.7	150000 DWT	298	188	29
						South Berth	45.0	22.7	150000 DWT	298	188	27

*Table-2: Details of Jetty-1*

	PRODUCT	DWT	CARGO ARM					Line Size	Dist. fm BL	
			Arm Number	Name	Operation	Design Flow Rate	Size			
JETTY-1	NORTH BERTH	Diesel (with Marker)	35000 DWT	690LA-102	Jetty-1 North Diesel (with Marker) Cargo Arm	Loading	3080 m <sup>3</sup> /h	16"	28	670 m
		Crude Oil	80000 & 150000 DWT	690LA-101A	Jetty-1 North Crude Oil Cargo Arm	Discharging	3270 m <sup>3</sup> /h	16"	40	648 m
				690LA-101B	Jetty-1 North Crude Oil Cargo Arm	Discharging	3270 m <sup>3</sup> /h	16"		
	690LA-101C			Jetty-1 North Crude Oil Cargo Arm	Discharging	3270 m <sup>3</sup> /h	16"			
	SOUTH BERTH	Diesel (without Marker)	35000 DWT	690LA-103	Jetty-1 North Diesel (without Marker) Cargo Arm	Loading	3080 m <sup>3</sup> /h	16"	24	590 m
		Crude Oil	80000 & 150000 DWT	690LA-101D	Jetty-1 South Crude Oil Cargo Arm	Discharging	3270 m <sup>3</sup> /h	16"	40	590 m
				690LA-101E	Jetty-1 South Crude Oil Cargo Arm	Discharging	3270 m <sup>3</sup> /h	16"		
690LA-101F				Jetty-1 South Crude Oil Cargo Arm	Discharging	3270 m <sup>3</sup> /h	16"			

*Table-3: Details of Handling Cargoes and Equipments at Jetty-1*



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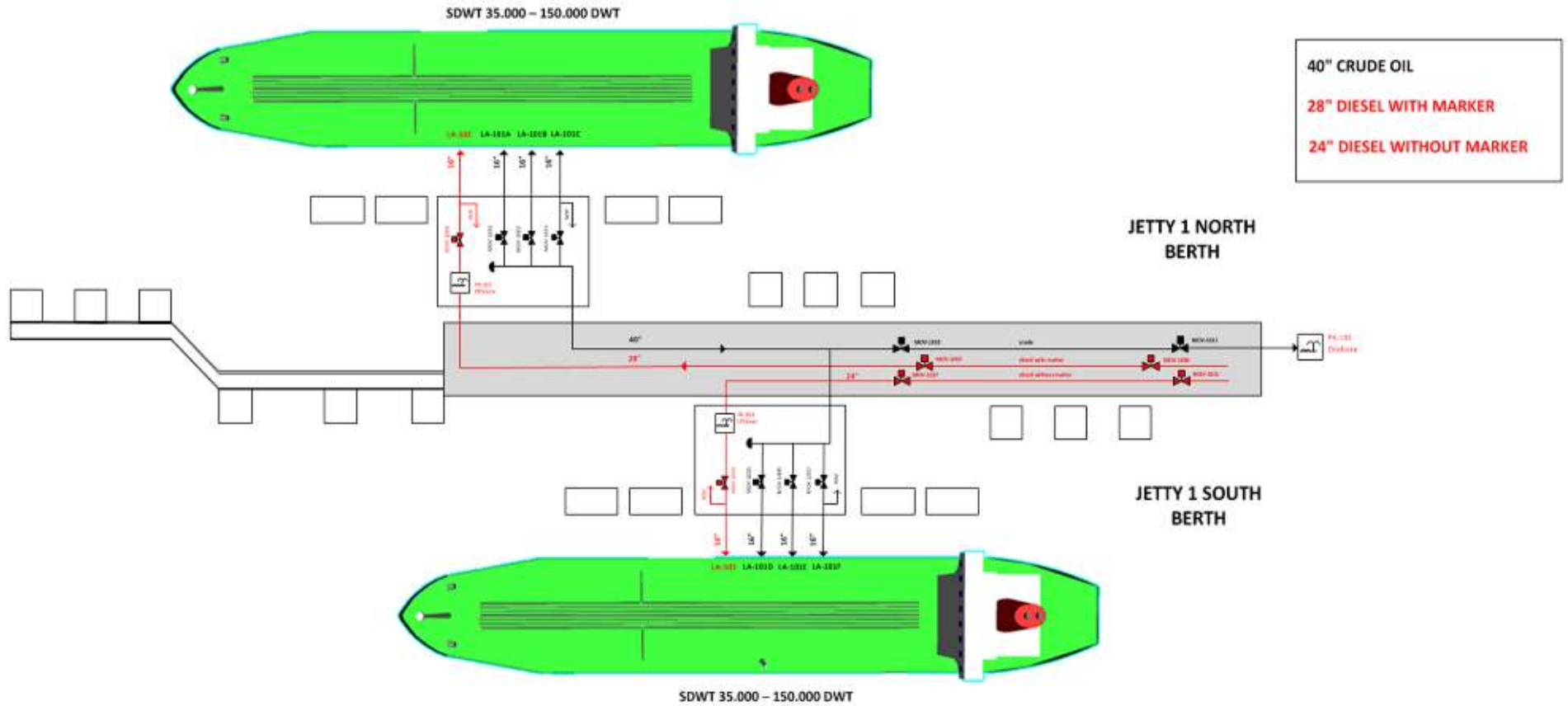


Image-2: Jetty-1 Drawing

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**6.5.2.2 Details of Jetty-2**

- Jetty-2 has North and South Berths and both berths will accommodate 5,000 DWT-35,000 DWT tankers.
- Jetty-2 Construction and Properties Details and Handling Products and Equipments Details are as below:

JETTY-2 GENERAL CONSTRUCTION DETAILS						JETTY-2 N&S BERTHS GENERAL DETAILS						
Jetty Name	Total Length (m)	Trestle Length (m)	Mooring Dolphins (m <sup>2</sup> )	Berthing Dolphins (m <sup>2</sup> )	L/U Platform (m <sup>2</sup> )	Berth Name	Berth Water Depth		Tanker Details			
							Max. (m)	Min. (m)	Max DWT	Max Length (m)	Min Length (m)	Max Draught (m)
JETTY-2	358	10x267m	7x7m; 4 pcs 8.5x8.5; 4 pcs	12x12m; 4 pcs	25x30m; 2 pcs	North Berth	45.5	22.5	35000 DWT	188	102	33
						South Berth	45.5	22.5	35000 DWT	188	102	32

*Table-4: Details of Jetty-2*

	PRODUCT	DWT	CARGO ARM					Line Size	Dist. fm BL	
			Arm Number	Name	Operation	Design Flow Rate	Size			
JETTY-2	NORTH BERTH	VRU	---	690LA-201A	Jetty-2 VRU Arm	VRU	4100 Nm <sup>3</sup> /h at 0°C, 1 ATM	16"	---	---
		Reformate	5000&10000&15000 DWT	690LA-202A	Jetty-2 North Reformate Cargo Arm	Loading	1700 m <sup>3</sup> /h	12"	18"	990 m
		Light Naphtha	5000&10000&15000&25000 DWT	690LA-203A	Jetty-2 North Light Naphtha Cargo Arm	Loading	2000 m <sup>3</sup> /h	12"	24"	965 m
		Light Naphtha		690LA-203B	Jetty-2 North Light Naphtha Cargo Arm	Loading	2000 m <sup>3</sup> /h	12"		
		Mixed Xylene	5000&10000&15000 DWT	690LA-204A	Jetty-2 North Mixed Xylene Cargo Arm	Loading	1700 m <sup>3</sup> /h	12"	18"	1000 m
		Jet Fuel	5000&10000&15000 DWT	690LA-205A	Jetty-2 North Light Naphtha Cargo Arm	Loading	1850 m <sup>3</sup> /h	12"	18"	1015 m
		Diesel (with Marker)	5000&10000&15000&25000&35000 DWT	690LA-206A	Jetty-2 North Diesel (with Marker) Cargo Arm	Loading	3080 m <sup>3</sup> /h	16"	28"	950 m
	SOUTH BERTH	VRU	---	690LA-201B	Jetty-2 VRU Arm	VRU	4100 Nm <sup>3</sup> /h at 0°C, 1 ATM	16"	---	---
		Reformate	5000&10000&15000 DWT	690LA-202B	Jetty-2 South Reformate Cargo Arm	Loading	1700 m <sup>3</sup> /h	12"	18"	925 m
		Light Naphtha	5000&10000&15000&25000 DWT	690LA-203C	Jetty-2 South Light Naphtha Cargo Arm	Loading	2000 m <sup>3</sup> /h	12"	24"	915 m
		Light Naphtha		690LA-203D	Jetty-2 South Light Naphtha Cargo Arm	Loading	2000 m <sup>3</sup> /h	12"		
		Mixed Xylene	5000&10000&15000 DWT	690LA-204B	Jetty-2 South Mixed Xylene Cargo Arm	Loading	1700 m <sup>3</sup> /h	12"	18"	930 m
		Jet Fuel	5000&10000&15000 DWT	690LA-205B	Jetty-2 South Light Naphtha Cargo Arm	Loading	1850 m <sup>3</sup> /h	12"	18"	940 m
		Diesel (with Marker)	5000&10000&15000&25000&35000 DWT	690LA-206B	Jetty-2 North Diesel (with Marker) Cargo Arm	Loading	3080 m <sup>3</sup> /h	16"	28"	885 m

*Table-5: Details of Handling Cargoes and Equipments at Jetty-2*





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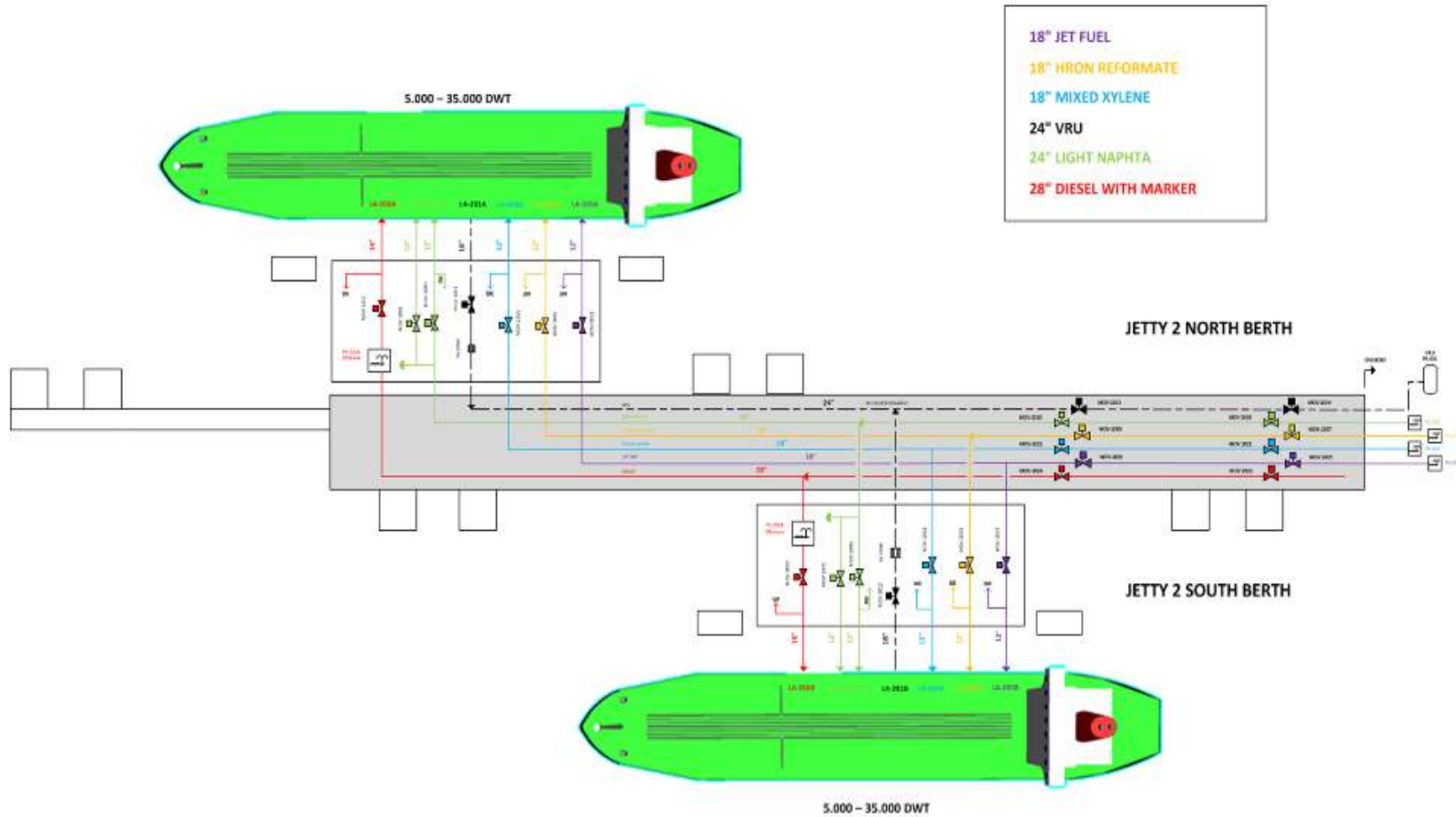


Image-3: Jetty-2 Drawing

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**6.5.2.3 Details of Jetty-3**

- Jetty-3 has total 3 Berth which one of North Berth and 2 of South Berths names are Southeast Berth and Southwest Berth.
- Jetty 3 N Berth will accommodate 5,000~35,000 DWT product and LPG tankers, whereas Jetty 3 SW and SE Berths will accommodate 1,000 DWT~10,000 DWT product tankers.
- Jetty-2 Construction and Properties Details and Handling Products and Equipments Details are as below:

JETTY-3 GENERAL CONSTRUCTION DETAILS						JETTY-3 N&SE&SW BERTHS GENERAL DETAILS						
Jetty Name	Total Length (m)	Trestle Length (m)	Mooring Dolphins (m <sup>2</sup> )	Berthing Dolphins (m <sup>2</sup> )	L/U Platform (m <sup>2</sup> )	Berth Name	Berth Water Depth		Tanker Details			
							Max. (m)	Min. (m)	Max DWT	Max Length (m)	Min Length (m)	Max Draught (m)
JETTY-3	334	10x334m	7x7m; 6adet 8.5x8.5; 2adet	12x12m; 2adet 7x18m; 4adet	25x30m; 3 adet	North Berth	48.5	12.0	35000 DWT	188	102	31
						Southeast Berth	48.5	12.0	10000 DWT	127	61	25
						Southwest Berth	48.5	12.0	10000 DWT	127	61	42

*Table-6: Details of Jetty-3*

	PRODUCT	DWT	CARGO ARM					Line Size	Dist. fm BL	
			Arm Number	Name	Operation	Design Flow Rate	Size			
JETTY-3	NORTH BERTH	LPG	5000 DWT	690LA-301	Jetty-3 North LPG Cargo Arm	Loading	660 m <sup>3</sup> /h	8"	12"	1525 m
		VRU	---	690LA-302	Jetty-3 North VRU Arm	VRU	1770 Nm <sup>3</sup> /h at 0°C, 1 ATM	10"	---	---
		Reformate	5000&10000&15000 DWT	690LA-303	Jetty-3 North Reformate Cargo Arm	Loading	1700 m <sup>3</sup> /h	12"	18"	1430 m
		Mixed Xylene	5000&10000&15000 DWT	690LA-305	Jetty-3 North Mixed Xylene Cargo Arm	Loading	1700 m <sup>3</sup> /h	12"	18"	1410 m
		Diesel (with Marker)	5000&10000&15000&25000&35000 DWT	690LA-312A	Jetty-3 North Diesel (with Marker) Cargo Arm	Loading	1400 m <sup>3</sup> /h	12"	28"	1730 m
	690LA-312B			Jetty-3 North Diesel (with Marker) Cargo Arm	Loading	1400 m <sup>3</sup> /h	12"			
	SOUTHWEST BERTH	Diesel (with Marker)	1000&5000 &10000 DWT	690LA-306	Jetty-3 SW Diesel (with Marker) Cargo Arm	Loading	1280 m <sup>3</sup> /h	10"	28"	1800 m
				690LA-307	Jetty-3 SW Jet Fuel Cargo Arm	Loading	1280 m <sup>3</sup> /h	10"	18"	1540 m
		VRU	---	690LA-308	Jetty-3 SW VRU Arm	VRU	1475 Nm <sup>3</sup> /h at 0°C, 1 ATM	10"	---	---
	SOUTHEAST BERTH	Diesel (with Marker)	1000&5000 &10000 DWT	690LA-309	Jetty-3 SE Diesel (with Marker) Cargo Arm	Loading	1280 m <sup>3</sup> /h	10"	28"	1800 m
				690LA-310	Jetty-3 SE Jet Fuel Cargo Arm	Loading	1280 m <sup>3</sup> /h	10"	18"	1540 m
VRU		---	690LA-311	Jetty-3 SE VRU Arm	VRU	1475 Nm <sup>3</sup> /h at 0°C, 1 ATM	10"	---	---	

*Table-7: Details of Handling Cargoes and Equipments at Jetty-3*





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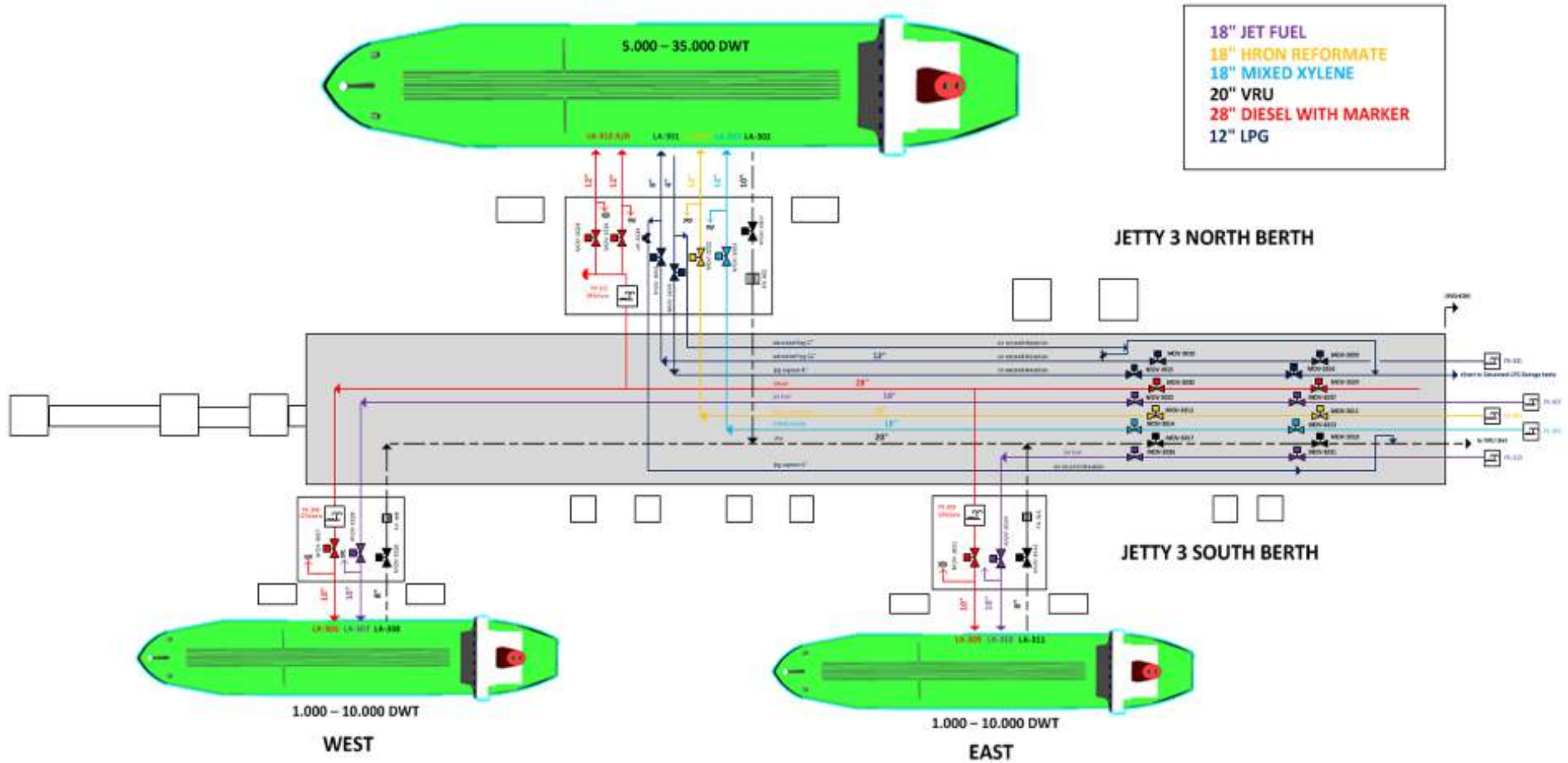


Image-4: Jetty-3 Drawing

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**6.5.3 Current & Tide**

Mean tidal range is 40 cm (springs) and while current rates of 0.5 knots maximum occur at STAR Terminal Port Jetties' area.

**6.5.4 Depths**

Datum depth in the STAR Terminal Port approach channel is approx. 50 meters and minimum depths at Jetties area information are at Section Details of Jetties.

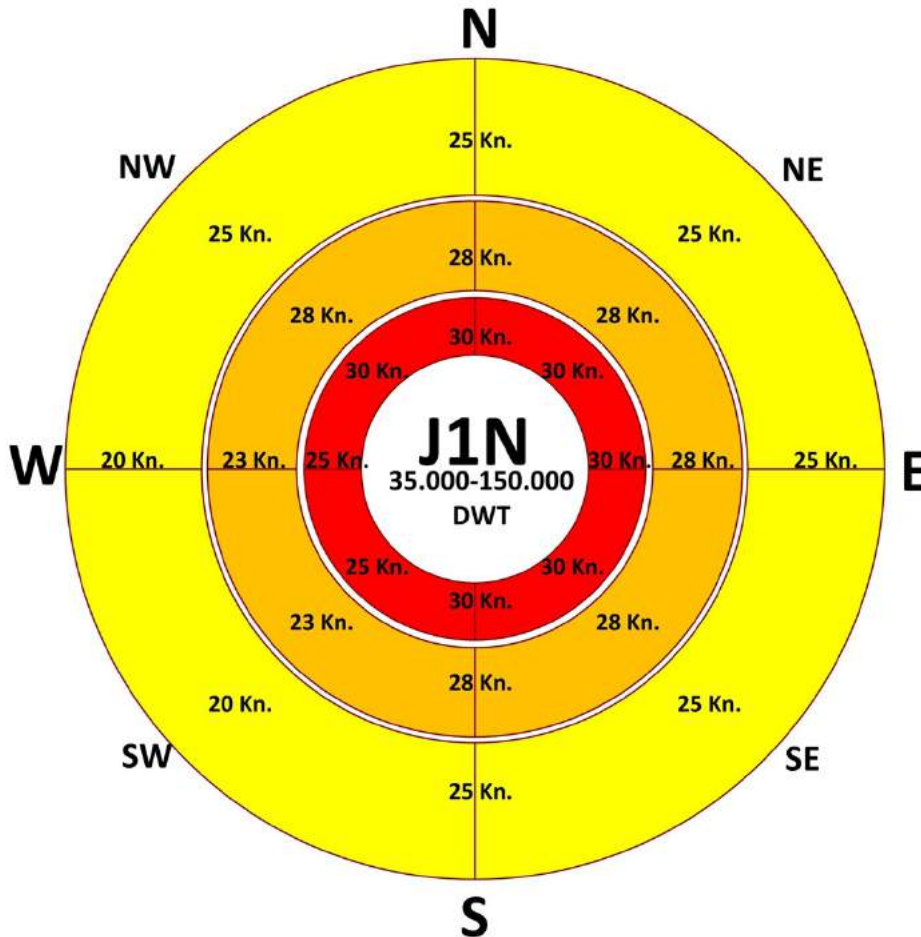
**6.5.5 Operational Wind Criteria**

STAR Terminal Port has appointed wind criteria for each jetty and Jetty Lead Engineer reverse to right of suspension of Cargo operation and unberthing vessel as per his decisions under the lights of safety operations. Wind parameters are as follows:



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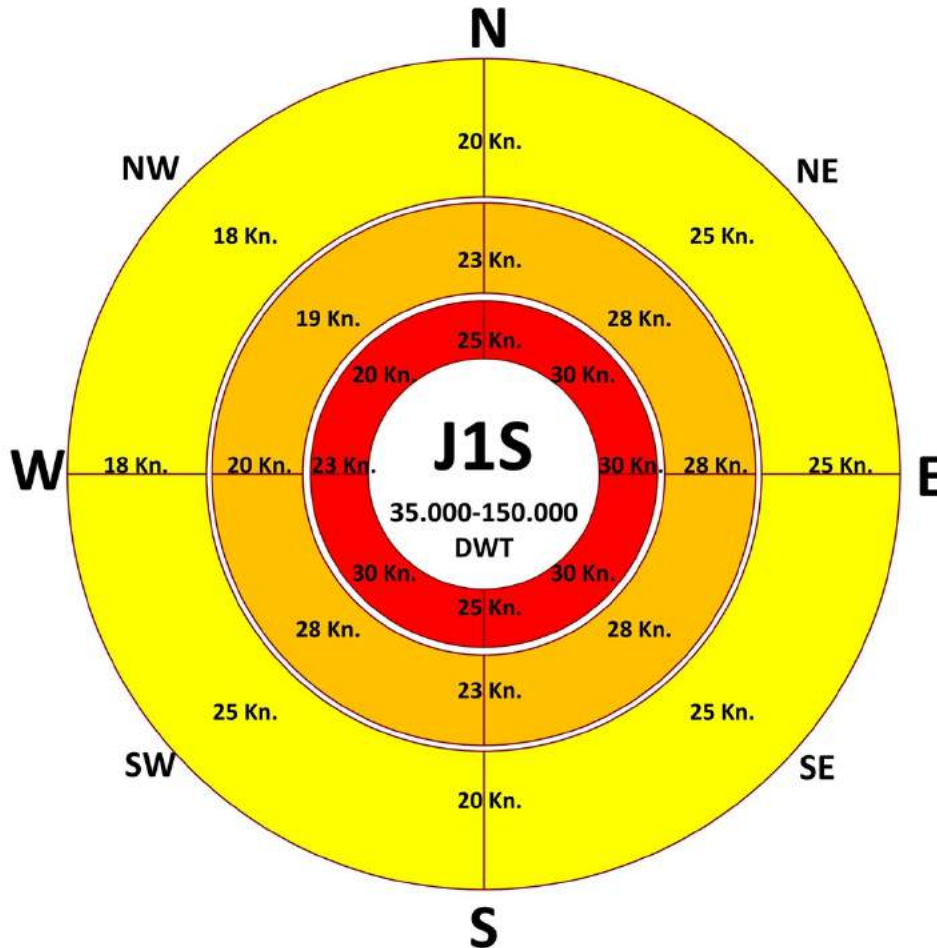
- LOADING/UNLOADING STOP**
- LOADING/UNLOADING ARM REMOVE**
- UNBERTHED SHIP**

Image-5; Jetty-1 North Operational Wind Limit



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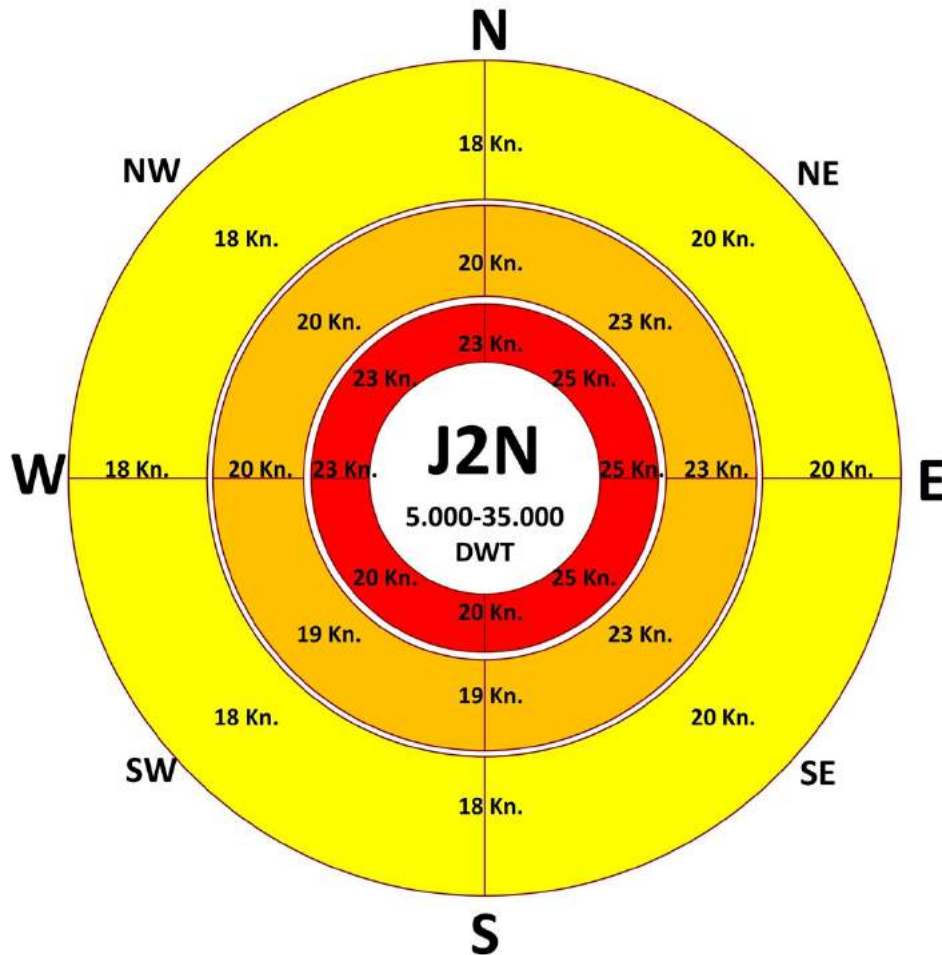
- LOADING/UNLOADING STOP**
- LOADING/UNLOADING ARM REMOVE**
- UNBERTHED SHIP**

Image-6; Jetty-1 South Operational Wind Limit



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-  **LOADING/UNLOADING STOP**
-  **LOADING/UNLOADING ARM REMOVE**
-  **UNBERTHED SHIP**

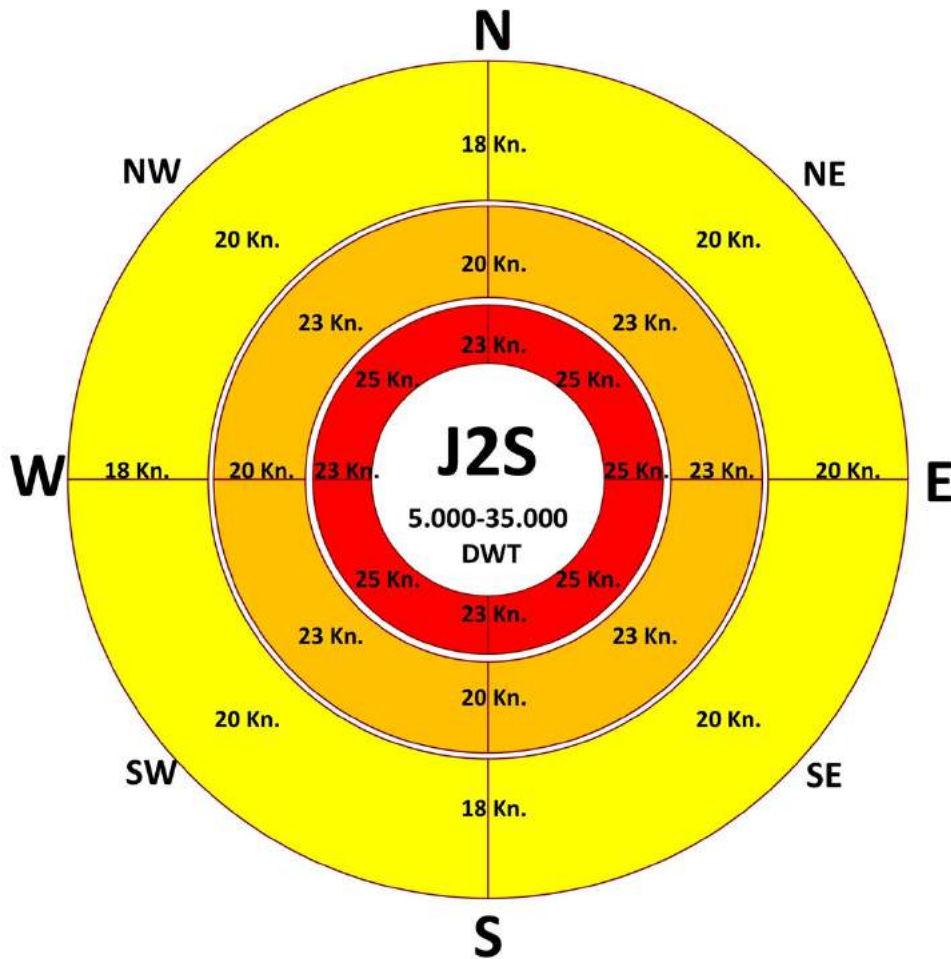
Image-7; Jetty-2 North Operational Wind Limit





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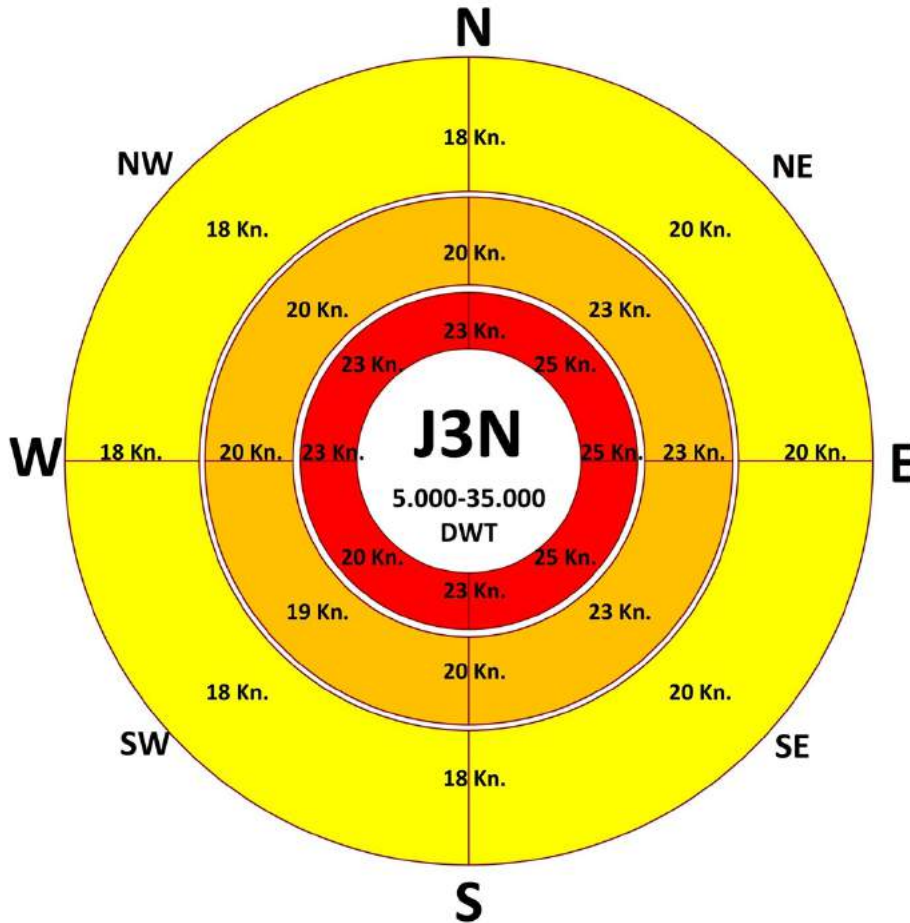
-  **LOADING/UNLOADING STOP**
-  **LOADING/UNLOADING ARM REMOVE**
-  **UNBERTHED SHIP**

Image-8; Jetty-2 South Operational Wind Limit



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**LOADING/UNLOADING STOP**



**LOADING/UNLOADING ARM REMOVE**



**UNBERTHED SHIP**

Image-9; Jetty-3 North Operational Wind Limit

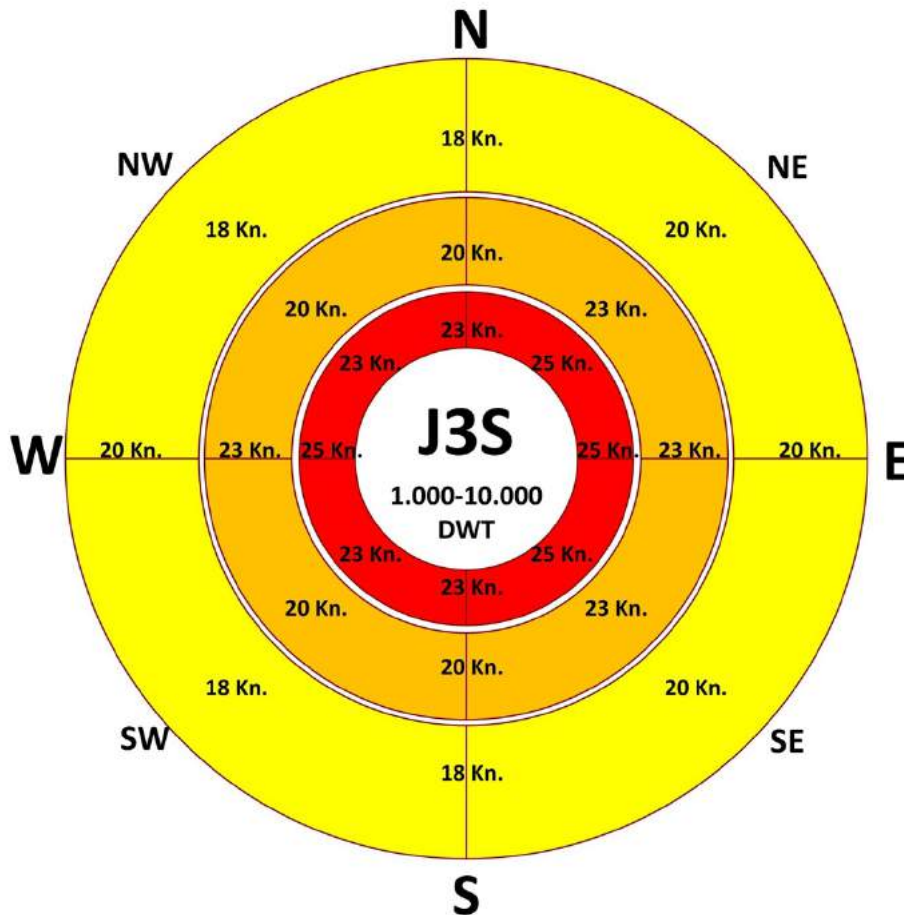
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**LOADING/UNLOADING STOP**



**LOADING/UNLOADING ARM REMOVE**



**UNBERTHED SHIP**

Image-10; Jetty-3 Southeast and Southwest Operational Wind Limit

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### 6.5.6 Jetty Systems and Equipments

#### 6.5.6.1 Cargo Arms

STAR Terminal has 34 cargo loading / unloading arms at jetties. The size of the cargo arms and services of them are given in Section 6.5.2.

All loading arms are hydraulic systems. In addition, all of them have an emergency quick release system(PERC).

In loading arms isolated flanges are used. For this reason there is no need of using earthing cable between the ship and the coast and use of such is not allowed.

After the loading and unloading the ship cannot pump water in the cycle without informing the terminal.

#### 6.5.6.2 Manifold Arrangement

Special attention is made to a vessels manifold arrangements which must be of a fixed and connecting design, (including pipelines, valves, supports, safe access etc.), and form part of the vessels structure. The vessel must have in place a presentation manifold flange compatible with the jetty for each grade nominated to load/unload, and if a reducer / change over piece is in use, the design must be appropriate, and be compatible with the jetty.

All vessels must have manifold arrangements, which comply with the standards recommended by the Oil Companies International Marine Forum - Standards for Tanker Manifolds and Associated Equipment. Vessels below the OCIMF tonnage contained in the above publication must have manifold arrangements, which are compatible with the jetty design.

Operators of vessels, which are unable to comply with the above recommendations, must confirm with the Company the suitability of a vessel for a cargo operation.

#### 6.5.6.3 Gangway

- Hydraulic driven and electrical motor driven Shore gangway facilities are available at jetties.
- Gangway safety working load is 250 kg only 3 person allowed both at the same time.

#### 6.5.6.4 Fendering

- There are 28 pcs fenders have been strategically positioned to safe berthing operation at STAR Terminal Port Jetties. Fenders positions and pieces are as below:

Jetty Number	Berth	Number of Fenders
1	North and South	4 + 4
2	North and South	4 + 4
3	North	4
3	South East and South West	4 + 4

*Table-8: Details of Fender*

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- In case of accident during berthing or unberthing operation at STAR Terminal Port, Terminal reserves the rights and all expenses will be taken from Ship Owner or Operator.

**6.5.6.5 Berthing & Quick Release Hooks**

- Vessels must provide a minimum in total, twelve (12) suitable lines for Jetty 2 and Jetty 3; ten (14) suitable lines for Jetty 1 at the end of mooring operation.

QUICK RELEASE HOOK SYSTEM	
LOCATION	PCS & SWL
Jetty-1 North	8x2 100T + 2x2 60T
Jetty-1 South	8x2 100T + 2x2 60T
Jetty-2 North	6x2 60T
Jetty-2 South	6x2 60T
Jetty-3 North	6x2 60T
Jetty-3 Southwest	6x2 45T
Jetty-3 Southwest	6x2 45T

*Table-9: Details of Quick Release Hooks*

- Mooring hooks on the each Berths are fitted with a Mooring Load Monitoring System, with remote readout visually displayed in the Jetty Operator Room. Remote release of moorings on both berths can be activated from the Main and Jetty Operator Room.

**6.5.7 STAR Terminal Port Facilities**

**6.5.7.1 VTS Facility**

STAR Terminal Port is located at “VTS Sector Aliaga” which is the sea area that the east of between “Kanlı Point” and “Aslan Point”. Sector Aliaga working on VHF Ch. 69 and call sign is “Sektör Aliğa”. According to Local Authority Regulation, All vessel calling for STAR Terminal Port have to obey VTS Instructions.

Sector Name	Vhf Channel	Call Sign
ALIĞA	VHF CH. 69	SECTOR ALIĞA

*Table-10; Sector Aliaga Contact Details*



*Image-11: Izmir VTS Areas*

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## 6.5.7.2 Anchorage Area

All vessel calling for STAR Terminal Port have to follow VTS Anchoring Instructions. In general, there are two anchorage area but vessels can be followed other anchorage areas according to VTS instructions.

- a) Anchorage Number-5: Vessel which are carrying non-dangerous Cargo and Military vessels:
- 1) 38° 48' 24" K – 026° 52' 18" D
  - 2) 38° 47' 39" K – 026° 52' 30" D
  - 3) 38° 48' 24" K – 026° 53' 42" D
  - 4) 38° 47' 39" K – 026° 54' 12" D
- b) Anchorage Number-6: Vessel which are carrying dangerous cargo, Nuclear Power Military vessels, quarantine vessels and vessels which are carrying out purging operation.
- 1) 38° 49' 06" K – 026° 52' 06" D
  - 2) 38° 48' 24" K – 026° 52' 18" D
  - 3) 38° 49' 06" K – 026° 53' 12" D
  - 4) 38° 48' 24" K – 026° 53' 42" D



Image-12: Anchorage Area Number 5-6

## 6.5.7.3 Pilotage & Tug Boats

Pilotage is compulsory for 500 GT and above all tankers, Turkish vessels above 1000 GT which carriage dangerous goods and all all foreign vessels.

Pilotage, Tug Boat and mooring facilities will be done by Petkim Petrochemical Lmtd. Port and Terminal Services Directorate.

Petkim pilots and tug services are available 7 days 24 hours.

E.IMO Resolution A.1045 (27) and (SOLAS REGULATION V/23); regulation pilot ladder and combination are acceptable. Vessel does not provide IMO regulation for pilot ladder and combination, pilot will refuse that vessel.

DETAILS OF PETKIM TUG BOATS			
TUG BOAT NAME	TUG BOAT IMO NO & CALL SIGN	BOLLARD PULL	NOTES
YENİÇAY	IMO: 9761865 CALL SIGN:TCA3411	BP:30	Type: ASD, 19m × 9m
YENİÇAY II	IMO: 9765495, CALL SIGN:TCA3458	BP:35	Type: ASD, 18m × 9m
BOĞAÇAY VIII	IMO:9766994, CALL SIGN:TCA3491	BP:80	BY:2015 Type: ASD,24.4m × 11m, GT:312
BOĞAÇAY IX	IMO:9771107, CALL SIGN: TCA3610	BP:80	BY:2015 Type: ASD, 24.4m × 11m, GT:312
BOĞAÇAY XI	IMO:9771121, CALL SIGN:TCA3993	BP:80	BY:2016 Type: ASD, 24.4m × 11m, GT:312



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DETAILS OF PETKIM TUG BOATS			
PETKİM 1	IMO: 9032769, CALL SIGN:TC6399	BP:19	Type: VOITH, 27m × 9m
DETAILS OF PETKIM MOORING BOATS			
MOORING BOAT NAME	IMO NO & CALL SIGN	POWER	NOTES
BARKIN	MMSI:1493486, CALL SIGN: TC6284	210 KW	CATERPILLAR, GT:10,57, 9,35m×3,3m
BAKÜ PETKİM	MMSI:2074310, CALL SIGN:TCA3713	279 KW	IVECO, CALL SIGN:TCA3713, GT:16,91, 10,97m × 3,7m
İZMİR PETKİM	MMSI:2074398, CALL SIGN:TCA3714	279 KW	IVECO, CALL SIGN:TCA3714 10,97m × 3,7m, GT:16,91
DETAILS OF PETKIM PILOT BOAT			
PILOT BOAT NAME	PILOT BOAT CALL SIGN	BOLLARD PULL	NOTES
SANMAR CAMADAN	CALL SIGN:TCA3644	2x500 kw	14m × 4m

*Table-11: Details of PETKIM Tug Boats*

#### 6.5.7.4 Security

The terminal has adopted the IMO ISPS Code and as such will enforce the transfer of any such security information between ship and shore that is required under the code. The Master and Ship Security Officer must be prepared to declare their state of security as will the Terminal.

STAR Terminal has a level 1 of the International Code for the Security of Ships and of Port Facilities (ISPS Code). Therefore, Vessels coming to jetty have to get a level 1 of ISPS Code.

Terminal security is obtained by educated security staff working 3 shift as 8 hours shifting and closed circuit cameras system. There are 43 cameras present all around the terminal and jetty. There will be 8 Security Staff in every watch as 1 chief, 3 Security Staff, 2 Security watch, 1 Jetty Control Building entrance and 1 Security Room at Jetty Control Building.

#### 6.5.7.5 Fresh Water

Fresh Water for vessels is available subject to order and the vessels being fitted with suitable manifold arrangements at STAR Terminal Port. Terminal Port Administration must be informed about the supply and necessary information prior to the tanker arrival for planning by Ship Agents.

Fresh Water supply is allowed with Cargo Operation at the same time according to Terminal Port Administration order.

#### 6.5.7.6 Bunkering

Bunkering is available at STAR Terminal Port and Terminal Port Administration must be informed about the supply and necessary information prior to the tanker arrival for planning by Ship Agents.

Bunker supply is not allowed with Cargo Operation at the same time.



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### 6.5.7.7 Stores and Provision Supply

Stores and provisions supply must be organised by the Agent and Terminal Port Administration must be informed by agent about the supply prior to the tanker arrival.

Stores and provisions are not permitted from shore side at STAR Terminal Port.

Stores and provisions supply are not allowed with Cargo Operation at the same time.

### 6.5.7.8 Receiving Solid & Liquid Waste Facility

Receiving Solid and Liquid Waste Facility is available at STAR Terminal Port from berthing Ships. If receiving Solid and Liquid Waste from ships, Disposal Operation must be completed as below defined times. Sludge Receiving Operation must be determined as Slop Operation.

- Garbage Receiving operation is not more than 1 hour.
- Bilge Operation is not more than 4 hours.
- Sludge Operation which must be received with drum, is not more than 2 hours.
- Slop Operation is not more than 10 hours.

Receiving Solid and Liquid Waste are not allowed with Cargo Operation at the same time.

### 6.5.7.9 Shore Leave And Crew Change

Shore leave and crew change is possible with the permission of STAR Terminal Port. Below STAR Terminal Port criterias must be determined for permitted crew change;

- On signing crew have to embark before the cargo operation commence. Off signers should leave from vessel after completion of cargo operation and documentation.
- Crew change is not allowed during Cargo operation.
- Crew change can be max %50 of total crew of ship.
- In case of Deck & Engine Department Senior Officers (Master and Chief Officer at Deck Dep., Chief Eng. and 2.nd Engineer at Engine Dep.) will be change in each department at ship together, They can be change after all Cargo operation and documentations.
- Ship crew other than the officers can be change max %50 of total crew.

## 6.6 PLANNING AND SAFETY

### 6.6.1 Fire Fighting System

STAR terminal has 2 fire water storage tanks, capacity of each is 21500 m<sup>3</sup>.

All around the terminal and jetty, water and foam network are present. About every 25 m on the water and foam network, contain fire-fighting equipments such as, hydrant, monitor, rolling hose and so on. Moreover, truck loading gantry, pumps stations, pike stations and all the tanks have had a water and foam sprinkler system. Terminal also has a fire truck and ambulance to use emergency time.

STAR Refinery fire fighting pumps technical information and capacity and Emergency fire fighting pumps technical information and capacity;



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STAR Refinery Fire Fighting Pumps Technical Information and Capacity		STAR Terminal Emergency Fire Fighting Pumps Technical Information and Capacity	
Pump	Capacity (m <sup>3</sup> /h)	Pump	Capacity (m <sup>3</sup> /h)
Electrical Pump-1	1135 m <sup>3</sup> /h	Jetty-1 Diesel Pump	1135 m <sup>3</sup> /h
Electrical Pump-2	1135 m <sup>3</sup> /h	Jetty-2 Diesel Pump	1135 m <sup>3</sup> /h
Diesel Pump-1	1135 m <sup>3</sup> /h	Jetty-1 Foam Pump	20 m <sup>3</sup> /h
Diesel Pump-2	1135 m <sup>3</sup> /h	Jetty-2 Foam Pump	20 m <sup>3</sup> /h
Diesel Pump-3	1135 m <sup>3</sup> /h	Jetty-3 Foam Pump	20 m <sup>3</sup> /h
Diesel Pump-4	1135 m <sup>3</sup> /h		
Jockey Pump-1	57 m <sup>3</sup> /h		
Jockey Pump-2	57 m <sup>3</sup> /h		

**Table-12: Fire Fighting Pumps Informations**

**6.6.2 Ballast**

Tankers which have Segregated Ballast Tanks and constructed for only ballasting, fully segregated from Cargo or bunker tanks (SBT) and Double Hull construction are accepted at the STAR Terminal Port.

Clean ballast from Segregated Ballast System may be discharged overboard subject to the approval by STAR Terminal where possible segregated ballast will be visually inspected for quality prior to discharge.

The Master will be required to give his written assurance that the discharge of segregated ballast overboard will not result in pollution to the surrounding environment.

**6.6.3 Communications and Agreement**

The Master or chif officer authorized by the master and the loading master must be mutually agree that all relevant valves aboard and ashore are properly set, that the agreed operational procedures, emergency documents and communications are understood and will be adhered to.

**6.6.4 Loading - Unloading Rates**

It should have been confirmed by the vessel and terminal that the requested loading/unloading rates are consistent with the design capability of the vessel and terminal having due regard to the proper control of the operation.

**6.6.5 Cargo Compatibility**

Previous cargo records must be checked and be ensure that the vessel's cargo tanks are in a satisfactory condition to receive cargo without creating a hazard or the possibility of contamination.

**6.6.6 Under Keel Clearance (UKC)**

Master is the responsible of keeping the floatability condition of the vessel during alongside.





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All vessels which arriving to berth at STAR Terminal Port must be ensure prior to arrival and maintain minimum 2 meters under keel clearance during all operation including manoeuvring (dinamic). Master is the responsible of keeping under keel clearance according to defined STAR Terminal Port regulation.

## 6.6.7 Berthing of Ship

All the ships arriving at STAR Terminal Port Jetties are obliged to notify the Aliğa Terminal Directorate or Port management about their estimated time of arrival (ETA) via their agents. When the ships come to oil tanker anchorage area, they should reach to PETKİM Pilot using VHF channel 12 or 16 before berthing.

The berthing of the ships arriving at the tanker anchoring area determined by the port presidency is carried out in accordance with the instructions, plan and organization determined by the STAR Terminal Port Management.

The ships subject to piloting use the assistance of PETKİM pilot and dockage motors and dockage personnel while berthing.

### 6.6.7.1 Pre-Arrival Information

“TRO-LST-00195 Info Forms For Tanker Vessels / Pre-Arrival Form” that is sent to vessel by agency must be completed and returned at least 24 hours prior to vessels arrival. Failure to do so may result in a delay in berthing your vessel, with costs associated with this delay being for owners account. Vessel must also inform any defects onboard, and any repairs/maintenance onboard is not allowed during alongside. You must also advise of any impending arrestment of the vessel or cargo of which the master is or becomes aware.

### 6.6.7.2 Prohibition

It is prohibited to moor a vessel at a jetty without the permission of the STAR Terminal Port authorities.

### 6.6.7.3 Cancellation

Under adverse conditions the STAR Terminal Port, Master of a vessel or the Marine Operations Superintendent may order the cancellation of a scheduled berthing at any stage of the operation.

### 6.6.7.4 Damage

The Master of an arriving vessel must give information that has sustained damage outside the of STAR Terminal Port, which affects or is likely to affect her sea-worthiness or ability to operate effectively, or from which oil is escaping or is likely to escape, must inform the Aliğa Port authority and STAR terminal. The vessel shall not proceed except with the permission of the Aliğa Port authority and STAR Terminal authority in accordance with their directions.

The Master of a vessel, which sustains damage within the waters controlled by ALIĞA Port authority, shall immediately notify the Port authority of such damage and shall thereafter act as directed by the Port authority.

## 6.6.8 Time Alongside

For vessels loading and/or discharging time will count from first line ashore to last line let go. Below conditions are not considered as delay time.

- Shore operations
- Daylight awaiting



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- Weather conditions
- Traffic controls
- Discharge of slop operation
- Discharge of bilge water operation
- Discharge of Garbage operation
- Discharge of Waste Oil operation

## 6.6.9 Removal of Vessel

The Company reserves the right to suspend operations and require the removal of any vessel from a berth for:

- Exceeding indicated her C/P agreement lay time and depending upon the quantity of the Cargo or disregard of C/P agreement.
- Flagrant or continued disregard of Terminal Regulations.
- Unsatisfactory vessel's equipment, crew performance or operations which in the opinion of the Company present a hazard to the Companies premises, personnel, operations or the vessel.
- Not comply with domestic and international rules.

## 6.6.10 Overloading

The Company reserves the right to monitor the loading of any vessel to ensure compliance with International Load Line Regulations and to notify the appropriate Authority in the event of contravention but Master is always responsible of loading vessel according to regulations.

## 6.6.11 Check List

The Master or chuff officer authorized by the master and the loading master has jointly completed the Ship/Shore Safety Check List.

### 6.6.11.1 Mooring Lines Arrangement

The Master shall ensure;

#### 6.6.11.1.1 Ropes and Wires

That the vessel is secured alongside with suitable ropes or wires, to the satisfaction of the Manager and in compliance with the recommendations, outlined in the OCIMF Mooring guidelines.

The use of mooring lines of dissimilar materials in parallel duty is prohibited.

The minimum number of mooring lines must be 2X2X2 from FWD and AFT (min 12 lines at total) at each of the vessel which will be moored at STAR Terminal jetties number 2 & number 3. The minimum number of mooring lines must be 3X2X2 from FWD and AFT (min 14 lines at total) at each of the vessel which will be moored at STAR Terminal jetties Number 1.

#### 6.6.11.1.2 Winches

Mooring ropes or wires are only fastened to the proper fixtures provided for this purpose, self-tensioning winches must not be used in automatic mode and winch brakes must be kept hardened up except when moorings are being tended.





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#### 6.6.11.1.3 Emergency Towing (Fire) Wires

Towing wires comply with the standards of “OCIMF Mooring Equipment Guidelines and ISGOTT” and rigged as these requirements.

All vessels shall be rigged Emergency Towing Wires one near bow and one near stern while moored and towing eyes maintained just above water level and with sufficient slack maintained on deck.

#### 6.6.11.2 Deck Watch

A strict watch is kept on moorings and they are tended to prevent undue movement of the vessel.

#### 6.6.11.3 Inert Gas Purging

The Master must ensure that ships tanks are in a fit condition to load cargo before arrival and confirm that pressure is above atmospheric and oxygen content of 8% or less is maintained in the Cargo tanks.

In the event of failure of the Inert Gas System, Master to immediately suspend operations and notify the STAR Terminal Port Administration.

In the event of failure of the Inert Gas System after operations have commenced, stop all operations until either the Inert Gas System is restored or an alternative source of Inert Gas is provided.

Purging from ships tanks to atmosphere is NOT permitted at the jetties.

#### 6.6.12 Costs Incurred

The Company shall not be liable for any costs incurred by a vessel, its Owners, Operators, Charterer's, Agents as a result of:

- Refusal to load all or part of the nominated quantity.
- Delay or suspension of loading by the vessel.
- Requirement to vacate the berth.
- The vessel being arrested by order of any court whilst at the STAR Terminal Port or any removal of the vessel to another place as a result of any application by the Company to the Turkish Courts under paragraph 6.6.9 hereof.

#### 6.6.12.1 Terminal Charges

A fee for all below listed services will be charged by STAR Terminal Port to the ship owners:

- Pilotage services for berthing and unberthing operations.
- Tugboat services for berthing and unberthing operations.
- Mooring boat and lines handling personnel services for berthing and unberthing operations.
- Sheltering.
- Shore transportation services.
- Fresh water supply.
- MARPOL waste reception services.
- Shore winch and reducer supply.



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## 6.6.12.2 Penalty Rates

When a vessel which has been ordered to vacate a berth in accordance with the conditions of acceptance, fails to vacate the berth within 3 hours, (tidal and weather conditions permitting), a fee for berth occupancy of up to part thereof may be levied by the Company at its discretion.

The same fee may be levied in respect of a vessel permitted to utilize the berth for repairs or other operations.

## 6.6.12.3 Pollution

Charges will be levied against a vessel in respect of costs incurred for manpower, equipment and supplies which may be used or mobilizes in readiness to contain or remove oil or other pollutants spilled, or caused to be spilled, by that vessel.

## 6.7 OPERATIONS

Operations shall not commence until:

- The Master has signed a letter acknowledging receipt of these Terminal Regulations.
- The Master and the Marine Operations Superintendent or their designates have jointly completed the Ship / Shore Safety Check List.
- The Master has confirmed that all relevant valves aboard and ashore are properly set, that the agreed operational procedures, emergency procedures and communications are understood and will be adhered to.
- Requested loading rates are consistent with the design capability of the vessel having due regard to the proper control of the loading and vapour recovery operations.

### 6.7.1 Terminal

Only authorized persons shall be allowed access and must comply with any restrictions imposed upon them. Vessel's personnel when engaged in stores/garbage handling operations on the Terminal are required to wear personal protective equipment including safety helmet, safety glasses, safety footwear and protective overalls.

### 6.7.2 The Vessel

Boarding and disembarking from a vessel to the berth must be via an efficient gangway. Shore gangway may provide upon completion of mooring operation. All gangway hydraulic driven type, except Jetty 3 South East & West Gangways electrical driven.

**Efficient Gangway:** If not provided by the Company the vessel shall provide and rig an efficient electrically insulated gangway with an effective safety net below it. When necessary a properly constructed bulwark ladder will be provided by the vessel to ensure safe access between the vessel's deck and the end of the gangway. A lifebuoy, Safety & Fire Plan, updated crew list, Cargo Manifest and Stowage Plan must be made available close to the gangway position.

**Escape Route:** The vessel shall ensure that there is a proper alternative means of escape from the vessel, identified to the Marine Operations Superintendent in the event that the normal access route becomes unavailable. E.g. the offshore accommodation ladder or lifeboat ready for lowering.



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**Shore Passes:** A pass system is in force for vessel personnel and visitors, and will be supplied to the Master by the Turkish immigration. All passes must be returned to the agent prior to the vessel's departure.

**Crew List:** The Master shall arrange for a list of crew and a list of expected visitors to be provided to the Company.

**Officials:** Officials of the Company shall have the right to board a vessel at any time to ensure that Regulations are being observed.

**Visitors:** Visitors are not allowed entry except by permission of the STAR Terminal Port Authority and the Master of the vessel. Conduct of such visitors shall be the responsibility of the Master. No persons under the age of 18 years are permitted to visit the Terminal or vessel.

### 6.7.3 Conditions of Operations

**Emergency Response** - The Refinery Marine Terminal Tug Fleet is specifically equipped for response to fire and pollution emergencies in addition to any emergency towage assistance. Major emergencies at the Terminal would ultimately be controlled by STAR REFINERY. The initial support to an emergency situation at the Terminal or on board a vessel alongside would come from the Refinery Marine Terminal Tug Fleet which is stationed in close proximity to the berths. These facilities would be backed up if required, by other vessels and equipment under the co-ordination of the STAR REFINERY Incident Management Plan.

**Personnel** - Sufficient personnel under the supervision of a responsible officer shall remain on board the vessel at all times, to deal with operations and any emergency.

**Language** - An officer with good command of the English language must remain on deck or in the cargo control room at all times. In addition a crew member with a good command of the English language must remain on deck at all times.

**Communications** - The officer must carry the approved portable VHF radio provided by the Company for ship/shore communication.

**Doors, Ports and Windows** - In the accommodation, all external doors, ports and similar openings which lead directly from the tank deck to the accommodation or machinery spaces, (other than the pump room), or which overlook the tank deck at any level, or which overlook the poop deck forward of the funnel should be kept closed. A screen door cannot be considered a safe substitute for an external door. Additional doors and ports may have to be kept closed in special circumstances, such as during stern loading, or due to structural peculiarities of the tanker. If doors have to be opened for access they should be closed immediately after use. Doors that must be kept closed should be clearly marked, but in no case should doors be locked. Only one door must be used for access to deck, preferably the seaside door as per ISPS requirements.

**Tank Lids and Hatches** - Cargo and bunker tank lids and other openings shall be kept closed and secured. Segregated ballast tank lids and other openings, (such as deck plate openings), should be kept closed when cargo or ballast is being handled.

**Manifold Connections** - Manifold connections either in use or blanked shall be fully bolted. Where spools and/or reducers are utilized they should be fully bolted.



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**Pump room Ventilation** - Because of the potential for the presence of hydrocarbon gas in the pump rooms, SOLAS (Chapter II-1, Regulation 59.3), requires the use of mechanical ventilation to maintain the atmosphere in a safe condition. The pump room should be continuously ventilated during all cargo operations. Before anyone enters a pump room it should be thoroughly ventilated, the oxygen content of the atmosphere should be verified and the atmosphere checked for the presence of hydrocarbon and toxic gases. Ventilation should be continuous until access is no longer required or cargo operations have been completed. Entry into pump rooms shall be controlled formally through written (Permit To Work) procedures.

**Ventilators** - Ventilators should be kept trimmed to prevent the entry of petroleum gas, particularly on tankers which depend on natural ventilation. If ventilators are located so that petroleum gas can enter regardless of direction in which they are trimmed, they should be covered, plugged or closed.

**Central Air Conditioning and Mechanical Ventilating Systems** - Intakes of central air conditioning or mechanical ventilating systems should be adjusted to prevent the entry of petroleum gas, if possible by recirculation of air within the enclosed spaces. If at any time it is suspected that gas is being drawn into the accommodation, central air conditioning and mechanical ventilating systems should be stopped and the intakes covered or closed.

**Window Type Air Conditioning Units** - Window type air conditioning units which are not certified as safe for use in the presence of flammable gas or which draw air from outside the superstructure must be electrically disconnected and any external ventilators or intakes covered or closed.

**Venting** - Venting of cargo spaces must only take place through the vessel's fixed venting system. Normally during all loading operations vapours emitted from the cargo tanks will be returned ashore to the vapour recovery system. If the vapour recovery system is not available venting of the cargo spaces will be to atmosphere via the vessel's approved venting system. The cargo tank venting system should be set for the operation concerned and if required the outlets should be protected by devices to prevent the passage of flame.

**Closed Operations** - Loading, ballasting or de-ballasting of cargo tanks must be conducted in a closed mode which does not permit the gauging/sampling of cargo tanks using a manual method via sighting or ullaging ports or other openings, causing an emission of gas to atmosphere.

**Overboard Valves** - Overboard valves connected to the cargo system will be sealed on arrival. Except in an emergency, seals may be removed only with the approval of the Marine Operations Superintendent and in his presence.

**Prescribed Signals** - The vessel must display between sunrise and sunset the prescribed red burgee flag and between sunset and sunrise the prescribed all round red light.

**Changes in Operation** - The officer shall give verbal notice to the Marine Operations Superintendent 15 minutes before any alteration to operations and before completion of any operation.

**Main Engine Readiness** - A vessel alongside must be maintained in a state of full readiness to vacate the berth at short notice.

**Testing of Main Engines and Steering Gear** - Prior to departure, the vessel's main engine and steering gear are to be tested in the presence of the Pilot.



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**Boiler Fires** - So as not to immobilize the vessel, boiler fires should only be extinguished when the Master, in consultation with the Marine Operations Superintendent, decides that the boiler fires constitute an undue hazard.

**Repair/Maintenance Work;** Repair/maintenance work involving hot or cold work or the use of naked lights, working aloft are prohibited unless, in exceptional circumstances, the permission of the Marine Operations Superintendent has been requested and granted in writing. Repair/maintenance work includes but is not restricted to boiler and boiler tube cleaning, chipping and scraping, hull painting, testing or servicing of electrical equipment, (including radar and domestic electrical equipment), and the retrofitting of any equipment. If permission is granted to undertake repairs/maintenance, a detailed list of work and contracted shore personnel; employed on a vessel must be given to the Marine Operations Superintendent at least 8 hours before the work commences.

**Photography;** Photography is prohibited unless authorized by the Marine Operations Superintendent and if necessary a work permit issued.

**Fire Precautions:** The vessel's firefighting equipment, including main and emergency fire pumps, shall be ready for immediate use. The fire main system should be pressurized or be capable of being pressurized at immediate notice.

Fire hoses fitted with spray/jet nozzles shall be uncoiled and connected to the fire main on the main deck, one forward and one aft of the vessel's manifold. Two portable fire extinguishers, preferably of the dry powder chemical type, shall be placed adjacent to the manifold. Where monitors are provided they should be pointed towards the manifold and be ready for immediate use.

**International Ship/Shore connection:** An International Ship/Shore connection shall be on the vessel's fire-main in the vicinity of the gangway and the firefighting plan shall be available close to the gangway.

The Master shall ensure that the Terminal fire-fighting procedures are understood on board. Fire break out on board the vessel, the Master shall raise the alarm by sounding the recognized alarm signal consisting of a series of long blasts on the vessel's whistle/siren each blast being not less than ten seconds in duration, supplemented by the sounding of the vessel's fire alarm and shall notify the Marine Operations Superintendent.

**Stability of Vessel During Liquid Transfer:** The intact stability of double hull tankers and other tanker designs, which are subject to significant free surface effect during liquid transfer operations, require special consideration.

The Master shall ensure that whilst the vessel is alongside it has an initial metacentric height, corrected for free surface, measuring at 0° heel, of not less than 0.30 m.

Appropriate operating methods and simple operating instructions should supplement existing stability information to ensure compliance with the above requirement.

These operating methods and instructions should be prominently displayed in the approved trim and stability booklet and at the cargo/ballast transfer control station and included in any computer software by which stability calculations are performed.



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**Radio Transmitters:** The vessel's radio station transmission on Medium (MF) and High Frequency (HF) during the cargo operation are strictly prohibited. The main and secondary transmitting antenna shall be earthed while alongside. Transmission on permanently installed VHF/UHF/AIS equipment are acceptable provided the power output reduced to one (1) watt or less. Radar Equipment, not be operated while alongside.

**Portable VHF/UHF Sets, Lamps And Hand Lamps:** Portable VHF/UHF sets, lamps and hand lamps, electric or otherwise must be of an approved type. The use of portable electric lamps and equipment on flexible cables is prohibited within the cargo tanks and adjacent spaces or over the tank deck.

**Portable Telecommunication Systems:** The use of portable telecommunication systems or non-intrinsically safe equipment is prohibited in the Restricted Area.

**Prevention of Sparks:** Opening and closing of hatches, connecting and disconnecting loading booms and any other operation on deck involving the use of metal instruments shall be carried out in a manner that avoids the generation of sparks.

**Funnel Smoke:** Boiler tube blowing is prohibited. Excessive funnel smoking or any emission of sparks must be immediately stopped.

**Galley Stoves:** The use of galley stoves and other cooking equipment shall be permitted provided the Master and Marine Operations Superintendent agree no hazard exists.

**Movement of Tugs and Other Craft:** During operations no vessel shall be allowed alongside the vessel unless approval has been given by the Company and agreed by the Master, when tugs or other vessels are alongside or assisting a vessel, all cargo system openings must be closed unless all tanks are gas free.

**Avoidance of Oil Pollution:** No oil or water which can possibly contain oil shall be discharged overboard, or be allowed to escape overboard. Discharge of segregated ballast overboard is permitted subject to the written approval by the Company.

During operations all scuppers shall be effectively plugged and no leakage or spillage shall be swept or allowed to leak overboard; absorbents or sawdust used for mopping up a spillage must properly package, labelled and landed ashore for proper disposal, (refer to paragraph 9.11).

At the Terminal's discretion samples may be drawn from some or the entire vessel's segregated ballast tanks for analysis prior the commencement of de-ballasting operations.

Any leakage or spillage must be reported immediately to the Marine Operations Superintendent and operations suspended until the leakage or spillage has been stopped and cleaned up to the satisfaction of the Company, the cause identified and recurrence eliminated.

The Marine Operations Superintendent may mobilize resources to assist in the containment and cleaning of pollution without the authority of the Master, but in such action he shall be considered to be acting on behalf of the Master and with his approval.

Note: If for any reason an authorized Government representative advises the Company that legal proceedings are being instituted against the Master, Owner, Charterer or vessel for pollution, the Company shall have the right to delay or suspend operations and, after consultation, may require the vessel to vacate a berth. On receipt





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of written confirmation of intent to prosecute, the Company shall have the right to refuse to load or complete the vessel.

**Tank Washing and Gas Freeing:** Tank washing and gas freeing of cargo tanks, (including Inert Gas purging), is not permitted without the written approval of the Marine Operations Superintendent. This may be granted subject to all safety, environmental and operational requirements being complied with and berth availability. Such safety and operational requirements will be in accordance with the provisions of The International Safety Guide for Oil Tankers and Terminals.

COW operation is allow to which vessel follows IMO procedures. The vessel and Terminal representative will complete a COW checklist during the pretransfer conference.

**Weather Precautions:** Operations shall be stopped during severe electrical storms, high winds or still air conditions at the discretion of either the Master or Marine Operations Superintendent. The vessel's fixed venting system must be battened down and all apertures confirmed closed.

**Discarding of Garbage and Bilge & Slop Discharge:** Hazardous or non-hazardous materials shall not be thrown overboard, nor shall any other objectionable material either solid or fluid, be discharged into the Sea.

Vessels can discharge slops and bilge at each Jetty. The Crude Oil ships will not discharge slop to the refinery. Local Regulation has been limited discharge duration as below;

Discharge of slop operation (up to 10 hours as per local regulations)

Discharge of bilge water operation (up to 4 hours as per local regulations)

Discharge of Garbage operation (up to 1 hours as per local regulations)

Below table waste quantity will be reflected on Terminal fix waste discharge fee weather or not.

GRT	Annex-1*	Annex-4**	Annex-5***
0-1000	1m <sup>3</sup>	2 m <sup>3</sup>	1 m <sup>3</sup>
1001-5000	3 m <sup>3</sup>	2 m <sup>3</sup>	1 m <sup>3</sup>
5001-10000	4 m <sup>3</sup>	3 m <sup>3</sup>	2 m <sup>3</sup>
10001-15000	5 m <sup>3</sup>	4 m <sup>3</sup>	2 m <sup>3</sup>
15001-20000	6 m <sup>3</sup>	5 m <sup>3</sup>	2 m <sup>3</sup>
20001-25000	7 m <sup>3</sup>	5 m <sup>3</sup>	3 m <sup>3</sup>
25001-35000	8 m <sup>3</sup>	6 m <sup>3</sup>	3 m <sup>3</sup>
35001-60000	10 m <sup>3</sup>	10 m <sup>3</sup>	4 m <sup>3</sup>
60000 üzeri	13 m <sup>3</sup>	15 m <sup>3</sup>	5 m <sup>3</sup>

**Table-13; Waste Quantitiy**

**\*Annex-1:** Slop, Bilge, Sludge and Waste Oil

**\*\* Annex-4:** Sewage

**\*\*\*Annex-5:** Garbage

**Garbage:** In accordance with the Merchant Shipping, (Reception Facilities for Garbage), Regulations 1988, a reception facility is available for the vessel's garbage. A charge will be levied for the provision of the facility.





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**Hazardous Material:** Arrangements for the disposal of hazardous material, (including filled or partly filled oil drums), either in bulk or in drums must be made with the vessel's Agent, who will keep a list of contractors licensed to handle hazardous material. All the liabilities and costs associated with this transfer will be the responsibility of the vessel.

**Stores Handling:** The exposed location of the jetty does not normally permit the handling of bulk stores. Subject to prior written authorization it is permitted to transfer small packages which can be hand carried across the Terminal.

**Entry into Confined Spaces:** No entry will be permitted into any confined space whilst the vessel is alongside the Terminal until the Marine Operations Superintendent has confirmed that the safety procedures adopted by the vessel are appropriate to the operation and in accordance with the provisions of the International Safety Guide for Oil Tankers and Terminals and/or H.S.C. Confined Space Regulations.

Written agreement of the Marine Operations Superintendent must be obtained before entry into any confined space whilst the vessel is alongside the Terminal. Failure to do so will result in the loading operation being terminated and the vessel requested to leave the berth.

**Data Sheet:** A crude oil data sheet, MSDS, will be issued to every vessel loading at the Terminal. Masters are responsible for ensuring that the hazards associated with the loading of this cargo, e.g. H<sub>2</sub>S, are brought to the attention of crew members and that the data sheet is displayed at a suitable location on board prior to cargo transfer commencing.

**Partly Laden Vessels:** The Master will inform the Terminal of the name, properties and nature of the part cargo on board. If the part cargo has characteristics which indicate that a health hazard may exist, e.g. H<sub>2</sub>S, Mercaptans, etc., then the Master will:-

- Isolate the venting system of the tanks containing cargo from that of the tanks to be loaded.
- Ensure that the tanks to be loaded are not contaminated with gases from the cargo on board.
- Release gases from the part cargo only in an emergency.
- Gauge the tanks containing the part cargo using fixed equipment or portable equipment in conjunction with approved vapour locks.
- Sample the cargo on board using closed sampling devices in conjunction with approved vapour locks.

**Note:** If no such system for sampling is fitted, arrangements should be made to sample prior to arrival or after departure from the Terminal.

**Environmental Emissions:** The Company is committed to the protection of the environment in which it operates.

Normally all cargo vapours from the vessel's tanks will be returned to shore via the vapour recovery system. If the system is unavailable the vessel will revert, to venting to atmosphere via the approved fixed venting system. Occasionally, environmental complaints are received relating to vapour emissions from vessels alongside the Terminal. If this occurs the loading rate will normally be reduced or loading operations suspended to eliminate the possibility of nuisance odours. In exceptional circumstances, the Company shall reserve the right to instruct a vessel to vacate the berth. The Company will not be liable for any cost associated with any of the above actions nor will demurrage be payable if due or not.



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**Arrestment:** Should the vessel or cargo be arrested by order of any court whilst the vessel is berthed at Refinery Marine Terminal, the Master will forthwith pass to the Marine Operations Superintendent a copy of any associated documents.

In the event of an arrestment being effected, and the Company securing the warrant of the Turkish Courts to remove the vessel to another anchorage, including any anchorage nominated the Master, Owners and Charterer's of the vessel will comply to the best of their ability with the directions of the court and the Company employees, pilots and other officers during the removal of the vessel from Refinery Marine Terminal to such other anchorage and will not in any way hinder, obstruct or impede such officers or anyone engaged in assisting them, including the employees of the Company, in the execution of their duty, and will ensure to the best of their ability that the vessel's crew do not so either.

**Marine Vapour Control Emission:** An operational marine vapour recovery system is installed at Refinery Marine Terminal. The Vapour Recovery Unit is located on the jetty 2 and jetty 3 is linked to the system on shore via the main jetty and utility systems.

**Note:** Only vessels fitted with fully operational and certified vapour emission control system will be accepted at the Terminal.

**7. ATTACHMENTS**

- N/A