



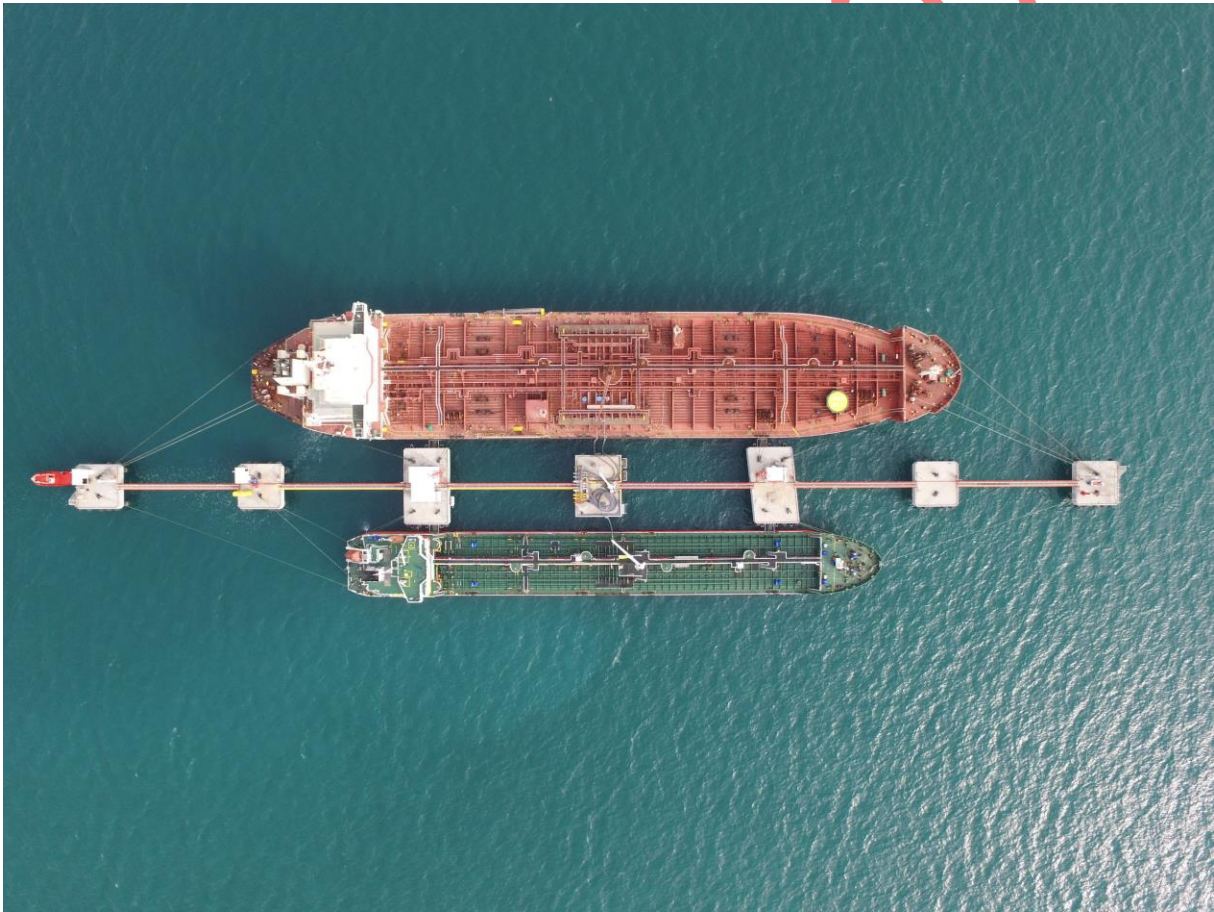
TERMINAL INFORMATION BOOKLET

Doküman No:	TIB
İlk Yayın Tarihi:	15.02.2010
Revizyon No:	02
Revizyon Tarihi:	01.09.2023

SAVKA PLATFORM

TERMINAL INFORMATION BOOKLET

(MARINE OPERATIONS AND PLATFORM REGULATIONS)



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This Terminal Information Booklet has been produced to meet the information needs of the marine operations of SAVKA PLATFORM and contains general platform information, applicable regulations, safe working procedures and emergency response details, together with specific information governing the operations of the vessels at the SAVKA Platform.

This booklet is not intended to supersede wholly or partially any hydrographic or other official publication, nor should it be used without reference to such publications where appropriate. In addition to these regulations all applicable government regulations shall be adhered to.

THERE CAN BE NO COMPROMISE WITH SAFETY

SAVKA Platform and employees are not to be held responsible for any misinterpretation or misjudgment or accident whatsoever arising from the summarized information contained in this booklet. Any question or conflictive interpretation of this information against your own knowledge, instructions or judgment shall be discussed with the platform representative before any dubious operation or action is undertaken.

The information in the booklet shall be used in conjunction with the industry recommended practices contained in the latest edition of the 'International Safety Guide for Oil Tankers & Terminals' (ISGOTT).

DOCUMENT HISTORY and CONTROL		
Management Systems Compliance Approval: Halime Tunç Ekinci	Enforced by : İsmail Hakkı Taş	
Risk Category	Level 1	
Revision Details : Pls refer to Turkish version for more details.	Revision Date : 15.09.2023	Prepared By : Halime Tunç Ekinci

Superseded issues of this document shall be destroyed.

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SAFETY FIRST

MASTER'S RECEIPT FOR SAVKA PLATFORM TERMINAL INFORMATION BOOKLET

I, THE UNDERSIGNED, MASTER OR REPRESENTATIVE OF THE M/T....., DECLARE THAT I HAVE RECEIVED THE SAVKA TERMINAL INFORMATION BOOKLET FROM SAVKA PLATFORM REPRESENTATIVE'S.

MASTER NAME.....

DATE.....

TIME.....

SIGNATURE AND SHIP STAMP.....

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CONTACT LIST

COMMUNICATIONS-TELEPHONE NUMBERS AND VHF/UHF RADIO CHANNELS

CONTACT	TELEPHONE	VHF / UHF
SAVKA LAND OFFICE (7/24)	0090 324 451 30 21	X
SAVKA OPERATION SUPERVISOR	0090 530 963 01 52	SHORE RADIO CH 01
SAVKA OPERATION SUPERVISOR	0090 530 963 01 53	SHORE RADIO CH 01
SAVKA PLATFORM MANAGER / PFSO	0090 530 963 01 51	SHORE RADIO CH 01
DANGEROUS CARGO SAFETY ADVISER	0090 532 626 98 56	X
MERSİN PORT CONTROL	0090 324 241 29 00	VHF 11-12-14-71-74
MERSİN DISTRICT HARBOUR MASTER	0090 324 237 74 62	VHF 68-71-74
MERSİN VTS (VESSEL TRAFFIC SERVICE)	0090 324 233 03 10	VHF 11-12-14
PUBLIC SECURITY	0090 324 328 42 91	X
CUSTOM COMMAND CHIEF	0090 324 231 87 01	X

EXTERNAL FIRE- POLICE - AMBULANCE BY DIALING 155 ON ANY PHONE

Terminal Address : Kazanlı Mah. 32960 Aves Mersin Doğu Terminali Z/3 Akdeniz / MERSİN
e-mail : info@savka.com.tr

EMERGENCY SIGNALS

SHIP'S FIRE ALARM : One or more blasts of the ships whistle each blast of not less than ten seconds duration followed by a continuous sounding of the general alarm system.

PLATFORM FIRE ALARM : One minute long-long blast

A fire alarm test will be carried out at the SAVKA PLATFORM on every Sunday at 18:00 LT

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GENERAL RULES, WARNINGS, SAFETY REQUIREMENTS

These rules apply to all vessels calling SAVKA Platform in the Port of MERSİN.

In addition to the fulfillment of the SAVKA Platform rules, as stated here, the Masters shall also pay attention to the implementation of laws and Port Control Regulations at platform and approaches. They should familiarise themselves with these laws and must ensure that both laws and platform rules are brought to the attention of all crew and the measures taken must be strictly followed. In case of any conflict between platform rules and the laws and regulations, laws and regulations will be in force.

The visitors, inspectors, surveyors, governmental officials such as custom, health, security etc. who are not directly related with SAVKA Platform but need to access the vessels due to their specific tasks are obliged to avoid from causing any impediment in operations and delays to comply with all safety rules provided for in applicable regulations and instructions and they are responsible against SAVKA Platform for their actions.

There is a requirement at SAVKA Platform 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).

SAVKA Platform is committed to safe operations and protection of the environment. Ship crew is requested to immediately bring any unsafe condition or pollution risk to the attention of the platform staff and to take appropriate actions to remedy the situation, including the suspension of cargo transfer activity.

In case of any non-compliance with ISGOTT is identified, whether prior to, during or after cargo operations, the platform reserves the right, at their absolute discretion, to (without limitation)

- Reject the vessel
- Cease operations
- Suspend operations
- Remove the vessel from the berth
- Rejection of completion of the intended operation or,
- Require attendance and/or assistance of marine or cargo expert(s) acceptable to the platform.

All lost time, together with all costs and expenses associated with the platform exercising its rights as set out above shall be for the vessel's account. The aforesaid shall be without prejudice to any rights the platform may otherwise have pursuant to the platform rules.

Platform staff is authorized to suspend cargo operations in the event of an infringement of platform rules and procedures or if any other hazardous situation is encountered.

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1. EMERGENCY PROCEDURES AND RESPONSE

1.1 General

The vessel's fire fighting equipment, including main and emergency fire pumps, shall be ready for immediate use. The fire main system should be pressurised or be capable of being pressurised at a short 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 ships manifold. Portable fire extinguishers should be available at a visible and accessible location near to the regions such as manifolds where fire risk is high for the purpose of first response.

An International Ship/Shore Connection meeting the standard requirements, and if not actually connected prior to commencement of operations, shall be readily available for immediate use.

A set of fire control plans must be permanently stored in a prominently marked weather tight enclosure outside the accommodation for the assistance of shore side firefighting personnel.

At least two portable fire extinguishers, preferably dry chemical type, shall be placed adjacent to the cargo manifold. Where monitors are provided they should be pointed towards the manifold and be ready for immediate use.

Master is responsible for the fire water pumps, fire extinguishing equipment and fire stations and to ensure vessel's own fire safety during the time the vessel is alongside at the jetty. Lifeboat(s) shall be ready to be lowering down to abandon the vessel in case of emergency. The fire watch must be maintained at all times.

The Master must ensure that the platform area fire fighting procedures are understood on board.

There is sufficient diesel powered fire water pump at the platform. 2 units of monitor are capable of pumping forward foam or water. These monitors are installed on 15 meters high towers and equipped with a remote controlled system. Apart from these fire extinguishing equipments, there are many hydrants where hose connections can be made, hoses and dry chemical fire extinguishers on the jetties. There are also 1 set of international ship-shore connection at the jetties.

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1.2 Emergency Alarms

DO NOT HESITATE TO RAISE THE ALARM at SAVKA Platform, in the event of any urgency.

Upon berthing, the Master and the Jetty operator shall discuss actions to be taken in case of an emergency. This shall include procedures and means of communication. In case of the Emergency Services being required, i.e., Police, Fire or Ambulance, vessel can contact the jetty operator directly.

Platform representative will discuss the details of the vessel's emergency procedures and actions such as;

- FIRE ON A JETTY and/ or FIRE ON VESSEL ALONGSIDE
- OIL SPILL
- POWER FAILURE
- CONTROL SYSTEMS FAILURE
- VESSEL DRIFT
- VESSEL BREAKOUT
- MAN OVERBOARD
- BOMB THREAT / TERRORIST ACTIVITIES
- FIRST AID
- DAMAGE TO JETTY

1.3 Emergency Communications

At SAVKA Platform, the primary method of communication will be via Shore Radio Ch 01. Secondary means of communication will be verbal. Pls refer to 'CONTACT LIST' for all communication details.

In the event of an emergency :

IMMEDIATELY INFORM PLATFORM, STATE ;

VESSEL NAME, NATURE OF EMERGENCY, TYPE OF ASSISTANCE REQUIRED

1.4 Emergency Actions

The following table summarizes actions to be taken in the event of an emergency at the SAVKA :

ACTION-SHIP	ACTION-BERTH
<i>Emergency on your ship</i>	<i>Emergency on a ship</i>
<ul style="list-style-type: none"> • Raise the alarm 	<ul style="list-style-type: none"> • Raise the alarm
<ul style="list-style-type: none"> • Cease all cargo/ballast operations and close all valves if discharged. If loading only close valve after platform advise it is safe to do so, after stopping their pumps. 	<ul style="list-style-type: none"> • Contact ship
<ul style="list-style-type: none"> • Inform the Platform Representative 	<ul style="list-style-type: none"> • Cease all cargo operations and close all valves
<ul style="list-style-type: none"> • In case of fire, fight fire and prevent from spreading 	<ul style="list-style-type: none"> • Standby to disconnect the cargo hoses
<ul style="list-style-type: none"> • Standby to disconnect the cargo hoses 	<ul style="list-style-type: none"> • If necessary, stand by to assist fire fighting
<ul style="list-style-type: none"> • Bring engines to standby 	<ul style="list-style-type: none"> • Inform all ships in the vicinity
	<ul style="list-style-type: none"> • Implement emergency plan
<i>Emergency on another ship</i>	<i>Emergency ashore</i>
Stand by, and when instructed:	<ul style="list-style-type: none"> • Raise alarm, inform the vessels
<ul style="list-style-type: none"> • Cease all cargo/ballast operations and close all valves 	<ul style="list-style-type: none"> • Cease all cargo operations and close all valves
<ul style="list-style-type: none"> • Disconnect the cargo hoses 	<ul style="list-style-type: none"> • In case of fire, fight fire and prevent it from spreading
<ul style="list-style-type: none"> • Bring engines and crew to standby, ready to unberth 	<ul style="list-style-type: none"> • If required, stand by to disconnect the cargo hoses
	<ul style="list-style-type: none"> • Implement Emergency Response Plan

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1.5 Evacuation (Emergency Escape Routes)

The vessel shall ensure that there is a proper alternative means of escape from the vessel, identified to the platform representative if the normal access route becomes unavailable. e.g., lifeboat ready for lowering. For security reasons such means is to be stowed at deck level in such a manner as to be ready for expeditious use in an emergency.

The South entrance area of the platform is identified as MUSTER STATION (No1). Alternatively, the North entrance of the platform will be a MUSTER STATION (No2) in case the main muster station is blocked or not accessible.

SAVKA Platform has an agreement with MOST Shipping company, which is an Emergency Response and Rescue Company to save and rescue the crew who has to proceed the Muster Station.

1.6 Incident Notification Policy

Any incident concerning vessel safety, safe mooring, cargo handling, pollution or crew/visitors must be reported to the platform representative and port authorities immediately.

2. HEALTH, SAFETY AND SECURITY POLICIES

2.1 Personal Protective Equipment (PPE) Requirements

The following minimum dress code shall be adhered to by ship's crew while on duty alongside the jetties. Platform representatives will be also wearing full PPE while they are visiting the vessel.

- Boiler suit or trousers and long-sleeved shirt.
- Safety Helmet
- Suitable shoes, preferably safety shoes or boots with steel toe caps.
- Safety Hand Gloves
- Safety Goggles
- Life jacket or buoyancy aid when working outside safety rails.

Crew engaged in operations are actively encouraged to utilize PPE to the fullest extent during cargo transfer, cargo hose handling and mooring operations.

Vessels shall establish the PPE requirements for visitors, and these shall include appropriate clothing, safe footwear and safety helmet.

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2.2 Platform Access / Crew to Shore / Visitors to Vessels

Access to SAVKA Platform is only available through the main entrances and all crew, visitors and contractors are required to report to the platform representative.

Before arrival, the Master shall provide the platform representative with a crew list and details of any visitors expected during the port stay via e-mail. Visitors carrying official ID Cards are allowed to enter the vessels only after getting permission from Custom Officials and platform representative. All permissions have to be taken from Custom Office by the ship's agent.

All visitors are under responsibility of the Master.

SAVKA Platform reserves all rights to cancel accepting visitors to its facilities at any time in case of any suspect to health, platform, crew or its properties.

Vessel crew shall not interact with platform fenders in any situation. Accessing out of the handrails and fenders is strictly prohibited.

Officials of the Government, Port Authorities or Platform Representative have the right to board a vessel at any time to ensure that these Regulations are being observed.

Turkey is a signatory to the Memorandum for Port State Control and, in addition to platform inspections; governmental inspections may be carried out to be undertaken aimed at confirming that the vessel meets all relevant international standards.

2.3 Ship / Shore Security Interface (Declaration of Security)

ISPS - IMO PORT INFORMATION

Name of the port facility: SAVKA MERSİN TERMİNALİ

IMO Port Facility No. : TRMER-0053

PFSO : Capt. Halime TUNÇ EKİNCİ (Pls refer to contact list for communication details)

SAVKA Platform is a security regulated port complying with the requirements of the International Code for the Security of Vessels and of Port Facilities and the relevant amendments to Chapter XI of SOLAS (ISPS Code) and associated Regulations. In accordance with this, the SAVKA Platform is designated a 'restricted zone' and unauthorized access is an offence. It is mandatory that all vessels calling SAVKA Platform comply with ISPS code. A Declaration of Security (DoS) will be issued between vessels and shore for each call to the facility. Communication regarding the ISPS Code shall be addressed to the PFSO.

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2.4 Drugs / Alcohol

All vessels calling at SAVKA Platform must have an established Drug and Alcohol policy. Using drugs are strictly forbidden by Turkish Laws.

Using and/or bringing of alcohol and drugs is strictly forbidden in the platform area and ships as long as they are in jetty. Access to platform or to the vessel will be denied to any person suspected of being affected by alcohol or drugs.

Masters are advised that operations will cease if it is considered that the actions of a person or persons involved in operations are not under proper control as a result of the use of alcohol/drugs and or fatigue.

Operations will not resume until the matter has been reported to and fully investigated by relevant authorities and the platform representative considers it safe to do so. Delay or cancellation of a vessel's departure could result.

2.5 Smoking & Using Matches and Lighters

Smoking is strictly prohibited in the berth areas and on-board ships alongside SAVKA Platform except in those spaces on board that are specifically designated by the Master and platform representative as "Smoking Area." Notices identifying the designated places must be conspicuously placed. Areas which are directly accessible from outside should not be designated as areas where smoking is permitted. In the designated smoking area, all port should be kept closed and doors into passageways should be kept closed except when in use.

Failure to comply with this regulation will involve cessation of operations and may result in the vessel being removed from the berth pending a complete investigation and receipt of written assurance from the Master that effective controls have been established.

SAVKA Platform reserves the right to prohibit smoking, at any time, in any place on board a vessel and adjacent to the platform. Smoking is also prohibited in any place within the platform and berth areas, except designated areas as directed.

Under no circumstances are members of the ship's crew allowed to carry matches, lighters, inflammable liquid or any other similar sources of ignition while within platform area. Visitors to vessels at the platform are required to leave matches and lighters at the jetty gate. Only safety matches can be used under controlled circumstances in the designated smoking areas.

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2.6 Portable Electronic Equipment and Naked Light

Only approved intrinsically safe or EX rated hand lamps and electrical equipment which has been tested and approved by an appropriate authority with an appropriate certificate can be used at platform or within the hazardous zone of the vessels. Any other electrical or electronic equipment of a non-approved type such as radios, mobile telephones, radio pagers, calculators, photographic equipment cannot be used and must be switched off. It is strictly forbidden to take photos of the platform or its associated equipment.

Use of open lights, open fires, unapproved flashlights, torches, radios, TV sets and portable telephones is prohibited in hazardous areas. Naked light regulations are being observed.

2.7 Prevention of Sparking and Excessive Smoke

Opening / closing hatches, connecting and disconnecting cargo hoses and any other operations on deck involving the use of metal instruments shall be carried out in a safe manner to avoid the generation of sparks. Soot blowing and excessive smoke are prohibited, and immediate steps shall be taken to eliminate any spark from funnels.

2.8 Pumproom / Deck Trunk Ventilation

The pumproom shall be continuously ventilated during all cargo operations and until access is no longer required. Before anyone enters a pumproom, 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. For vessels with an enclosed deck trunk, mechanical ventilation shall be used to maintain the deck trunk atmosphere in a safe condition. The enclosed deck trunk ventilation shall continuously run until access is no longer required.

2.9 Sea and Overboard Discharge Valves

Before any cargo or ballast transfer commences, sea and overboard discharge valves connected to the cargo or ballast system shall be closed and sealed with numbered seals. When sealing is not practicable, some suitable means of marking shall be used to indicate that the valves are to remain closed. Seal numbers shall be recorded on the Ship/Shore Safety Check List. Except in an emergency, these seals shall be removed only with the approval of the jetty operator. A careful watch shall also be maintained to ensure that oil is not leaking through sea and overboard discharge valves.

2.10 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 pumproom), shall be kept closed. If doors have to be opened for access, they shall be closed immediately after use. Doors that must be kept closed should be clearly marked, under no circumstances shall emergency exit doors be locked.

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2.11 Entry Into Confined Spaces

No entry will be permitted into any confined space whilst the vessel is alongside until the jetty operator confirms the safety procedures by the vessel are in accordance with ISGOTT recommendations.

2.12 Repairs and Hot Work While Alongside & State of Engine Readiness

Maintenance or repairing works and any hot work, welding, burning, the use of abrasive tools, chipping, painting or scraping on deck or on the hull are not permitted while the vessel is alongside at SAVKA Platform. Emergency repairs, namely essential repairs needed to rectify malfunctioning equipment and prevent hazardous or unsafe conditions, will be permitted on a case-by-case basis following a written request from Master.

The testing of radar, vessel's radio equipment and other electrical equipment is prohibited unless written permission is received from the platform.

Tank cleaning, deck washing, and gas freeing cannot be carried out alongside.

The main engines and other essential machinery of all vessels alongside shall be maintained in a state of readiness for evacuating the berth at short notice. Main engines must be retained on a maximum of 15 minutes' notice of readiness. The immobilization of main engines or other essential machinery is not permitted. Main engines shall not be tested until the cargo hoses have been disconnected and the gangway has been secured.

2.13 Provisions and Stores & Other Craft Alongside

No ship chandlers, no provision or store supply is allowed whilst the vessel is alongside by boat. No vessels or small craft are allowed alongside a vessel moored at SAVKA Platform. Only hand carried items may be allowed to be delivered on board subject to the permission of the platform representative. For those hand carried items, the agent must present documents (i.e., custom documents, a waybill, packing list etc.) of such goods to security guards before entry is granted. Carriage of the items shall not compromise with safety.

2.14 Safety Data Sheets (SDS)

All crew onboard shall be aware of the special conditions of the products are being handled and be familiar with the precautions. Safety Data Sheets (SDS) are available from the platform for all cargoes to be loaded and be delivered to the vessel during the Pre-Transfer Conference. SDS for the cargoes to be discharged by the vessel shall be handed over to the Jetty Operator before the cargo operation commences. SDS is to be displayed at a visible place at all times.

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2.15 Benzene, Hydrogen Sulfide (H2S) and Mercaptans

All crew shall be familiar with the effects of benzene, H2S, mercaptans and the precautions to be taken. Portable gas detectors must be worn by all crew working on deck if the cargo contains H2S. Bridge, cargo control room, accommodation and engine spaces should be monitored in case of presence of H2S. Ventilation systems should be operated as practicable as possible to prevent H2S vapors entering the accommodation and engine spaces. In case of high level of H2S detected onboard whilst the vessel is alongside, immediate removal of the vessel from jetty will be requested by the platform. The acceptable mercaptan limit shall be 0 (zero) ppm.

2.16 Static Accumulator

Using additives at platform is forbidden to prevent building up static electricity. In order to prevent static electricity during the gasoil unloading activity, if the conductivity level of the product is below 10 ps, the unloading flow rate shall be decreased below 1 m/sec. For further information for preventing static electricity, please refer to ISGOTT.

2.17 Emergency Towing-Off Pennants

Emergency towing-off pennants shall be correctly rigged and positioned in accordance with OCIMF 'Mooring Equipment Guidelines'. The pennants shall be in good condition, at least 1 1/8" (28mm) diameter, and secured with at least five turns or have the eye on the bits. The outboard eye shall be maintained at a height of between 1 meter and 2 meters above the water at all times using a small diameter heaving line for this purpose.

3. GENERAL INFORMATION

3.1 Platform Location

Platform is located at approximately 5 NM South of Kazanlı Coast in position 36° 46' 07" N – 34° 43' 49" E and within the jurisdiction of Mersin District Harbour Master. The Platform is designated for two vessels alongside at the same time to carry out loading and discharging operations. SAVKA Platform operates two jetties handling of petroleum products and vegetable oil.

Platform is manned with at least 2 operators on a 24/7. Furthermore, both jetties at the platform are equipped with a number of cameras, enabling the jetty operators to remotely monitor jetty areas, cargo collector area, vessel etc.

The time zone UTC +3 applies in Turkey and there is no DST (Daylight Saving time) applied.

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3.2 Vessel / Shore Communication Policy

Communication between the platform and vessel will be by portable radios. This equipment shall be tested and found satisfactory before transfer operations commence. The vessel's responsible officer and the platform operator shall confirm with each other that the communication system and signals for controlling the operations are understood by all crew involved prior to the commencement of ballast or cargo operations. During the pre-transfer conference, the platform representative and the ship representative have to agree on a primary communication system and preferable use portable radio.

The platform representative will provide the ship with a portable radio which will be the primary means of communication. The radio must be kept by the ship's Duty Officer at all times.

In the event of a total breakdown of radio communication between the platform and the vessel during cargo transfer operations, then these operations shall be immediately suspended and not resumed until satisfactory communications are re-established.

Communication language between the vessel and the platform is English. Officer of Watch and deck watch are to be able to communicate in English language.

Identification of the name of the vessel shall always be included in communications to avoid any misunderstanding. The shore identity is 'SAVKA Platform.'

3.3 Vessel Acceptance/Clearance

The vessels only which can comply with the jetties design criteria and limitations will be evaluated for acceptance for platform Jetties.

Vessels are accepted at SAVKA Platform on the understanding that operations will be conducted in accordance with all applicable legislation, together with practices contained in relevant terms the guidance contained within the latest edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

Vessels found deficient on arrival may be subject to refusal until the deficiencies have been rectified. The platform has the right to reject any ships from berthing that is considered substandard. Responsibility for the safe conduct of operations while the ship is at the platform rests jointly with the master of the ship and with the responsible platform representative.

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3.4 Environmental (Weather) Monitoring Procedures

Typical Mediterranean climate prevails in Mersin region. The annual average temperature is 18 °C, the minimum daily average 4,5 °C. The sea water temperature is an average of 20 °C in winter and about 23-24 °C in summer. The average relative humidity is %72.

The prevailing winds are generally southwest'ly-northeast'ly. Southwest'ly winds is effective between 10:00– 19:00. The wind changes direction thereafter to northeast from 19:00 and 08:00. This characteristic wind continues more intensively during winter. Particularly, the Southwest'ly winds that may exceed 40 knots (20,4 meters/sec.) may prevail 5-10 days in a year in January and February. The rainy season is normally between January to May.

Tide stream is quite low within the harbour and the average tide difference is about 50 cm.

It is the Master decision to berth, subject to the evaluation of the wind direction and speed, the wind wave levels, the effect of vessel movement in the berth on under keel clearance, and the freeboard of the vessel. The platform will, in addition, assess the impact of wind conditions on the efficiency of mooring operations and the safety of jetty operators. Please note jetty operators will evacuate the jetty when wind speed increases and vessel must depart from the dock in a timely manner to avoid compromising safety of the vessel crew/dock/shore personnel. The Directorate of Coastal Safety, Pilots and Platform Representative have regular checks of weather updates and ships will be informed accordingly if adverse weather is expected. Any decision to leave the berth and port will be taken in consultation with the vessel's Master and District Harbour Master. In the event that the vessel has to stay within the port, specific instructions will be given by the District Harbour Master.

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4. BERTH INFORMATION

SAVKA PLATFORM BERTH SPECIFICATIONS AND RESTRICTIONS		
BERTH SPECIFICATIONS		
Jetty Name	EAST	WEST
Berth Operator	SAVKA PLATFORM	SAVKA PLATFORM
Type of Berth	Finger Pier	Finger Pier
Maximum Length Overall (LOA)	235 meters	235 meters
Minimum Length Overall	N/A (as per PBL)	N/A (as per PBL)
Maximum DWT	80000 tons	80000 tons
Minimum Parallel Body Length(PBL)	85 meters	85 meters
Freeboard Limitation	Min 1.00 meter	Min 1.00 meter
Minimum required Safe Working Load (SWL) of vessel's derrick/crane	3.0 tons	3.0 tons
Maximum Beam	N/A	N/A
Air Draft Restrictions	N/A	N/A
Manifold height above the waterline	N/A	N/A
Minimum Depth Alongside	13.00 meters	13.00 meters
Minimum Depth in Approach	14.00 meters	14.00 meters
Minimum Under Keel Clearance	1.5% (one point five per cent) of the vessel's Extreme Breadth or 30 cm (thirty centimetres),whichever is greater	
Bottom Material	Mud	Mud
Maximum Draft	12.00 meters	12.00 meters
Water Density	1,025	1,025
Berthing During Night	Berthing is not available	
Unberthing During Night	Unberthing is available	
Maximum Current Alongside	N/A	N/A
Tug Available	YES	YES
Waste Reception Facility	NO	NO
Bunker Supply	NO	NO
Water Supply	NO	NO
Lighterage Available	YES FOR STS OPERATIONS	YES FOR STS OPERATIONS
Double-Banking	YES FOR STS OPERATIONS	YES FOR STS OPERATIONS
Cargo Grades Loaded / Unloaded	Gasoil, Gasoline , Vegoil	Gasoil, Gasoline , Vegoil
Vapour Recovery	NO	NO
Loading Hoses Per Grade	YES (2 X 10'')	YES (2 X 10'')
Maximum Pressure At Cargo Hoses	8 kg/cm ²	
Cargo Rate Per Grade	From 200 m ³ /h to 1000 m ³ /h (depends on cargo and line)	

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5. PRE-ARRIVAL COMMUNICATIONS

5.1 Pre-Arrival Information Exchange Requirements

Vessels bound for SAVKA Platform shall provide ETA information to both Mersin Port Authority and the platform at least 72 hours prior to their arrival or immediately on leaving the last port whichever is the earlier. Reporting periods are 72/48/24/12 hours before arrival via ship's agent and 12 nm before arrival to Pilot Station with Mersin VTS/Pilot via on VHF Ch.11/12/14.

Pre-arrival information according to ISGOTT chapter 6.5 and 21.2 shall be submitted to SAVKA Platform via the agent or directly to Jetty Chief at least 24 hours prior to arrival or upon departure from the last port. Failure to do so may result in delays of berthing, with costs associated with this delay being for Owners account. Masters must report details of any defects onboard, as well as any impending arrestment of the vessel or cargo of which the Master is or becomes aware.

SAVKA Platform reserve the rights to request more information from any vessel.

Platform Operators are responsible of checking and inspecting all cargo, mooring and safety equipments of jetty before a vessel moores and they record the findings. The results of the platform's pre-arrival equipment checks to be shared with vessel before her arrival via agent in case of any deficiencies noticed.

5.2 Berth Approach

Vessel movements within the port area are being controlled by MERSIN VESSEL TRAFFIC SERVICE. The vessels which arrive the outside the harbour are berthed under the schedule and organization of Mersin VTS in accordance with Mersin Harbour Operations information.

During the final approach, the speed towards the berth should be minimized in order to reduce the impact on the fenders.

MAX ALLOWED TRANSVERSE SPEED AT SAVKA PLATFORM JETTIES IS 0,14 METER/SEC

If the vessel exceeds this limit, a Letter of Protest with the arrival report attached will be presented to the Master of the vessel. A fender survey will be carried out immediately after departure, and the vessel will be charged for the survey expenses. If the survey reveals any damage, a claim will be forwarded to the owners of the vessel.

5.3 Pilotage

Pilotage for berthing and unberthing is compulsory for all local vessels over 1000 (inclusive) gross tons and all foreign flag vessels(>500 grt). The pilots and Mersin VTS shall be contacted on VHF. Outbound vessels should advise the pilot at least two hours prior to departure.

Pilot Boarding and leaving GPS Positions as follows (to be confirmed with Pilots via VHF) :

- a) 36° 46' 30" N – 034° 39' 27" E
- b) 36° 45' 18" N – 034° 41' 00" E

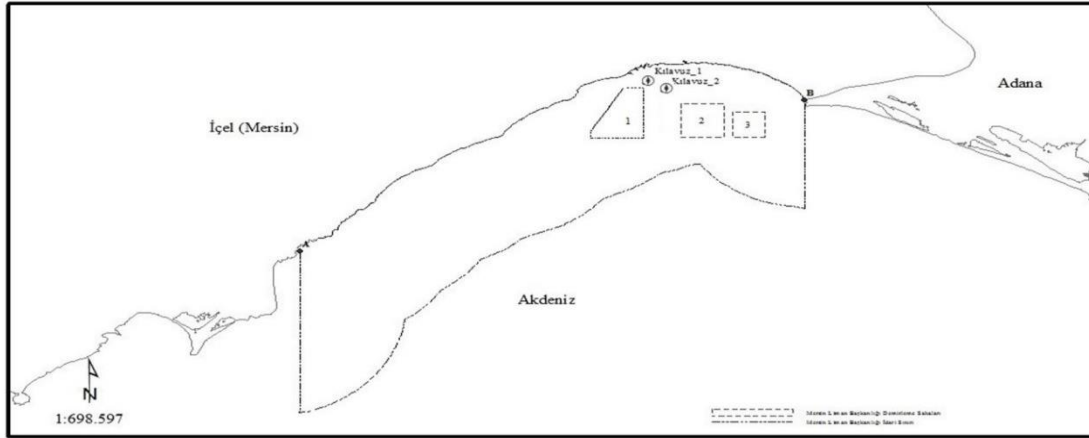
5.4 Anchorage and Waiting Areas

The designated anchorage area for tankers is located in the positions below listed. Masters are responsible for communicating and verify the anchorage area before anchoring.

Anchorage Area No 2- For Vessels carrying dangerous cargoes;

- a) 36° 44' 00" N – 034° 42' 40" E
- b) 36° 40' 00" N – 034° 42' 40" E
- c) 36° 40' 00" N – 034° 46' 40" E
- d) 36° 44' 00" N – 034° 46' 40" E

Mersin Liman Başkanlığı



İdari Sınır Koordinatları
A) 36° 26' 18" K – 034° 07' 06" D Akyar Burnu)
B) 36° 43' 24" K – 034° 54' 22" D

Demirleme Sahaları
1 - Tehlikeli Madde Taşımayan Gemiler
2 - Tehlikeli Madde Taşıyan Gemiler
3 - Karantina Demirleme Sahası

Kılavuz Kaptan Koordinatları
Kılavuz_1 - 36° 46' 30" K – 034° 39' 27" D
Kılavuz_2 - 36° 45' 18" K – 034° 41' 00" D

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5.5 Tugs

Mersin District Port Authority requires all sea-going vessels entering the port to be assisted by tugs and it is Ship's Agent's responsibility to contact the authorities before the ship's arrival at the port.

The minimum number and bollard pull of tugs will be confirmed by the Port Authorities. The minimum requirements of tugs to be used for the berthing/unberthing of tankers are listed below, but this may be varied according to the Master/Pilot requirements, weather conditions, etc. Master is responsible for evaluating the conditions and ensuring that proper safety margins are in place and ordering the necessary number of additional tugs.

TUGBOAT REQUIREMENTS

	Vessel's Gross Tonnage	Vessel Type	Required Number of Tugboat (Min.)	Required Bollard Pull (Min)	Notes
1	2000 – 5000	All Types	1	16	Min. 16 ton
2	5001 – 15000	All Types	2	32	Min. 16 ton of each
3	15001 –30000	All Types	2	60	Min. 30 ton of each
4	30000 –45000	All Types	2	75	Min. 30 ton of each
5	More than 45000	Vessels Not Carrying Dangerous Goods	2	90	Min. 30 ton of each
6	45001 –75000	LPG, Combustible, Explosive and Chemical Tankers	3	90	Min. 30 ton of each
7	More than 75000	LPG, Combustible, Explosive and Chemical Tankers	3	120	Min. 30 ton of each
8	All Tonnage	LNG	3	150	Min. 30 ton of each

The following tugs are available at the Mersin Port:

NR	NAME OF THE TUGBOAT	IMO NO	GROSS TONNAGE	LOA (M)	BOLLARD PULL (t)	FIRE FIGHTING CAPACITY(m ³ /h)	NO OF FIRE PUMPS	FOAM TANK CAPACITY (m ³)
1	DİLOVASI VIII	8978590	73.77	18.28	32.55	200	1	0.8
2	MED XXVIII	9821641	290	23	54	1200	1	3.18
3	YENİKÖY M	1514777	87.22	18.28	32.45	1200	1	3

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5.6 Mooring

It is prohibited to moor a vessel at SAVKA Platform jetties without the permission of the platform manager. Under adverse conditions, Mersin VTS, the Master of the vessel or the platform representative may order the cancellation of a scheduled berthing at any stage.

The Master shall ensure that the vessel is safely moored, remains securely moored throughout the stay alongside and all moorings are regularly tended and maintained in a taut condition.

The jetty operators will also check the moorings regularly and if anything is unsatisfactory, the master to correct or adjust moorings for safe cargo handling operations and to avoid damage to the platform installation. If the vessel fails to comply with this, the cargo operation will be ceased until the issue has been corrected as per platform requirement. Any time and cost incurred in this will be in the account of the vessel/owner.

The Master shall ensure that the vessel is secured alongside suitable ropes or wires, to the satisfaction of the platform representative and in compliance with the recommendations outlined in the OCIMF Mooring Equipment Guidelines (MEG4). Mooring lines of the same size and material leading in the same direction shall always be used and mixed mooring (moorings of different material in same direction) is not allowed. Vessels shall comply with the enclosed recommended mooring plans, commensurate with the size and the prevailing weather conditions. Mooring ropes and wires may be used together only if they are being fastened properly. Mooring ropes or wires are only fastened to the proper fixtures, self-tensioning winches must not be used in automatic mode and winch brakes must be kept hardened up except when moorings are being tended. Mooring wires and lines shall be reeved on their drums in the direction which enhances brake holding power.

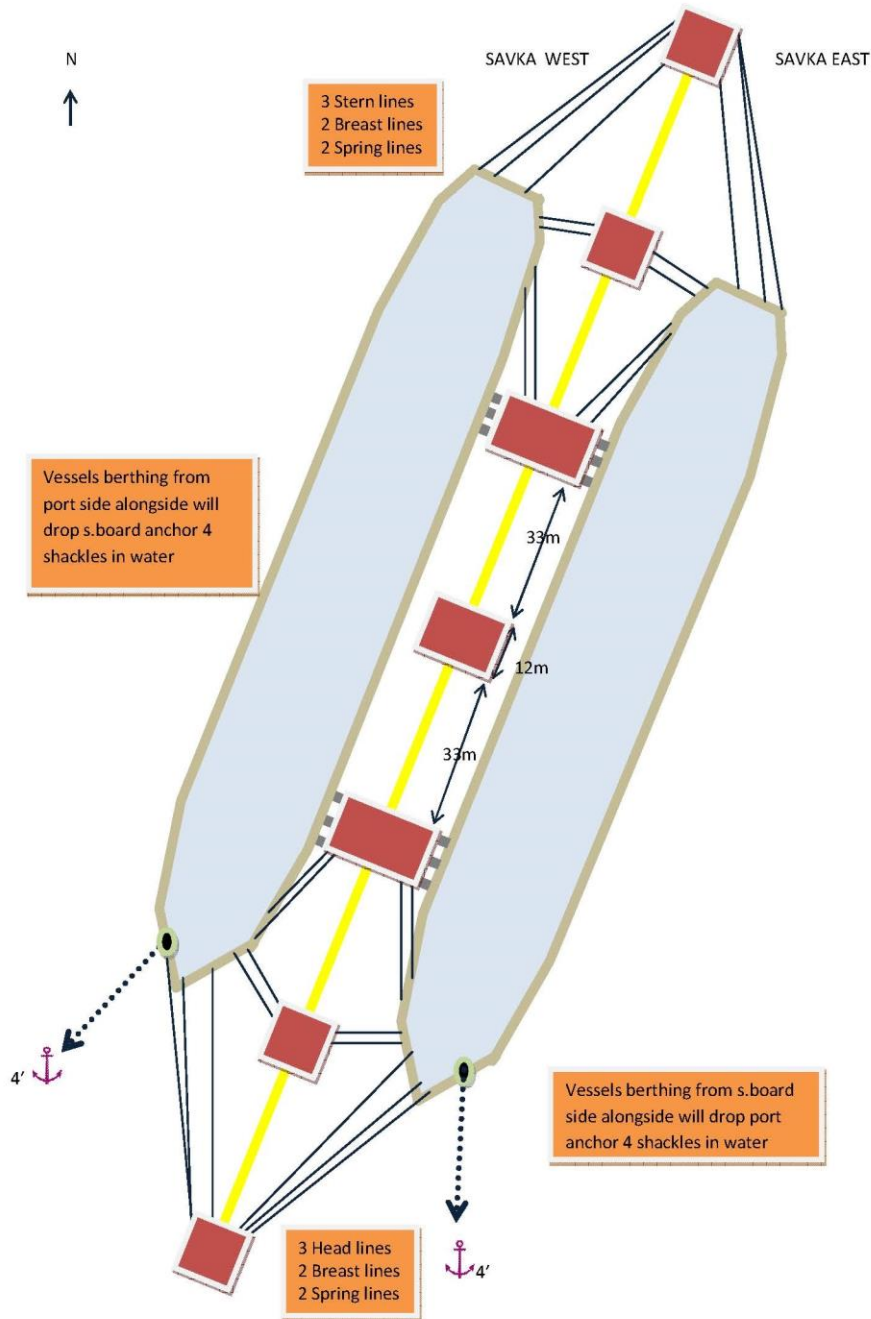
Tankers moored at the SAVKA Platform are required, as a minimum, to comply with the mooring arrangements detailed in the Mooring Plan.

Size of the Vessel (DWT)	Mooring Scheme	Details
All Sizes	3 /2 /2	Seven (7) Ahead and Seven (7) Astern

SAVKA Platform is equipped with mooring hooks with SWL 40 MTons are located along the berths and platforms.

An adequate number of shore mooring crew to take vessel lines and perform dock mooring duties will be provided by Mersin Port. There will be no mooring boats in use, all lines to be passed to platform via heaving lines.

SAVKA PLATFORM MOORING PLAN



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6. OPERATIONAL INFORMATION

6.1 Communications During Transfer

The maintenance of good communications throughout cargo transfer operations is fundamental to ensure the safety of the activity. During cargo operations, if for any reason it becomes necessary to stop cargo in an emergency, the party requesting the stop should notify the other party by radio, or any other means, requesting 'Emergency Stop'. During the pre-transfer conference, communications procedures will be agreed for conducting specific activities and will include agreed notice periods for conducting ship or shore stops.

6.2 Pre-Transfer Conference

The platform representative will present the ship with a folder containing safety and operation related documents on arrival. The various forms, information and procedures laid out in the documents formalize the conduct and procedures governing ship/shore operations at the jetty which are to be mutually agreed before operations commence.

The agreements reached in the documents remain in force throughout the time the vessel remains alongside the platform. Any changes to these agreements shall be again agreed in writing. All items contained in the Ship Shore Safety Check List shall remain constantly under review. The ship and shore are required to jointly recheck those items requiring formal recheck at intervals agreed during the pre-transfer conference, but not exceeding 4 hours.

Information exchanged and the plan must include, as a minimum,

- Platform rules and procedures
- Cargo location on vessel
- Volume and grade of cargo/ballast to be transferred
- The start-up flow rate, the maximum transfer flow rate, slowdown rate
- Max. acceptable pressure and flow rates, max. pressure at the vessels manifold; at the shore manifold
- Agreed transfer sequence
- Communication signals for standby, start transfer, slow down, stand by to stop transfer, stop transfer, emergency stop, emergency shutdown
- Notification required to slow down and stop flow
- Emergency stops
- Venting System
- Staff's shift changes on vessel and in platform

The loaded / discharged quantity and flow rates are to be compared hourly.

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After the vessel is safely moored, the ship is subject to be inspected by the Operation Supervisor or by the Platform Manager for compliance with ISGOTT rules and then Notice of Readiness(NOR) will be accepted.

6.3 Ship / Shore Safety Checklist (SSSCL)

SAVKA Platform is in compliance with the recommendations of the “International Safety Guide for Oil Tankers and Terminals” (ISGOTT). All safety items mentioned in the Ship / Shore Safety Checklist have to be met. The Platform Representative and vessel representative will jointly check all items on this list. Cargo operations cannot start before this list has been completed and signed by both parties.

As per latest edition of ISGOTT (VI), the following parts of SSSCL will be exchanged via e-mail as pre-arrival information before the vessel arrives to SAVKA Platform.

- Part 1A. Tanker: checks pre-arrival
- Part 1B. Tanker: checks pre-arrival if using an inert gas system
- Part 2. Terminal: checks pre-arrival

On completion of berthing and prior to the commencement of ballasting and/or cargo transfer, the rest of the Ship Shore Safety Check List will be completed, following a joint inspection by the jetty operator and a responsible tanker officer.

6.4 Cargo Hoses

The jetties are equipped with flexible cargo hoses presenting 10 inch flanges. All of the flexible hoses are fitted with isolated flanges. Therefore, there is no need to install a grounding cable between the ship and jetty and it is prohibited.

Flexible hoses are not kept full of products up to the shore manifolds.

It is required pumping air into the shore hoses after loading or discharging operations. Details are subject to be discussed during pre-operation key meeting.

- Vessels manifold arrangements must be fixed and permanent design including pipelines, valves, supports, safe access etc. The vessel must have manifold flanges compatible with the jetty for each grade nominated to load or unload and if a reducer to be in use, the design of the reducer must be appropriate and be compatible with the jetty.

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- All vessels must have manifold arrangements which comply with the standards recommendations by the OCIMF Oil Companies International Marine Forum – ‘Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment’. Vessels below the tonnage mentioned in the publication must have manifold arrangements which are compatible with the jetty design.
- On arrival, vessel’s manifolds should be blinded off and fitted with correct size reducers (10 inch)
- Cargo and bunker manifold connections either in use or blanked shall be fully bolted.

It is the responsibility of the platform crew to ensure that the cargo hoses are maneuvered and connected safely and are correctly rigged, but the ship’s crew is requested to prepare vessel’s manifold and rig the correct size of reducer (10’’) if needed. Similarly, on completion of cargo operations, platform crew are responsible for ensuring the safe disconnection and maneuvering of the cargo hoses and ship’s crew are requested to blank the vessel’s side. (All bolts mounted)

6.5 Cargo Transfer Policy

Sufficient crew shall remain on board under continuous supervision of a responsible officer to control routine operations and any emergencies.

A responsible crew member must be on deck at or nearby the ship's manifold at all times.

An English-speaking ship's officer responsible for cargo operations shall be on deck / in the cargo control room at all times and communicate with the Platform Representative.

6.6 Cargo Handling Facilities & Transfer Rates

The maximum allowable cargo transfer rates will be agreed during the pre-transfer conference. Loading and discharging operations is to be carried out in accordance with ISGOTT rules. At no time, shall shore manifold pressure exceed 8.0 bars. The ships pumping rate and manifold pressure shall be arranged as per the below values. The discharge pressures are continuously controlled and recorded.

6.7 Checks on Quantities Transferred

Vessel shall provide the platform with information regarding the amount of cargo that has been discharged on the hour, every hour. The platform representative will provide the ship with comparable shore figures as well.

If the exchange of information reveals a sudden or significant difference between the platform and the ship’s figures in quantities transferred, operations will be stopped until a satisfactory explanation can be found.

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6.8 Ballast and Slops Regulations

It is not permitted to discharge dirty ballast, ballast water carried in cargo tanks or slop in the Port of Mersin and any pollution of the coastal waters will result in heavy fines.

Segregated clean ballast discharged overboard shall be monitored for any possible oil mixture. Under no circumstance is it allowed to discharge the ballast onto the jetty pier. The jetty may then be undermined, and the vessel will be held responsible for all costs resulting from. Any part of a slop transfer system which extends into machinery spaces shall be securely blanked and isolated on the tank deck.

6.9 Stability of Vessel During Liquid Transfer

The Master shall ensure that vessel has an initial metacentric height GM of not less than 0.15m (corrected for free surface, measured at 0° heel) whilst the vessel is alongside.

Appropriate operating methods and instructions shall be prominently displayed in the approved trim and stability booklet at the cargo/ballast transfer control room, or it must be seen instantaneously by means of an approved loading program installed on the computer in the cargo control room. If stability of the vessel is lost due to a “free surface effect”, defect in construction or operational failure, all operations will be stopped and will resume only after re-stabilizing of the vessel. If the problem continues, removal of the vessel from jetty will be requested by the platform. Max. 3 degrees heeling to starboard, or port side of the vessel is being allowed.

The Master is responsible for ensuring that the vessel is at all times ready for maneuvering, with respect to draft, trim, stability and propeller immersion.

6.10 Emergency Shutdown

In the event of an emergency, the platform shall be advised immediately by radio and stating, ‘Emergency Stop’. Transfer operations shall be stopped immediately in the event of the following conditions: (and not limited to):

- Cargo spillage or suspected cargo spillage
- Fire or explosion on the vessel or in the platform
- Failure of the ship/shore communication system
- Vessel not securely moored
- Loss of electrical power at the vessel or the platform
- Deck watch absent and not visible from the shore side

The operating valves shall never be closed when the line is under pressure including emergency stops. The transfer pump to be stopped first and when the line and / or manifold pressure is zero, the operating valves to be closed.

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6.11 Environmental Criteria for Suspending Operations

Operations may be suspended if (and not limited to):

- Wind speed is considered too strong
- Gas is accumulated in the area
- Electrical storms/lightning occur – regardless of whether or not the IG system is in use
- Swell conditions are severe

SAVKA Platform's wind speed restrictions shown as below,

	Suspend Cargo Operations	Disconnect Cargo Hoses	Vessel depart Berth (if safe to do so)
<i>Wind Speed</i>	<i>20 kts</i>	<i>23 kts</i>	<i>26 kts</i>
	<i>Still air conditions</i>		
	<i>Electrical Storm</i>		

Irrespective of measured wind speed, if either the vessel's Master or the platform representative considers that the prevailing conditions potentially threaten the safety of operations, transfer should be suspended, and hoses disconnected.

All operations shall be stopped during severe lightning and high winds at the discretion of either the Master or jetty operator. During electrical storm lightning the vessel's fixed venting system must be closed.

If there is little air movement, petroleum gas may persist on deck in heavy concentrations on ships that are loading volatile products or ballasting tanks that have previously contained volatile products. Consideration may have to be given to stop operations while these conditions persist.

All cargo transfer operations, including the ballasting of non-gas-free cargo tanks will be stopped in the event of an approaching electrical storm. All tank openings, vent outlets, cargo and manifold valves will be closed until such time as the storm has passed.

6.12 Portable Instruments

SAVKA Platform requires intrinsically safe portable instruments to be placed and used on board the vessel during loading/discharging operations.

6.13 Tank Cleaning, Purging and Gas Freeing

Tank cleaning, gas freeing or purging operations are not permitted on board any ships while alongside the SAVKA Platform.

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6.14 Cargo Tank Venting

During cargo operations, the Pressure/ Vacuum (PV) relief valve or other approved venting system must be set in the operational mode as specified in the manufacture manual. The settings and associated vent system shall be checked before operation.

6.15 Closed Operations

Tankers must be loaded or discharged with the ullage, sounding, sampling and sighting ports securely closed. Cargo and segregated ballast tank lids and bunker hatches shall be kept closed and secured during the entire port stay.

Vessels shall be equipped for closed loading with an initial inerted cargo tank atmosphere with a minimum positive pressure.

6.16 Tank Inspection, Gauging, Third Party Independent Surveyors

All gauging, sampling, water dips and temperatures will be taken through special fittings provided in a closed system which to be carried out by an independent surveyor. A vessel representative for assisting and witnessing these activities is mandatory. Sampling of inserted tanks in not allowed, unless a closed sampling system is used. Sighting and ullage ports when not in use shall be kept closed.

The Company reserves the right to instruct a third-party Independent Surveyor for the sampling and measuring of cargo.

6.17 Overloading

The platform, by monitoring the loading and reserving its rights, shall make sure that the vessel complies with the International Load Line Regulations and must notify the authorities in case of a possible non-compliance. Any charges incurred because of overloading and subsequent correction shall be for the vessel's account.

7. AVOIDANCE OF OIL POLLUTION

No oil or mixture containing oil may be discharged or allowed to escape from a vessel whilst at the platform. The engine room bilge overboard valves shall be closed and locked shut during the port stay. The surface of the water around the vessel shall be continuously monitored.

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In order to prevent pollution of coastal waters and to avoid heavy claims, SAVKA Platform will take the measures deems necessary to deal with an oil spill from a ship before the pollution spreads.

In case the oil spill is caused by the faulty equipment or material of the vessel or the negligence of the ship's personnel, all expenses incurred within the scope of the preventive action taken to the ship owner will be invoiced by SAVKA Platform.

Masters ensure that all precautions is taken to prevent spillage or oil leakage while at or approaching SAVKA Platform.

During operations, all deck scuppers shall be tightly closed, and no leakage or spillage shall be swept or allowed to leak overboard. Swabs or sawdust used for mopping up a spillage must be landed ashore for proper disposal. The ship shall be equipped with fixed drip trays. Absorbent peds shall be available at the manifold for immediate cleaning up of minor spills.

Any leakage or spillage must be reported immediately to the SAVKA Platform and operations shall be suspended immediately.

SAVKA Platform reserves the right to delay or suspend operations, refuse to load / unload the vessel, or request the vessel to leave the jetty, if any legal action is taken against the vessel by the government authorities regarding pollution.

Transfer operations may only resume after the cause of the spill has been identified and remedied and it has been clearly determined that resumption of the transfer operations will not prevent immediate, effective and sustained response to marine pollution.

8. REMOVAL OF VESSEL

SAVKA Platform reserves its rights to suspend all operations and / or request removal of any vessel from it's jetties. The below cases requires immediate attention and suspension of operations and/or removal from jetty(and not limited to)

- Breach of safety
- Failure in the stability of the vessel whilst alongside
- Inert Gas System Failure
- Failure to comply with product acceptance criteria, ISGOTT rules , Platform procedures
- Structural damage that may occur in the ship
- Failure to comply with ISPS Code regulations