



PORT INFORMATION and TERMINAL REGULATIONS BOOKLET



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HAZIRLAYAN

AD SOYAD	POZİSYON	TARİH	İMZA
TUĞFAN COŞKUN	Operasyon Koordinatörü	09.04.2021	

KONTROL EDEN

AD SOYAD	POZİSYON	TARİH	İMZA
TUĞFAN COŞKUN	Operasyon Koordinatörü	11.18.2021	
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ONAYLAYAN

AD SOYAD	POZİSYON	TARİH	İMZA
AHMET AKIN	Operasyon ve Bakım Genel Müdür Yardımcısı	11.18.2021	

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Tüm hakları saklıdır.
Şayet bir anlaşmanın ya da sözleşmenin şartları buna açıkça müsaade etmiyorsa, işbu doküman kapsamında bulunan bilgilerin hiçbir, izinsiz olarak alıcının kendi kurumu dışında ifşa edilmemelidir.

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WARNINGS

2.0

Smoking

Smoking is strictly prohibited in the terminal and on board vessels alongside, except in those enclosed spaces on board specifically designated by the Master and Loading Master 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.

The company reserves the right, in unusual circumstances, to prohibit smoking at any time in any place on or adjacent to the terminal.

Alcohol & Drugs

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. All costs associated with this delay will be borne by the vessel.

Access to the restricted area for a person or persons similarly affected by alcohol and/or drugs will be denied.

Usage of drugs is strictly prohibited by Turkish law.

Pollution

It is an offence to:

- Spill oil or contaminated liquids
- Dump garbage
- Emit excessive funnel smoke

All incidents will be investigated and prosecution and/or vacating the terminal could result.

COMMUNICATIONS

3.0

Telephone Numbers and VHF Radio Channels		
Contact Information	Telephone Numbers	VHF Channels
BIL Switchboard (24 Hours)	+90 322 355 1700	
Ceyhan Control Room	+90 322 355 1777	16, 71
Ceyhan Control Room Fax	+90 322 639 2294	
Loading Master	+90 322 355 2526	71
Jetty Control Room	+90 322 355 1779	16, 71
Coast Guard	+90 322 639 2420	16
BIL Standby Tug	+90 322 613 5859 - 1370	16
Harbor Master	+90 322 639 2140	16
BOTAŞ Pilot Office	+90 322 613 5859 - 1242	16, 22

VHF channel 71 is used for berthing and un-berthing operations and further ship-shore communications will be on channel 71 for Ceyhan Marine Terminal.

Pilotage service is given by BOTAŞ pilot.

Tankers calling at Ceyhan Marine Terminal must contact with BOTAŞ Pilot 3 hours before their arrival.

BOTAŞ pilot uses channel 71 during maneuvering of tankers for communication of tug boats, mooring boat and shore line handling personnel.

ACTIONS IN THE EVENT OF AN EMERGENCY

4.0

While your vessel is alongside our terminal, a copy of the terminal emergency procedures is placed on board for your information and assistance.

The procedures address the following:

- Fire in Terminal
- Fire on Vessel Alongside
- Vessel Loss of Power and Drifting to Jetty
- Vessel Breaking out of Moorings
- Man Overboard
- Bomb Threat
- Terrorist Activities
- Oil Spill
- Earthquake
- First Aid

The Terminal Emergency Procedures apply to Emergency Situations arising on the CMT jetty whilst a tanker is in the approaches, berthing, moored, loading or vacating the berth. The intent of these procedures is to minimize harm to people, damage to assets and describe actions to be taken to bring the emergency under control.

This procedure identifies the command structure on board the vessel and ashore and is only expected to cover the interface between the two entities. Close cooperation between the Master of the vessel and CMT Operations Management is required to return to a Normal Operation mode after the Emergency has been brought under control.

4.1 Types of Emergencies

4.1.1 Fire in Terminal

- 4.1.1.1 Loading will be stopped.
- 4.1.1.2 Tanker to prepare for disconnection of loading arms.
- 4.1.1.3 Loading Master will inform Master to start drain the loading arms.
- 4.1.1.4 Loading arms will be disconnected.
- 4.1.1.5 Pilot and tugs will be ordered to stand-by for departure from berth.
- 4.1.1.6 Stand-by for unmooring from the berth.
- 4.1.1.7 Vacating the berth will only be done after discussion between CMT Operations Management and the Master.

4.1.2 Fire on Vessel Alongside

- 4.1.2.1 Raise the Alarm on tanker. Stop loading using ESD button and inform Jetty Control Room.
- 4.1.2.2 Inform Loading Master, who will inform BIL Emergency Response Team.
- 4.1.2.3 Ship to fight the Fire as per ship procedures.
- 4.1.2.4 Drain loading arms and disconnect.
- 4.1.2.5 Prepare the ship for leaving the Berth.
- 4.1.2.6 Tugs and Pilot stand-by for removing the vessel from the berth. If required fire wires to be used.

4.1.2.7 In consultation with the Master the Loading Master and Pilot might arrange Firefighting assistance from the tugs or shore monitors to cover manifold area.

4.1.2.8 Inform Harbor Master through Ship Agent.

4.1.2.9 In consultation with the Master the CMT Operations Management decides to unmoor the tanker and bring her to the anchorage.

4.1.3 Vessel Loss of Power and Drifting to Jetty

4.1.3.1 Inform BOTAŞ Pilot of power loss and distance to jetty.

4.1.3.2 If steerage available steer into the open waters.

4.1.3.3 Drop anchor as far as possible from jetty, if not under Pilot advice.

4.1.3.4 If under Pilot advice, use the tugs to move away from jetty.

4.1.3.5 Drop anchor in the anchorage area and effect repairs.

4.1.3.6 Keep Jetty Control Room advised of status.

4.1.4 Vessel Breaking out of Moorings

4.1.4.1 Stop loading by ESD and inform Jetty Control Room.

4.1.4.2 Prepare ship engine for maneuvering.

4.1.4.3 Drain and disconnect loading arms. Close manifold valves.

4.1.4.4 Jetty Control Room will call tugs and pilot.

4.1.4.5 If ERS's were activated do not disconnect lower part of the loading arms.

4.1.4.6 Further actions to be agreed in consultation with CMT Operations Management, Pilot and Master of the tanker.

4.1.5 Man Overboard

4.1.5.1 Vessel man-overboard emergency procedure applies.

4.1.5.2 Jetty operator will attempt to throw life rings as close as possible.

4.1.5.3 Vessel to inform JCR who will call the Stand-By Tug and Clinic.

4.1.5.4 The Stand-by tug launches his rescue boat to recover the person from the water.

4.1.5.5 BIL paramedics will stand by when the recovered person is brought ashore.

4.1.6 Bomb Threat

4.1.6.1 Inform the Jetty Control Room and Stop loading.

4.1.6.2 Prepare to drain the loading arms and disconnect.

4.1.6.3 Vessel Security plan as per ISPS code to be implemented.

4.1.6.4 ISPS code Port Facility Security Plan implemented.

4.1.6.5 CMT Authorities will inform Turkish State Authorities.

4.1.6.6 Further actions to be decided in consultation with the CMT Authorities, the Master and the Port authorities.

4.1.7 Terrorist Activities

4.1.7.1 Inform the Jetty Control Room and Stop loading.

4.1.7.2 Prepare to drain the loading arms and disconnect.

4.1.7.3 Vessel Security plan as per ISPS code to be implemented.

4.1.7.4 ISPS code Port Facility Security Plan implemented.

4.1.7.5 CMT Authorities will inform Turkish State Authorities.

4.1.7.6 Further actions to be decided in consultation with the CMT Authorities, the Master and the Port authorities.

4.1.8 Oil Spill

4.1.8.1 Stop loading and close manifold valves.

4.1.8.2 Inform the Jetty Control room, who informs Loading Master.

4.1.8.3 Locate the source of the Spill and isolate if possible.

4.1.8.4 Enforce the Ship Pollution Plan as per SOPEP and contain the spillage.

4.1.8.5 CMT Authorities will inform the Port Authorities.

4.1.8.6 Vessel to inform her Agent and P&I club.

4.1.8.7 In consultation with CMT Operations Management, the Master and the Port authorities a clean-up plan to be made.

4.1.8.8 If the spill cannot be contained on board and oil goes in the water the CMT oil pollution plan will be put into action.

4.1.9 Earthquake

4.1.9.1 Stop loading and close manifold valves.

4.1.9.2 Inform the Jetty Control room, who informs Loading Master.

4.1.9.3 Vessel to verify moorings and loading arm integrity. Vessel to check her ballast and cargo tanks for damage and leaks. Usually no excessive waves occur due to an Earthquake.

4.1.9.4 Jetty Control Room to verify with the Terminal Operations Management of BIL if there is any damage to facilities and or pipelines.

4.1.9.5 Operations resume once clearance is received from CMT Operations Manager.

4.1.10 First Aid

4.1.10.1 Inform the Jetty Control Room of the incident/injury.

4.1.10.2 Vessel's Master to inform Loading Master whether assistance is required.

4.1.10.3 If required the Loading Master will arrange for the nurse of CMT clinic to attend to the victim.

4.1.10.4 CMT paramedics will decide if First Aid will be given on board or on shore.

4.1.10.5 If treatment ashore is required loading is to be stopped.

4.1.10.6 The tanker crew will arrange to transport the victim to the loading platform, where an ambulance will stand-by for the victim.

4.1.10.7 Once victim has been taken away from the loading platform loading operations can resume.

DEFINITIONS and ABBREVIATIONS

5.0

5.1 Definitions

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

Agent - A firm appointed by the Tanker Owner or Charterers to act on arranging Marine services and Authority clearance requirements.

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 will have certified the equipment as safe for use in a specified hazardous atmosphere.

Captain - Traditional customary title given to the person in charge of a ship at sea. A sea captain, ship's captain, captain, master, or shipmaster, is a high-grade licensed mariner who holds ultimate command and responsibility of a merchant vessel. The captain is responsible for the safe and efficient operation of the ship-including its seaworthiness, safety and security, cargo operations, navigation, crew management, and legal compliance-and for the persons and cargo on board.

Company - BOTAŞ International (BIL).

Flammable (also referred to as 'Combustible') - A flammable substance is one capable of being ignited and burned. For the purpose of these regulations the terms "flammable" and "combustible" are synonymous.

Harbour Master - Authority in the enforcement of port, nautical, environmental, transport and security regulations pertaining to their port. They have the authority to permit ships to enter or leave the port, as well as for ship movement control in the port approach and in the port area.

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.

Ceyhan Marine Terminal (CMT) - The Marine Terminal situated on the coast of Turkey in the Bay of Iskenderun consisting of two berths located on a steel and concrete jetty approximately 2.5 km. long.

Ceyhan Marine Terminal Operations Manager - Botas International General Directorate single point responsible person for Asset Management of the Ceyhan Marine Terminal or his authorized representatives. (For example: the Loading Master)

Dangerous Goods - 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.

Main Deck - The main deck of a tanker is the steel plating forming the top of the cargo tanks, cofferdams and pump rooms.

Loading Master - The person appointed by the Company responsible for marine operations for Ceyhan Marine Terminal.

Maritime Pilot - A maritime pilot (marine pilot, harbor pilot, bar pilot, or simply pilot) is a sailor who maneuvers ships through dangerous or congested waters, such as harbors or river mouths. They are navigational experts possessing knowledge of the particular waterway such as its depth, currents, and hazards. Pilots are highly trained experts in ship navigation in specific waters and possess extensive knowledge of local conditions. Their role is to guide vessels safely and expeditiously through their area ensuring safety of the environment, people and trade.

Master - The Master shall be understood to mean the Master or his duly authorized deputy or any person who for the time being is in charge of the vessel.

Mooring Load Monitoring System - A real time monitoring system for measuring and displaying critical mooring line tensions to give operators warning of when the ideal load limits are exceeded.

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.

Operations - 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.

Personal Protective Equipment (PPE) - 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.

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, (H₂S), or lead alkyls, as minor constituents.

Pilotage - Assisting the master of a ship in navigation when entering or leaving a port.

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.

Restricted Area - The Ceyhan Marine 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.

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

Terminal Regulation - This document, which applies, to all Tankers including persons operating at the Terminal.

Terminal Representative - 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 Jetty Control room and Ceyhan Control Room.

Vapor Emission Control System - An arrangement of piping and equipment used to control vapor emissions during tanker operations, including ship and shore vapor collection systems, monitoring and control devices and vapor processing arrangements.

Vessel - Any ship, craft or other floating navigable object and includes any tug, water boat, bunker vessel, lighter or other non-tank vessel.

5.2 Abbreviations

- ACG - Azeri-Chirag-Guneshli

ASD - Azimuth Stern Drive

ASTM - American Society for Testing and Materials

BA - Breathing Apparatus

BAS - Berthing Aid System

BIL - BOTAŞ International

BOTAŞ - Boru Hatları ile Petrol Taşıma Anonim Şirketi

BTC - Baku-Tbilisi-Ceyhan

BTC Pipeline - Baku-Tbilisi-Ceyhan Crude Oil Pipeline

CCR - Ceyhan Control Room (Back-up Control Centre)

CMT - Ceyhan Marine Terminal

CO₂ - Carbon Dioxide

COW - Crude Oil Washing

DWT - Deadweight Tonnage

ERS - Emergency Release System

ESD - Emergency Shutdown System

ETA - Estimated Time of Arrival

FCV - Flow Control Valve

F&G - Fire and Gas

GPS - Global Positioning System

GRT - Gross tonnage

H&S - Health and Safety

HNSP - Hazardous and Noxious Substances Protocol

HSE - Health, Safety and Environmental

H₂S - Hydrogen Sulfide

IBC Code - International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk

ICSS - Integrated Control and Safety System

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 Organization
- ISGOTT - International Safety Guide for Oil Tankers and Terminals

ISPS - International Ship and Port Security

ISPS Code - International Ship and Port Security Code

JT1 - Ceyhan Marine Terminal

LOA - Length Overall

LPG - Liquefied Petroleum Gas

LSGO - Low Sulphur Gas Oil

MOV - Motor Operate Valve

NO_x - Nitrogen Oxide (An atmospheric pollutant), NO_x Nitrogen based compounds with varying oxygen levels

O₂ - Oxygen

OCIMF - Oil Companies International Marine Forum

P&I - Protection and Indemnity

PCV - Pressure Control Valve

PDM - Positive Displacement Meter

PLT - Pipeline Time

PPE - Personnel Protective Equipments

PRV - Pressure Relief Valve

QRHS - Quick Release Hook System

RFI - Radio Frequency Interface

SBT - Segregated Ballast Tankers

SDS - Safety Data Sheet

SIMOPs - Simultaneous Operations

SOPEP - Ship Oil Pollution Emergency Plan

SOLAS - International Convention for the Safety of Life at Sea

SONARA - Tank Inventory Tracking Program

TBT - Tributyltin

UKC - Under Keel Clearance

VECS - Vapor Emission Control System

VOC - Volatile Organic Compound

VHF - Very High Frequency

VSAT - Very Small Aperture Terminal Satellite

GENERAL

The Terminal consists of one steel and concrete jetty 2.5 kilometers long situated to the West of the existing BOTAŞ Iraq-Turkey Pipeline Terminal.

There are two berths on the seaward end of the jetty in position 36° 51' .0 N - 35° 56' .0 E. Datum depth in the approach channel is 30 meters and least depth of 27 meters, (Berth 1), and 28 meters, (Berth 2), are available. The Berths are aligned in a North - South direction. Berth 1 on the West face of the jetty. Berth 2 on the East face of the jetty. Mean tidal range is 60 cm (springs), while current rates of 0.5 knots maximum occur.

The berths are designed to accommodate vessels in the approximate range 80,000 to 320,000 tonnes summer deadweight. The maximum berthing displacement of the vessels shall be 150,000 tonnes. The minimum parallel mid-body length acceptable is 42.5 meters on either side of the vessel's manifold centerline. Vessels are normally berthed heading outwards (seawards) with respect to the terminal, i.e. Port side to on west berth (1) and Starboard side to on east berth (2).

The Vapor Handling system is located on the jetty and is linked to the system on shore via the main jetty and utility systems.

Under Keel Clearance (UKC) requirements. It is required vessels maintain an UKC according to the table below.

Table 1: Under Keel Clearance (UKC) requirements.

Gross UKC	Net UKC (Minimum to be maintained at all times)
10 % of ships static draft	The greater of 1.5 % of the vessel's extreme breadth or 0.3 m.

Pilotage is compulsory. Rate of approach equipment is fitted on both berths. Vessels must provide a minimum of 7 (seven) suitable lines at each end.

All vessels will comply with the reporting requirements for ships carrying dangerous and polluting goods, (Ref. European Council Directive 93/75/EEC), and recommendations contained in the appendix to the annex of IMO Resolution A.648 (16).

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

Special attention is made to a vessel's manifold arrangement which must be of a fixed and permanent design, (including pipelines, valves, supports etc.), and form part of the vessel's structure. All vessels should have manifold arrangements which comply with the recommendations of the OCIMF - Recommendations for Tanker Manifolds and Associated Equipment.

Operators of vessel's which are unable to comply with the above recommendations must confirm with the Company (Terminal) the suitability of a vessel for a cargo operation. This must be done prior to arrival of the vessel at the anchorage or vicinity of the Port.

Shore gangways are normally provided.

Bunkers are not available.

Potable water and fresh water are available with prior notice to the terminal on how much water will be requested.

Both berths are equipped with multi-channel marine VHF radios.

Azeri Crude Oil (Approximate density is 0.8393 g/cm³ in Vacuum @ 15 °C), is loaded at rates up to 9,600 m³/hr, (Berth 1 and 2).

Only Segregated Ballast Tankers, (SBT), of Double Hull construction (Ref. 27043 numbered and 03.11.2008 dated Official Gazette Regulation) are accepted at the Terminal. Segregated ballast may be discharged overboard subject to the approval of the Company, (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.

Currently, vessels cannot discharge slops.

Vessels normally receive full documentation before departure. However at the Company (Terminal's) discretion an early departure procedure will be enacted.

On completion of operations vessels may be requested to vacate the berth and proceed to an anchorage to carry out cargo measurements, (this includes operations carried out by Independent Cargo Surveyors).

The loading arms on Berth 1 and 2 are fitted with a Powered Emergency Release System, (ERS), which is activated automatically in the event of a vessel movement outside the loading arm operating envelope and manually by Jetty personnel in case of emergency.

Information on loading arms fitted on the berths is as follows:

Table 2: Information of loading arms.

Berth 1			Berth 2		
Arms	Duty	Presentation Flange	Arms	Duty	Presentation Flange
North	Crude Oil		North	Crude Oil	
Arm 1	Crude Oil	16" ANSI 150	Arm 1	Crude Oil	16" ANSI 150
Arm 2	Crude Oil	16" ANSI 150	Arm 2	Crude Oil	16" ANSI 150
Arm 3	Vapor	16" ANSI 150	Arm 3	Vapor	16" ANSI 150
Arm 4		16" ANSI 150	Arm 4		16" ANSI 150
South			South		

Mooring hooks on the Berths are fitted with a Mooring Load Monitoring System, with remote readout visually displayed in the Jetty Control Room. Remote release of moorings on both Berths' can be activated from the Jetty Platform and Jetty Control Room.

The Operational parameters of the Jetty arms and wind speed restrictions are as follows:

- Shutdown of Loading at Gale > Beaufort > 7 > 35 Knots
- Disconnect Loading Arms at Gale Beaufort > 8 > 40 Knots

Vacating the berth will be at 40 Knots and/or 3.5 meters wave height following discussion between and agreement of the Loading Master and the Master.

Table 3: Beaufort Sea Scale.

Wind [m/sec]	Short Description	Beaufort Sea Scale
< 0.5	Calm	0
0.5 - 1.5	Light Air	1
2.0 - 3.0	Light Breeze	2
3.5 - 5.0	Gentle Breeze	3
5.5 - 8.0	Moderate Breeze	4
8.5 - 10.5	Fresh Breeze	5
11.0 - 13.5	Strong Breeze	6
14.0 - 16.5	Near Gale	7
17.0 - 20.0	Gale	8
20.5 - 23.5	Strong Gale	9
24.0 - 27.5	Storm	10
28.0 - 31.5	Violent Storm	11
> 32.0	Hurricane	12

Drift Fore and Aft

- | | |
|---|-----------|
| 1. Accuracy of ships position after mooring | +/- 0.50m |
| 2. Drift by tide currents and/or wind | 0.50m |
| 3. Drift during ESD 15 secs (gale) | 2.65m |
| 4. Drift during ERS 5 secs (gale) | 0.50m |

TOTAL DRIFT FORE AND AFT 4.10m

Drift off (Perpendicular to the Berth)

- | | |
|---|-----------|
| 1. Accuracy of ships position after mooring | +/- 0.50m |
| 2. Drift by wind | 0.50m |
| 3. Drift during ESD 15 secs (gale) | 3.10m |
| 4. Drift during ERS 5 secs (gale) | 0.50m |

TOTAL DRIFT OFF (LATERAL) 4.60m

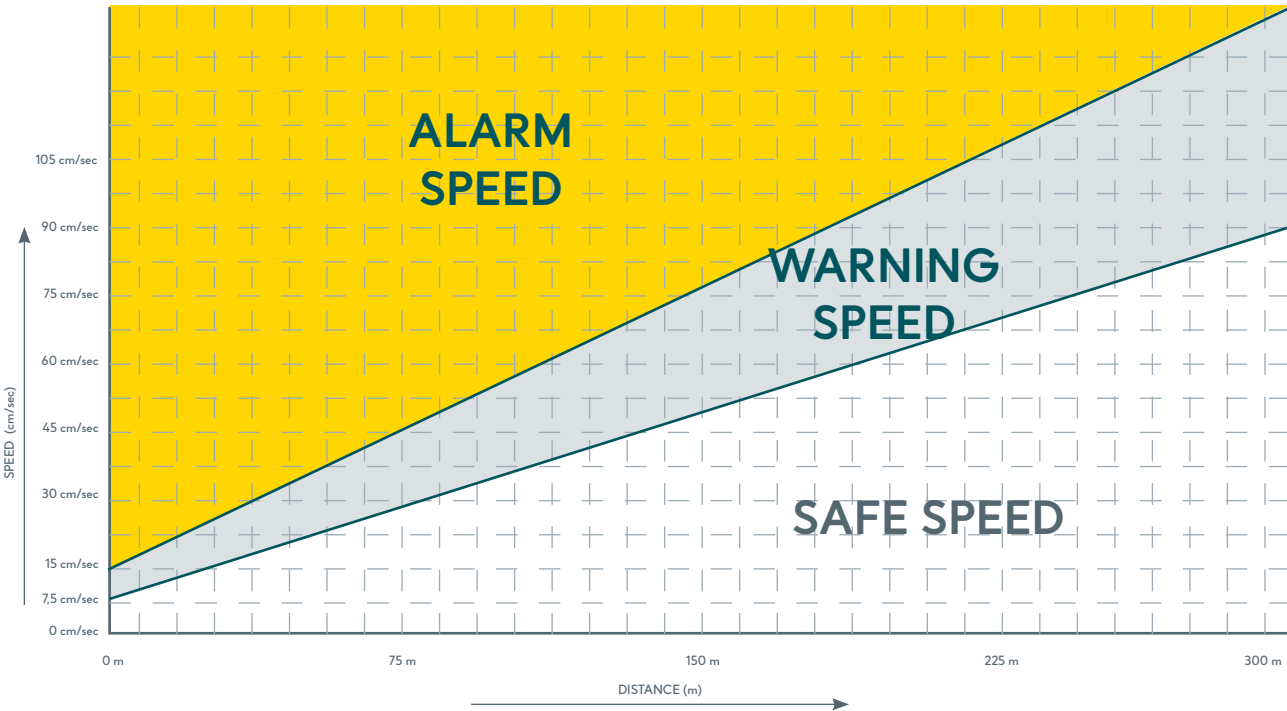
Three ASD tugs (employing push / pull mode of towage) are available for operations at Ceyhan Marine Terminal, their specifications are as detailed in Table 4.

Table 4: Specifications of ASD Tug Boats.

Specification	Tugs "B.CEYHAN, B.TIFLIS and B.BAKU"
L.O.A.	30.25 m
Breadth	11.00 m
Summer Draught	5.30 m
Type / Class	+1A1 TUG FiFi 1, EO, Oil-Rec / BV.
Built	2005
Bollard Pull	66.6 Tonnes Ahead and 61.4 Tonnes Astern
Fire Fighting Equipment	Two main engines driven firefighting pumps delivering 1,500 m³/hr at 135 meters head. 2 remotely controlled monitors, suitable for water/water foam mixtures. Self-protection systems.
Oil Spill Response Equipment	Specifically designed side sweep containment and recovery equipment incorporating oil recovery tanks on board. Specifically designed for dispersant spraying equipment with on board stocks of dispersant.

Terminal is equipped with a Berthing Aid System allowing vessel and pilot to see the approaching speed and the distance between vessel and fenders. The approaching speed and distance together with warning signs being red is fast and yellow being right approaching speed are shown on a visible display for each berth during berthing of the vessel. Below diagram shows the relation between speed and distance, also drawing the alarm, warning and safe speed zones.

Figure 1: Relation between speed and distance.



INFORMATION and REGULATIONS

Regulations contained within this document will be applied within the Restricted Area and other areas associated with the Terminal.

While this information is intended to acquaint Owners, Operators and Masters of tank ships calling at the sheltered waters of the Ceyhan Marine Terminal (CMT) with the general conditions, facilities and services available at the Ceyhan Marine Terminal, which is operated by BOTAŞ International (hereafter referred as the "Company"), such information is provided without any guarantee or warranty as to its accuracy or completeness.

This information does not supersede or replace any information, laws or regulations contained in any official publications with respect to the waters and areas to which it pertains. Reference should be made to the appropriate Admiralty publications, Hydrographical Office publications and official charts for purpose of obtaining specific navigational information.

Operations at Ceyhan Marine Terminal are to be conducted by vessels calling to this terminal in accordance with the recommendations of the latest edition of the "International Safety Guide for Oil Tankers and Terminals". The Company (Terminal) has also adopted the International Maritime Organization (IMO) International Ship and Port facilities Security Code (ISPS) including the SOLAS amendments. Vessels operating outside these recommendations will, at the sole discretion of the Company (Terminal), not be permitted to berth at Ceyhan Marine Terminal.

In all circumstances the Master of the vessel shall remain solely responsible for the safety and safe navigation of his vessel and for compliance with all applicable laws, rules and regulations.

7.1 Conditions for Use of Ports and Terminal (Legal Liabilities)

7.1.1 The use of BOTAŞ International premises, facilities and equipment is subject to the express understanding and condition that BOTAŞ International and its personnel shall be held harmless from all liability, loss or claim arising out of such use.

7.1.2 The Owners, Operators and Charterers of any vessel located within the geographical boundaries of Ceyhan Marine Terminal shall be liable and shall reimburse BOTAŞ International promptly and in full for any and all expenditures, costs, losses, delays, or third party liabilities incurred by BOTAŞ International as a consequence of failure of said vessels or its Master, Owners, Operators or Charterers to comply with any of the rules, regulations or instructions set forth herein, including, but not limited to, the costs of labor, material, equipment usage, repair work, invoiced costs, loss of earnings, business interruption, towage and other exceptional marine assistance, unproductive berth occupancy and all applicable BOTAŞ International corporate overheads.

7.1.3 The Master, Owners, Operators and/or charterers of a vessel from which oil, oily residue, oily ballast water or any other pollutant escapes or is discharged for any reason at any location within the boundaries of Ceyhan Marine Terminal, shall be liable to and shall reimburse BOTAŞ International promptly and in full for the cost of all clean-up, containment and removal measures taken in response to such escape or discharge by or on behalf of BOTAŞ International, which in the sole opinion of BOTAŞ International, are prudent or necessary in order to protect human life, vessels, installations and the environment. Such cost shall constitute a joint and several debts due from the Master, Owners, Operators and/or Charterers to BOTAŞ International.

Further, the vessel and her Master, Owners, Operators and Charterers shall be jointly and severally liable for any and all other loss, damage and expense incurred or sustained by BOTAŞ International or by third parties by reason of such escape or discharge and shall indemnify and hold BOTAŞ International harmless from any such loss, damage, expense or third party claim related to or arising out of such escape or discharge.

7.1.4 Tugs, towing services and other normal and exceptional marine assistance are provided to vessels in Ceyhan Marine Terminal upon the express understanding and condition that such services are provided at the sole risk of the vessel receiving such services, including the risk of negligence of the Masters, Pilots, Official and Crew of BOTAŞ International tugs, mooring boats or the Operators of any other BOTAŞ International equipment providing marine assistance to the vessel, and the agents, contractors, employees and representatives of each of them, all of whom Common Rules & Information shall, in the performance of such services rendered to the vessel, become the agents and servants of the Owners, Operators and/or Charterers of the assisted vessel.

BOTAŞ International and its agents, servants, contractors, employees and representatives shall not be liable or responsible for any loss of or damage to or expense incurred in connection with the vessel and/or its cargo caused by, arising out of, or resulting from the provision of tug or towage services, or other marine assistance to the vessel. The vessel receiving such tug, towing, mooring or other marine assistance services from BOTAŞ International, and the Owners, Operators and Charterers of such vessel agree to indemnify and hold harmless BOTAŞ International and all vessels and equipment utilized in the provision of such services, and their Owners, Charterers or Operators, against all claims for any loss or damage to the vessel or cargo, or other expense incurred in connection with provision of such services, and against all claims for loss, damage, injury or expenses incurred by third parties as a result of or in connection with the provision of such services.

7.1.5 Damage to, or impairment of use of any facility, vessel, or equipment owned, chartered or leased by BOTAŞ International, which is caused in whole or in part by any vessel within the geographical limits of any BOTAŞ International port or terminal, shall be the responsibility and liability of the Master, Owners, Operators and Charterers of such vessel. The vessel, and its Owners, Operators and Charterers agree to pay BOTAŞ International promptly on demand any and all expenditures, costs, or losses incurred directly or indirectly as a consequence of such damage or impairment, including, but not limited to, the costs of labor, material and equipment usage, costs of reasonable and necessary repairs, both temporary and permanent, invoiced costs, loss of earnings, business interruption, loss of use, delays at berth, other third party claims and all applicable BOTAŞ International corporate overheads.

7.1.6 BOTAŞ International and its agents, servants, contractors, employees and representatives shall not be liable or responsible for any loss, damage, or injury to the vessel or its cargo, or to its official, crew and passengers, or to third parties, caused by or arising out of the performance of Pilotage services by the Harbor Pilots. The Master, Owners, Operators and Charterers of any vessel receiving Pilotage services in Ceyhan Marine Terminal agree to indemnify and hold harmless BOTAŞ International and its agents, contractors, employees and representatives from any and all such loss, damage or injury, however caused, arising out of or resulting from the performance of Pilotage services by the Harbor Pilots.

7.1.7 Any loss, damage, cost, expense, or delay suffered by a vessel in connection with activities in Ceyhan Marine Terminal caused solely by failure of the vessel, or the "Company" [as that term is defined in The International Ship & Port Facility Security Code (ISPS Code)], to comply or to ensure compliance by the vessel and/or the Company with the requirements of the ISPS Code, shall be solely for the account of the vessel interests. Any costs or expenses arising solely due to BOTAŞ International or Turkish Government imposed security measures not resulting from the vessel's or the Company's failure to comply with the requirements of the ISPS Code, including but not limited to security guards, launch or tug services, port security fees, taxes and inspections, shall be shared equally between BOTAŞ International and the vessel interests. All such measures required by the vessel or the Company in order to comply or ensure compliance with the vessels Ship Security Plan (SSP) shall be solely for the account of the vessel interests.

Botaş Harbor Master reserves the right to waive any of the rules or regulations contained herein, or to impose such reasonable additional requirements on vessels in Ceyhan Marine Terminal as he,

in his sole discretion, deems prudent and necessary under the circumstances in order to protect human life and the safety of property and the environment. Any additional costs, losses, damages, or expenses incurred or claimed to be incurred by the vessel or its agents, Owners, Operators and Charterers unless otherwise provided for by contract, shall be the sole responsibility of the vessel.

7.2 Turkish Government and BOTAŞ International Rules and Regulations Extracts and Procedures

7.2.1 General

Turkish Government regulations and BOTAŞ International rules and regulations as set forth in this document are strictly enforced and Masters having any doubts concerning the interpretation of these rules and regulations are urged to consult their agent.

At all times while in Turkish territorial waters and within the geographical boundaries of Ceyhan Marine Terminal, whether at anchor, or at berth, the vessel and its personnel are under the jurisdiction of and shall comply fully with Turkish laws.

7.2.2 Shipping Agent Requirement

Vessels calling at Ceyhan Marine Terminal should address all messages concerning ship's business to their agents. The vessel's agent handles matters concerning provisions supply, minor repairs, local medical, or hospital services, mail, crew changes, etc.

7.2.3 Arrival Entry Requirements

The Master is responsible for complying fully with the requirements of all Turkish Government Departments, Ministries, Agencies and Organizations and the requirements contained in this publication. Masters requiring advice on these requirements should contact their local agents.

7.2.4 Turkish Flag

The flag of the Republic of Turkey must be hoisted by every vessel entering the territorial waters of Turkey, and shall be flown from the foremast of the vessel while in Port from sunrise to sunset. This flag shall be clean and in good condition.

Masters should obtain this flag before arrival, but if circumstances render this impossible, a flag shall be obtained from the ship's agent.



Figure 3: Turkish Flag.

CONDITIONS OF ENTRY AND THE USE OF CEYHAN MARINE TERMINAL 8.0

All services, facilities and assistance provided by or on behalf of the Company in or in connection with the Port, whether or not any charge is made by the Company are provided subject to all applicable laws, By-Laws and Harbor Regulations, Safety Regulations, and Towage Conditions for the time being in force and the following conditions.

The compulsory services of the Pilot(s) are provided upon the express understanding and condition that when any Pilot furnished by the Company goes on board a vessel for the purpose of assisting such vessel, he becomes for such purposes the servant of the Owners or Charterer of the Vessel; and neither the Company, the Port nor any other small vessel shall be liable for any damage or injury which may result from the advice or assistance given or made by such Pilot, while on board or in the vicinity of such assisted vessel.

Neither the Company, nor its servants, agents or subcontractors (in whatever capacity they may be acting), shall be responsible for any loss, injury, damage or delay, from whatsoever cause arising whether directly or indirectly in consequence of any assistance, advice or instructions whatsoever given or tendered in respect of any vessel, whether by any of tugs, pilotage or berthing services, the provision of navigational facilities, including buoys or other channel markings, or otherwise howsoever. In all circumstances the Master of any vessel shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel.

While the Company takes every care to ensure that the berths, premises, facilities, property, gear, small craft and equipment provided by the Company are safe and suitable for vessels permitted or invited to use them, no guarantee of such safety or suitability is given, and the Company shall not be responsible (or liable for any contribution) with respect to any loss, injury, damage or delays of any sort that may be sustained whether directly or indirectly by, or occur to, any vessel or her Owners or her crew or cargo or for any part thereof (whether such cargo is on board or in the course of loading) by whomsoever or by whatsoever cause such loss, damage or delay occasioned, and whether or not it is due in whole or in part to any act, neglect, omission or default on the part of any servant, agent or contractor of the Company, or by any fault or defect in any berth, premises, facilities, property, gear, craft storage vessel, or equipment of any sort of the Company or its servants, agents or contractors.

The Company will not be responsible for any loss, damage or delay directly or indirectly caused or contributed to, by or arising from strikes, lock-outs, or labor disputes or disturbances whether the Company or its servants, agents or contractors are parties thereto or not.

If in connection with or by reason of the use by any vessel of any berth, or any part of the Company's premises, or of any gear or equipment provided by or on behalf of the Company, or of any craft, storage vessel, or of any other facility or property, of any sort whatsoever, belonging to or provided by or on behalf of the Company, any damage is caused to any such berth, premises, gear or equipment, craft, storage vessel, or other facility or property from whatsoever cause such damage may arise, and irrespective of whether or not such damage has been caused or contributed to by the negligence of the Company or of its servant, agents or contractors, and irrespective of whether there has been any neglect or default on the part of the vessel or the Owners, in any such event the vessel and the Owners shall hold the Company harmless from and indemnified without limitation against all relevant damage and against all loss sustained by the Company consequent thereon.

The vessel and her owners shall hold the Company and its servants harmless from and indemnified without limitation against the following whether or not due in whole or in part, to any act, neglect, omission or default on the part of the Company, its servants or agents:

All and any actions, claims, damages, costs, awards and expenses arising whether directly or indirectly out of any loss, damage, injury or delay, of whatever nature, occasioned to any third party or any vessel (her Owners and crew) and caused or contributed to, whether directly or indirectly, by the vessel or any part thereof or by any substance or any other servant or agent of the Owners. All or any damage, injury, delay or loss, of whatsoever nature, occasioned to the Company or its servants that caused or contributed to whether directly or indirectly, by the vessel or any part thereof by any servant or agent of the Owners.

JETTY LAYOUT 9.0

CEYHAN MARINE TERMINAL

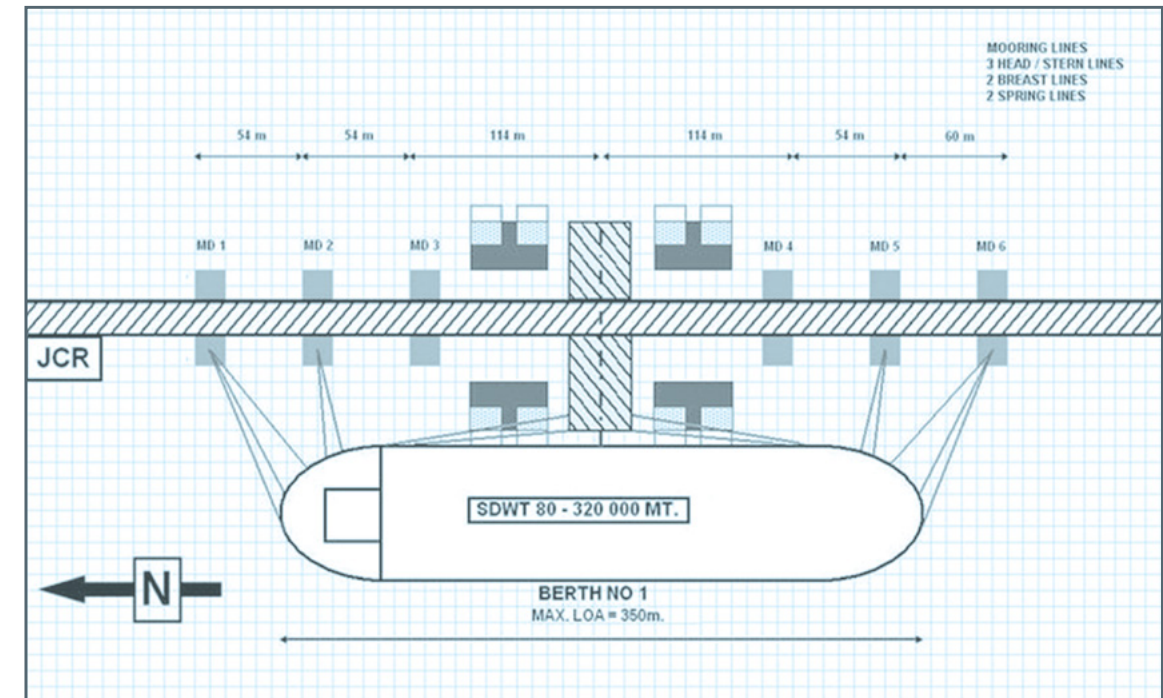


Figure 4: Jetty Layout for Berth 1.

CEYHAN MARINE TERMINAL

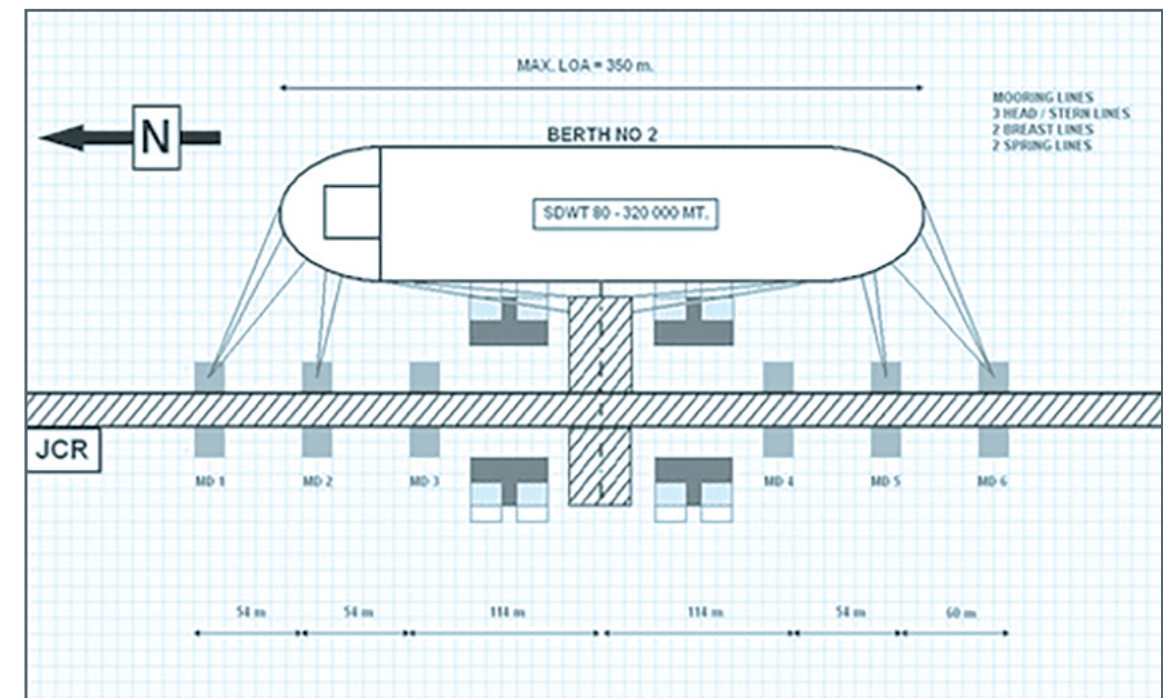


Figure 4: Jetty Layout for Berth 1.

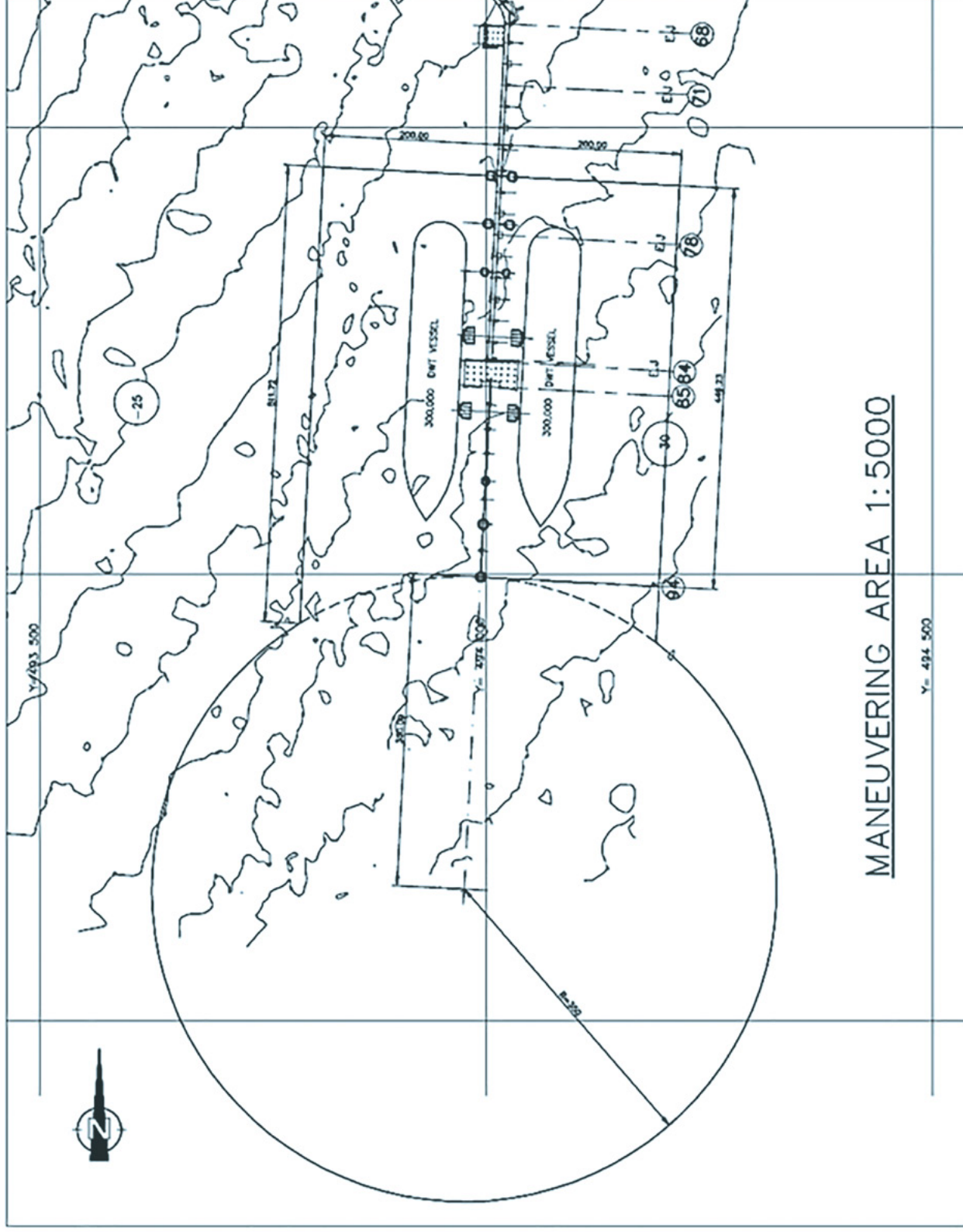


Figure 6: Manuevering Area.

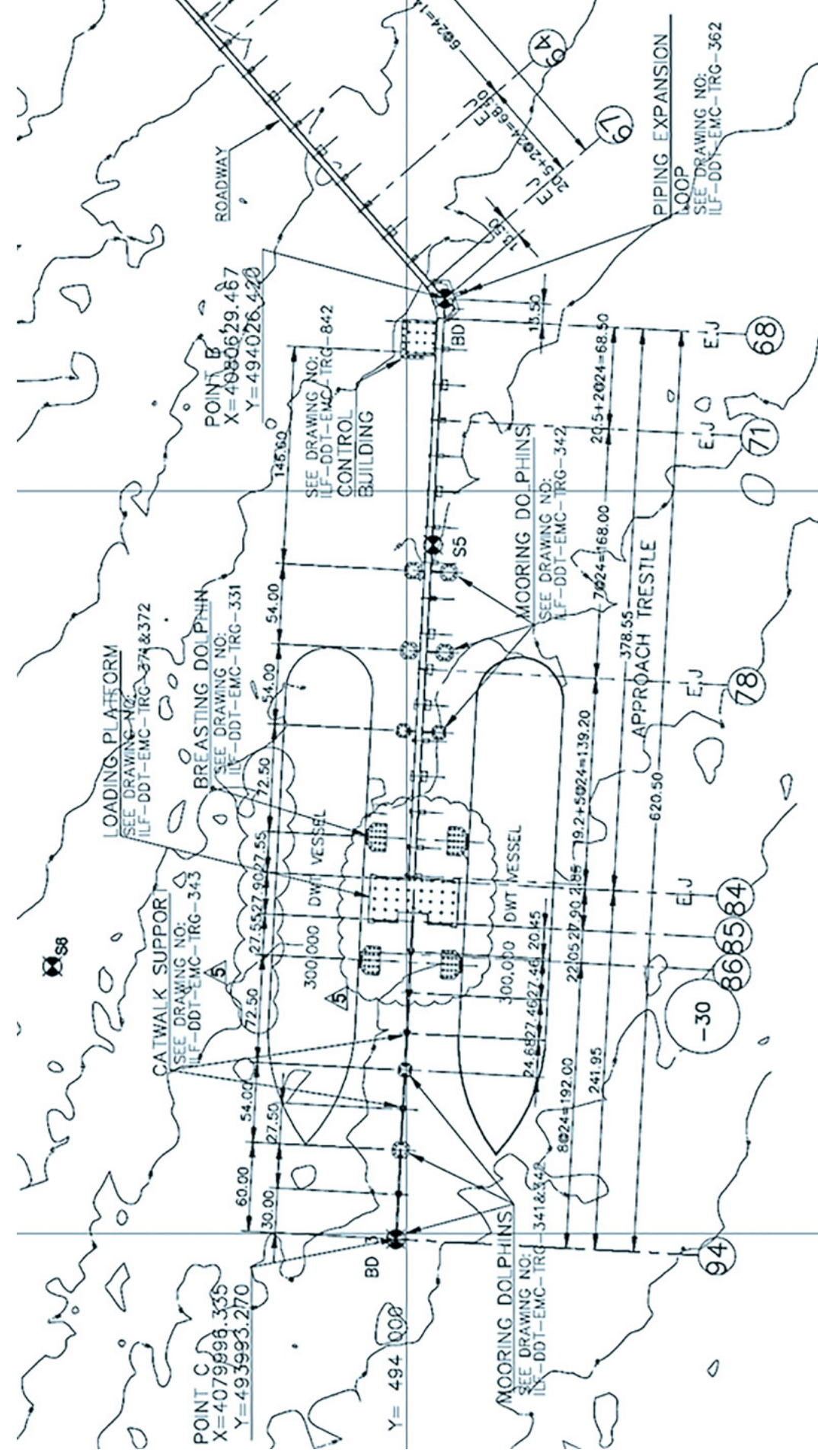


Figure 7: Detailed Jetty Layout.

10.1 Conditions of Acceptance

10.1.1 Vessel's Technical Requirements for the Ceyhan Marine Terminal

Vessels are acceptable for liftings at Ceyhan Marine Terminal if:

- Vessel's berthing displacement is maximum of 150,000 mts.
- Minimum / Maximum SDWT (summer deadweight) 80,000MT and 320,000MT, Terminal will not accept re-measured vessels.
- Vessel has to be equipped with a Vapor Emission Control System (VECS) which is certified by an International Classification Society and is fully operational.
- Minimum / Maximum LOA (length overall) 228.5 meters and 350.0 meters.
- Minimum Ballast Parallel Body length of 42.5 meters either side of the manifold.
- Minimum / Maximum beam 42.0 meters and 60.0 meters.
- Maximum loaded draft 24.0 meters.
- Minimum / Maximum Manifold Height 5.7 meters and 25.0 meters.
- Vessel is in compliance with the latest requirements of OCIMF Recommendations for Mooring Equipment Guidelines.
- Vessel is in compliance with the latest requirements of OCIMF Recommendations for Tanker Manifolds and Associated Equipment. *
- Presentation flange is 16" ASA 150.
- Vessels Inert Gas system is fully operational and all cargo tank atmospheres are 8% or less oxygen content by volume.
- Vessels cargo tanks do not contain concentrations of H₂S or Mercaptans in excess of the Threshold Limit Value, (TLV). Concentrations within each individual cargo tank are to be advised. TLV limits defined as per American Conference of Governmental Industrial Hygienists, Inc. (ACGIH).
- Crane/derrick at manifold is certified and has minimum 15 tonnes SWL capacity.
- Vessel to specify last cargo.

10.1.2 Time Alongside

Vessels loading at the Terminal will be allowed a maximum of 36 hours lay time to load up to 200,000 m³ of cargo and 48 hours to load a cargo in excess of 200,000 m³. Time will count from six hours after NOR is tendered or the all fast ashore, whichever is earlier, to disconnection of loading arms. Not included will be delays caused by:

- Shore operations
- Tidal conditions
- Weather conditions
- Traffic controls

* As only forward vapour lines can be used as per terminal requirement, If distance between the cargo manifolds is 2500 mm. then the distance between the forward vapour manifold and the nearest cargo manifold should be ideally 4000 mm. however a tolerance of 200 mm. may apply (The distance between forward vapour manifold and the nearest cargo manifold can be between 4200 mm. and 3800 mm.).

If distance between the cargo manifolds is 3000 mm. no tolerance may apply. The distance between forward vapour manifold and the nearest cargo manifold must be 4000 mm. exact.

10.1.3 Removal of Vessel

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

- Exceeding 36 or 48 hours lay time, depending upon the size of the cargo. Such right shall also apply before the expiry of the 36 or 48 hours period, depending upon cargo size, if the Company establishes beyond reasonable doubt that, due to the vessel's fault, operations are unlikely to be completed within that period.
- Flagrant or continued disregard of Company 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.
- Failure to utilize satisfactorily the available Terminal facilities and in the opinion of the Company, constitutes an unacceptable constraint on the Company's operation.
- In the event of a vessel or cargo being arrested by warrant of any court whilst berthed at Ceyhan Marine Terminal, the Company reserves the right to seek the authority of the Turkish Courts to have the vessel removed to such safe anchorage as defined in the Port Regulations, the costs of said operation, including the Company's own legal costs and other expenses, to be borne by the vessel's owners or Charterer's jointly and severally or severally.
- Failure to comply with terminal requirements listed on Ceyhan Vessel Questionnaire.
- Providing deceptive information at vessel clearing process and on pre-arrival information form about the ship particulars. Any deviation from provided information including but not limited to size, distance, number of equipment, capacity pertaining the vessel may result unberthing of the vessel at any stage of the operation. The company shall not be responsible for not conducting loading operations and has the right to cease or terminate any ongoing operations in case such deceptive information is spotted by the terminal authorities.

10.1.4 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 Ceyhan Marine Terminal or any removal of the vessel to another place as a result of any application by the Company to the Turkish Courts under paragraph 10.1.3 hereof.

10.1.5 Overloading

The Company reserves the right to monitor the loading of any vessel to ensure compliance with the International Load Line Regulations and to notify the appropriate authority in the event of contravention.

10.2 Charges

10.2.1 Terminal

A fee for all below listed services will be charged by BOTAŞ Petrol İşletmeleri Müdürlüğü to the ship owners as per BOTAŞ tariff.

- Pilotage services for berthing and unberthing
- Tugboat services for berthing and unberthing
- Mooring boat and lines handling personnel services for berthing and unberthing
- Sheltering
- Shore transportation services
- Potable water and service water
- Solid waste reception services
- Loading Master Services fee
- Shore winch and reducer supply
- And all other services in BOTAŞ tariff

10.2.2 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 1,000.00 USD per hour or 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, tank cleaning or other operations.

10.2.3 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.

10.3 Pre-arrival

10.3.1 Information

Prior to arrival at the Terminal, the Master shall advise the Company of:

- 10.3.1.1 ETA, last cargo, last port and destination.
- 10.3.1.2 The time of Notice of Readiness.
- 10.3.1.3 Confirm vessel carries on board a valid Oil Pollution Certificate.
- 10.3.1.4 Confirm vessel carries on board all appropriate charts and that these are up to date.
- 10.3.1.5 Confirm that appropriate passage plan has been prepared for voyage.
- 10.3.1.6 Confirm aft leading accommodation ladder.
- 10.3.1.7 Confirm Inert Gas system is fully operational and all cargo tank atmospheres are 8 % or less oxygen content by volume.
- 10.3.1.8 Berthing displacement on arrival.

10.3.1.9 Confirm cargo tanks do not contain concentrations of H₂S or Mercaptans in excess of the Threshold Limit Value, (TLV), H₂S 5.0 ppm, Mercaptans 0.5 ppm and advice concentrations within each individual cargo tank, (Ref. Paragraph 10.14).

10.3.1.10 Was the last cargo carried a high Sulphur or Mercaptans content crude?

10.3.1.11 Quantity (barrels) of crude to be loaded and required loading rate.

10.3.1.12 Confirm number, size and disposition of crude oil loading and vapor return manifold connections.

10.3.1.13 Confirm vessel can perform closed operations.

10.3.1.14 Confirm vessel equipped with a fully operational and approved closed Vapor Return System, Vapor Emission Control System, (VECS).

- Set pressure (pressure/vacuum) on PV Breaker of Shore inert gas line.
- If applicable, set pressure on pressure/vacuum valves on individual cargo tanks.

10.3.1.15 Any impending Arrestment of the vessel or cargo of which the Master is or becomes aware.

10.3.1.16 The arrival and sailing drafts.

10.3.1.17 What is the side rail / roll bar height from sea level on arrival?

10.3.1.18 The distance between centers of each cargo manifolds?

10.3.1.19 The number of cargo manifolds?

10.3.1.20 The distance between center of forward vapor manifold to center of closest cargo manifolds?

Note: Masters strictly have to fulfill the requirements of paragraph 10.3.1.3, 8 and 10 when they berthed to our terminal. Violation of these requirements will cause unberthing of vessels and all expenses incurred will be on owners account.

10.3.2 Damage

The Master of an arriving vessel which has sustained damage outside the Ceyhan Port area which affects or is likely to affect her sea-worthiness, or from which oil or any dangerous or flammable substances is escaping or is likely to escape must inform the Port Authority and Loading Master and the vessel shall not proceed except with the permission of the Loading Master and only then in accordance with his directions.

10.4 Mooring

10.4.1 Prohibition

It is prohibited to moor a vessel at the Terminal without the permission of the Loading Master.

10.4.2 Cancellation

Under adverse conditions the Ceyhan Marine Terminal, Botaş Pilot or Master of a vessel or the Loading Master may order the cancellation of a scheduled berthing at any stage of the operation.

10.4.3 Arrangement

The Master shall ensure that:

• Ropes and Wires

The vessel is secured alongside with suitable ropes or wires which are to the satisfaction of Loading Master. A minimum of seven (7) mooring lines must be used at each end of the vessel. The use of mooring lines of dissimilar materials in the same direction shall be avoided. The use of wire springs, (with or without synthetic fiber rope tails which shall not exceed 11 meters in length overall and should have a breaking strain at least 25 % greater than the breaking load of the wire to which they are attached), is required.

Vessels must have at least 5 mooring drums at poop deck and be able to deploy 3-2-2 mooring configuration using moorings of similar material and nominal diameter both forward and aft, all moorings should be fitted to mooring drums to facilitate appropriate load adjustment throughout operations alongside. For vessels fitted with wire rope moorings, these should be fitted with synthetic tails and preferably deployed from a split drum arrangement.

Alternatively, low stretch synthetic ropes may be substituted for wire if the elongation of the rope at 55 % breaking load does not exceed 3 % of the rope length.

• Winches

Mooring ropes or wires shall only be 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.

• Wire Reeling

Mooring wires and lines shall be reefed on their drums in the direction which enhances brake power, see diagram below.

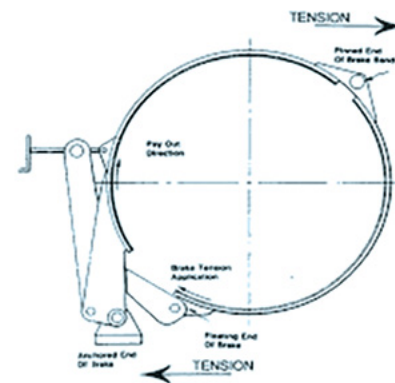


Figure 8: Reeling of Wire on Winch Drum.

• Deck Watch

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

• Emergency Towing Wires

Towing wires of a minimum 50 tonnes breaking strength, (approximately 32 mm diameter), shall be provided, and secured to the offshore bow and quarter with the towing eyes maintained just above water level, and with sufficient slack maintained on deck.

10.5 Planning and Safety

10.5.1 Operations

Operations shall not commence until:

- The Master has signed a letter acknowledging receipt of these Terminal Regulations.
- The Master and Loading Master or their designates have jointly completed the Ship / Shore Safety Check List.
- The Master has confirmed with Loading Master 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 vapor operations.

10.5.2 Notices

Notices must be displayed as follows:

- At the gangway in English stating:

WARNING
NO NAKED LIGHTS
NO SMOKING
NO UNAUTHORISED PERSONS

- The completed **FIRE NOTICES**, supplied by the Company, in prominent positions within the accommodation.
- The completed **SMOKING NOTICES**, supplied by the Company in prominent positions within the accommodation.

10.5.3 Emergency Actions

On arrival at the Terminal, the Master and the Loading Master shall discuss action to be taken in the event of an emergency. This shall include procedures and means of communications. In the event of an emergency services being required, i.e. Police, Fire, Ambulance, Coastguard, these may be obtained via the Loading Master on VHF Channel 16.

While vessel is alongside, only intrinsically safe mobile phones can be used with the approval of Loading Master and the master of the vessel.

10.5.4 Jetty Evacuation Plan

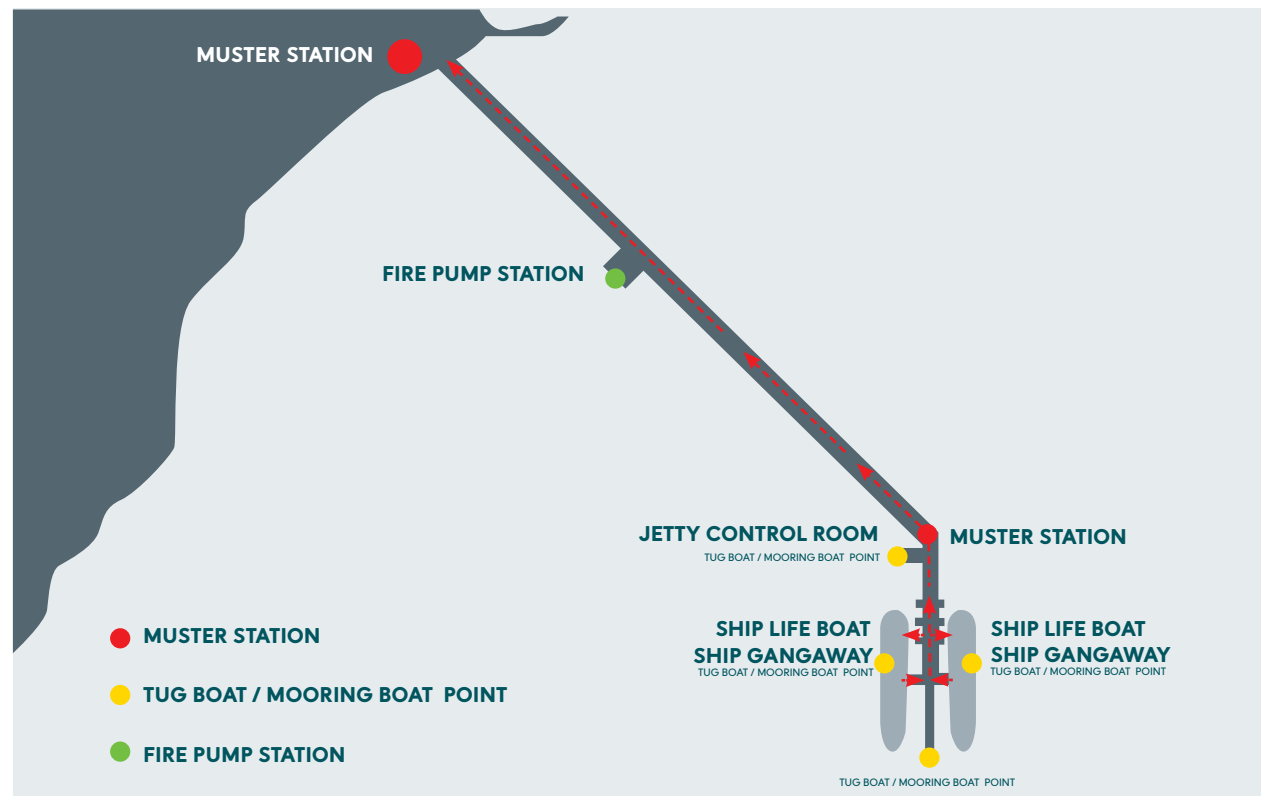


Figure 9: Ceyhan Marine Terminal Evacuation Plan.

10.6 Access

Access to the Terminal for a person or persons whose actions are not under proper control as a result of the use of alcohol and/or drugs will be denied.

10.6.1 The 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.

10.6.2 The Vessel

Boarding and disembarking from a vessel to the berth must be via an efficient gangway.

- **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 and fire 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 Loading Master in the event that the normal access route becomes unavailable. E.g. the offshore accommodation ladder or lifeboat ready for lowering.
- **Passes** - A pass system is in force for vessel personnel and visitors, and will be supplied to the Master by the Turkish immigration. Unused passes must be returned to the agent prior to the

vessel's departure. Shore passes will be acquired from the Turkish State Authorities by agent in accordance with master's request. Turkish State Authorities will retain the passports of shore pass holders, till agent returns and exchanges them with the passports.

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

Crewmembers are not permitted ashore for ANY PURPOSE WHATSOEVER (including reading the vessel's draft) until pratique is granted and then only if engaged in operational duties.

No visiting between vessels at berths is permitted.

- **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 for entry except by permission of the Loading Master and the Master of the vessel. Conduct of such visitors shall be the responsibility of the Master, unless accompanied by a Company official.

No persons under the age of 18 years are permitted to visit the Terminal or vessel.

10.7 Conditions of Operations

10.7.1 Safety Precautions

- **Emergency Response** - The Ceyhan 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 the Company or its designate. The initial support to an emergency situation at the Terminal or on board a vessel alongside would come from the Ceyhan 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 BIL 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 UHF radio provided by the Company for ship/shore communication. The primary way of communication is through VHF channel 71, however in case the VHF channel 71 fails, an approved type of portable UHF back up radio provided by the terminal can be used to maintain uninterrupted communication between ship and shore. Officers on the ship are to ensure the backup radio is always in reach.
- **GSM Telephones**

The use of GSM telephones is strictly prohibited in hazardous (classified) locations on a vessel during her stay at Ceyhan Marine Terminal.

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.
- Ventilation
 - 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.
- Risk of Heat Exhaustion - Proper precautions should be taken to avoid sun stroke and heat exhaustion, particularly during the summer and early fall months. In view of the necessity to close down accommodations while loading, Air conditioning plants aboard ships shall be in good working condition at all times.
- Venting - Venting of cargo spaces must only take place through the vessel's fixed venting system. Normally during all loading operations vapors emitted from the cargo tanks will be returned ashore to the vapor return system. If the vapor return 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.

• Gas Evolution - Loading shall be stopped or the loading rate is reduced if there is an unusual evolution and accumulation of gas.

• 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 Loading Master 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 Loading Master 15 minutes before any alteration to operations and before completion of any operation.

10.7.2 Mobility

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

10.7.3 Vessel Repair / Maintenance Work

Repair/maintenance work involving hot work or the use of naked lights is prohibited.

Repair to main engines or deck machinery is prohibited when the vessel is secured to any berth.

For vetting and certification purposes, testing of any mechanical or electrical equipment on board the vessel is strictly prohibited.

10.7.4 Smoking

Smoking is strictly prohibited in the Terminal and on board any craft within the Restricted Area, except as defined herein.

Smoking is strictly prohibited onboard vessels alongside the Terminal except maximum three places designated by the Master and Loading Master. These three places shall be situated abaft the cargo tanks and shall have no doors or ports opening directly on to or above the main deck. Any ports in an approved smoking room shall be kept closed for the duration of the vessel's stay. Loading Master may, when circumstances warrant, prohibit smoking altogether.

10.7.5 Matches and Lighters

The carrying and use of matches and lighters is prohibited except as authorized in writing by Loading Master for a specific purpose.

Where the carrying and use of matches is authorized, such matches must be of the approved safety type, Crew members must deposit matches or lighters with Loading Master's nominated representative prior to leaving the vessels accommodation en route to the shore and prior to boarding the personnel carrier en route to the Terminal.

10.7.6 Naked Lights

The use of naked lights is prohibited except as provided under Regulation 10.7.3 hereof.

10.7.7 Photography

Photography is prohibited unless authorized by the Loading Master and if necessary a work permit issued.

10.7.8 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.

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.

Should 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 Loading Master.

10.7.9 Inert Gas System

The Company shall:

- Operating - Not permit operations to commence on any vessel fitted with an Inert Gas System when handling petroleum product and/or ballast unless it is satisfied that the system is operational.
- Effectiveness - Confirm that pressure is above atmospheric and oxygen content of 8 % or less is maintained in the cargo and ballast spaces, (other than segregated ballast tanks).
- Failure - 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.

Note: In the event of failure of the Inert Gas System, it is the responsibility of the Master to immediately suspend operations and notify the Loading Master, and Jetty Control Room, sections 19-20 of the Ship/Shore Safety Check List applies to this regulation.

10.7.10 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, (GMo), corrected for free surface, measuring at 0° heel, of not less than 0.30 meters.

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.

10.7.11 Radio Transmitters

The vessel's radio station transmission equipment, except low energy transmitters such as are used for satellite and VHF communications, shall not be used within the Restricted Area and aerials shall be earthed.

10.7.12 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.

10.7.13 Portable Telecommunication Systems

The use of portable telecommunication systems or non-intrinsically safe equipment is prohibited in the Restricted Area.

10.7.14 Prevention of Sparks

Opening and closing of hatches, connecting and disconnecting loading arms 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.

10.7.15 Funnel Smoke

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

10.7.16 Galley Stoves

The use of galley stoves and other cooking equipment shall be permitted provided the Master and Loading Master agree no hazard exists.

10.7.17 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.

10.7.18 Shore Leave and Crew Change

Shore leave and crew change is possible with the permission of Loading Master. On signing crew have to embark before the loadings operation starts. Off signers cannot leave during operation. Upon completion of loading Vessel shall call Jetty Control Room to request service shuttle for Off signers to vacate the jetty, however they must not leave the vessel without informing Jetty control Room. Waiting on Jetty platform and walking on jetty structures shall be avoided.

10.7.19 Provision Supply

Stores and provisions are not permitted from shore side. Service must be given by Botaş boats before or after loading operation. Loading Master must be informed by agent about the supply prior to the tanker arrival.

10.8 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 be packaged, labeled and landed ashore for proper disposal, (refer to paragraph 10.11 of this booklet).

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 deballasting operations.

Any leakage or spillage must be reported immediately to the Loading Master 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 Loading Master 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 of written confirmation of intent to prosecute, the Company shall have the right to refuse to load or complete the vessel.

10.9 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 Loading Master. 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.

10.10 Weather Precautions

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

10.11 Discarding of Material

Garbage or other hazardous material shall not be thrown overboard, nor shall any other objectionable material either solid or fluid, be discharged into the Sea.

10.11.1 Garbage

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

10.11.2 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.

10.11.3 MARPOL Annex I Type Wastes

10.11.3.1 Oily Water Slop and Bilge Water Unloading and Storage Section

Oil tankers, berthing at Ceyhan Marine Terminal, may require discharging oily water slop or bilge water to the on-shore treatment facility, through loading arms, normally used for crude oil loading operations. The main equipment / unit constituting this section are:

- 16" Transfer Line, connecting loading arms to Oily Water Slop Tanks B32F-T17001 / 17002 / 17003,
- Booster Pump B32F-P17001,
- Oily Water Slop Tanks B32F-T-17001 / 17002 / 17003,
- Bilge Water Tanks B32F-T-17004 / 17005,

The main design features of this section are as follows:

- Transfer of the oily water slop / bilge water from oil tankers, berthing at CMT, to the oily water slop / bilge water tanks.
- Provide additional differential head by Booster Pump, if required to feed tanks.

The unloaded oily water slop is routed to the Oily Water Slop Tanks via 16" transfer line and unloaded bilge water is routed to Bilge Water Tanks via Drain System.

Distances between Berths and the MARPOL facility sections;

Berth 1 - 2 and Booster Pump	: 2,892 meters
Booster Pump - Tank 17001	: 652 meters

Elevation values of Tanks;

Tank 17001 Elevation (Bottom Plate)	: 39.50 meters
Tank 17001 Tank Level (Height)	: 12.99 meters

The main design features of this section are as follows:

- Accumulate and keep in smooth conditions the Oily Water Slop / Bilge Water, to allow gross gravity oil / water separation.
- Separated oil, from the Oily Water Slop and Bilge Water Tanks, routes through the dedicated floating suction of the tanks, then pumped by Recovered Oil Pump B32FP-17023, through a 3" lines, to Recovered Oil Tanks.
- Feed, by OWS / BW Feed Pumps B32F-P17002 A/B to the downstream MS Package B32F-Z-17006 or CPI Package B32F-Z-17014.

10.11.3.2 Oily Water Slop and Bilge Water Treatment Section

From the Oily Water Slop Tanks (B32F-T-17001 / 17002 / 17003) / Bilge Water Tanks (B32F-T-17004 / 17005), the oily water slop / bilge water is pumped to the section for the main treatment, to catch the effluent requirements.

This section is composed by following main sub-sections;

- Primary De-oiling Section (MS Package and/or CPI Package),
- Secondary De-oiling Section (DAF Package),
- Filtration Section (Cartridge Filter and Polishing Filter),
- Sea discharge Section (Treated Water Basin and pipeline to the sea shore).

These sub-sections are constituted by following main equipment:

- OWS/BW Feed Pumps B32F-P-17002 A/B
- Mechanical Separator (MS) Package B32F-Z-17006
- Corrugated Plate Interceptor (CPI) Package B32F-Z-17014
- Dissolved Air Floatation (DAF) Package B32F-Z-17012
- Filter Feeding Pump B32F-P-17004
- Filtration Package B32F-Z-17010
- Treated Water Basin B32F-M-17006
- Recycle Water Pump B32F-P-17005.

The main design features of this section of plant can be summarized as follows:

- Achieve primary oil separation in the MS Package B32F-Z17006,
- Achieve primary oil separation in the CPI Package B32F-Z17014, (Primary de-oiling operation in MS or CPI will be decided with respect to oil concentration which is described in detail in the following sections)
- Provide secondary oil separation in the DAF Package B32F-Z17012.
- Reduce Total Suspended Solids (TSS) concentration in the oily water, through the Cartridge Filter B32F-F17001.
- Reduce Oil & Grease (O&G) and Hydrocarbons (HC) concentrations in the final effluent, through the Polishing Filter B32F-F-17004.

Then, before discharge to the Mediterranean Sea, treated water is collected in the Treated Water Basin B32F-M17006, with 40-45 minutes holding capacity.

10.11.3.3 Process Flow Description

MARPOL Facility receives oily water slop / bilge water from oil tankers, generated during ship-tank washing. The unloading of the oily water slop / bilge water is discontinuous and it doesn't necessarily take place every time an oil tanker berths at the Ceyhan Marine Terminal (CMT). Each tanker is provided with its own pumping system and oily water slop will be pumped from the tankers to the MARPOL Facility through the newly installed 16" transfer line installed on the jetty.

Connection with the 16" Transfer Line is done through one specific existing loading arm at each berth. The two loading arms, made available to unloading the oily water slop / bilge water, which tag numbers are; M24181 and M24281.

The unloaded oily water slop is transferred to the one of the Oily Water Slop Tanks B32F-T-17001 / 17002 / 17003, where it is accumulated and kept in smooth conditions, to allow gross gravity oil / water separation.

The unloaded bilge water is transferred to the one of the Bilge Water Tanks B32F-T-17004 /17005 where it is accumulated and kept in smooth conditions, to allow gross gravity oil / water separation.

Considering the pumps installed on-board oil tanker (hereinafter ship-pumps) may not have adequate head to transfer oily water slop to the on-shore Oily Water Slop Tanks B32FT17001 / 17002 / 17003 at desired flow rate, therefore an intermediate on-shore pumping station Booster Pump, B32F-P-17001 is foreseen. A by-pass line of pump is foreseen in case "ship-pump" has adequate head to transfer oily water slop directly to tanks B32F-T-17001 / 17002 / 17003.

In the tables below, expected ship pump data are available for the different products unloading operation.

Table 5: Oily Water Slop Transfer (Ship Pump Data)

Parameter	Value
Flow Rate	1,250 m ³ /h
Operating pressure (Ship Pump)	14 Bar g - Variable
Operating Temperature	20 °C
Mechanical Design Pressure	16 Bar g
Mechanical Design Temperature	70 °C

Table 6: Bilge Water Slop Transfer (Ship Pump Data)

Parameter	Value
Flow Rate	20 m ³ /h
Operating pressure (Ship Pump)	14 Bar g - Variable
Operating Temperature	20 °C
Mechanical Design Pressure	16 Bar g
Mechanical Design Temperature	70 °C

Table 6: Waste Oil and Sludge Transfer (Ship Pump Data)

Parameter	Value
Operating Temperature	20 °C
Mechanical Design Pressure	16 Bar g - Variable
Mechanical Design Temperature	70 °C

Process design of the on-shore treatment facilities envisages that the two oily water slop tanks may be operated respectively, according to the actual amount of oily water slop to be unloaded from a tanker. In case of the volume of oily water slop discharged from tankers is higher than each Oily Water Slop Tank working capacity (4,000 m³), the second tank will be connected with the 16" transfer line incoming from berth, by opening / closing manual valve. Third storage tank will be used for the spare capacity.

All three tanks are identical and are used for the same purposes. Decision on tank operating arrangement is made on a case-by-case situation by CMT Operations authority on-duty; alignment of valves to comply with the selected facilities arrangement is through the manual operation. All tanks are provided with an internal floating roof, to minimize VOC emissions.

Figure 10: CMT MARPOL Waste Reception Facility General Layout.

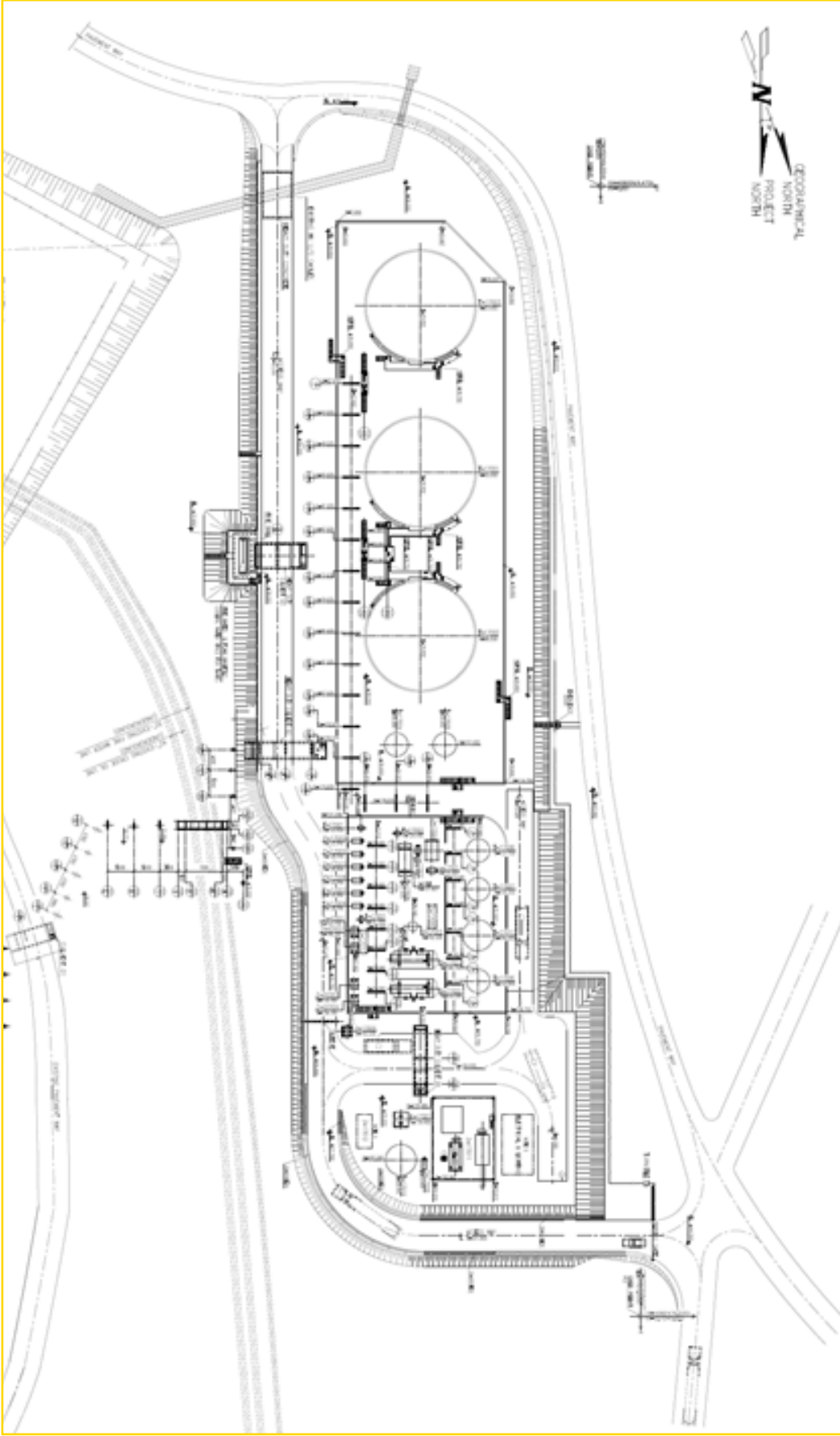
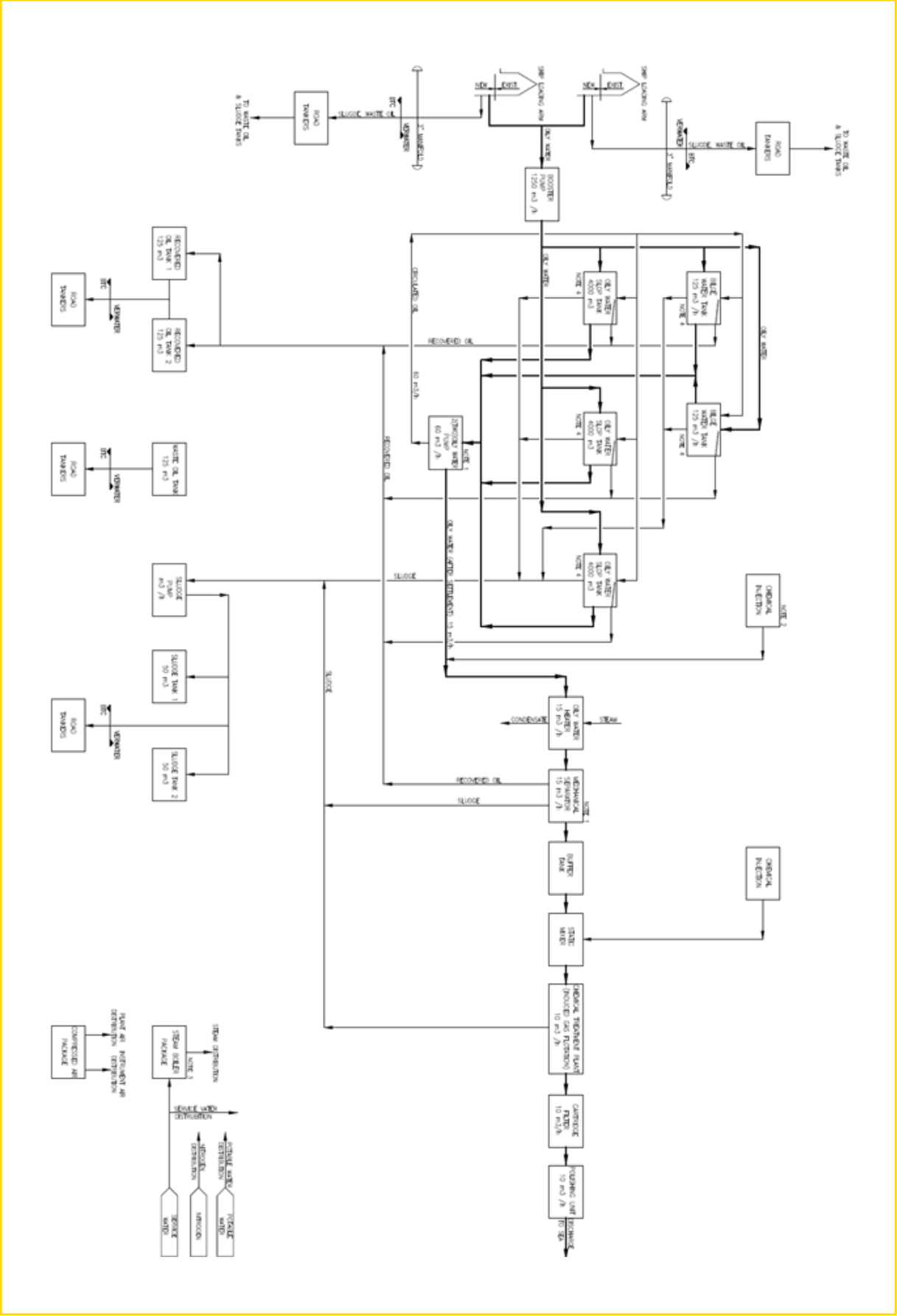


Figure 11: CMT MARPOL Waste Reception Facility Flow Diagram.



10.12 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.

10.13 Entry into Confined Spaces

No entry will be permitted into any confined space whilst the vessel is alongside the Terminal until the Loading Master 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 Loading Master 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.

10.14 Health and Environmental Hazards

10.14.1 Data Sheet

A crude oil safety data sheet, SDS, 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. H₂S, 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.

10.14.2 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. H₂S, 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 vapor locks.
- Sample the cargo on board using closed sampling devices in conjunction with approved vapor 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.

10.14.3 Vessel in Ballast

The Master of a vessel whose previous cargo had characteristics indicating that a health hazard may exist, e.g. H₂S, Mercaptans, etc., will:

- Take all precautions to prevent high concentrations of gases being vented to atmosphere during loading. Precautions may include Crude Oil Washing and the purging of all tanks prior to arrival and berthing to ensure that levels of gas within the vessels tanks do not exceed the Threshold Limit Value, (TLV), under the United Kingdom Control of Substances Harmful to Health,

(COSHH), Regulations, this is referred to as Occupational Exposure Standards, (OES).

- If any doubt exists whether an acceptable tank atmosphere has been attained, before the vessel arrives at the anchorage the Master is to arrange for an Independent Chemist to determine and issue a certificate which records the level of contaminant in each tank.
- Incur a delay in berthing when cargo tank atmospheres contain a higher than acceptable level of contaminant gases.

Note: If on arrival alongside the Terminal, tank atmospheres are found to contain higher than acceptable levels of contaminant gases as defined above, the vessel will be required to vacate the berth.

10.14.4 All Vessels - Environmental Emissions

The Company is committed to the protection of the environment in which it operates.

Normally all cargo vapors from the vessel's tanks will be returned to shore via the vapor 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 vapor 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 odors.

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.

10.15 Arrestment

Should the vessel or cargo be arrested by order of any court whilst the vessel is berthed at Ceyhan Marine Terminal, the Master will forthwith pass to Loading Master 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 Charterers 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 Ceyhan 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.

10.16 Marine Vapor Control Emission

An operational marine vapor recovery system is installed at Ceyhan Marine Terminal.

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

10.17 Security Ship and Shore

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.

10.18 Restrictions

Disregard of or failure to fully comply with any of the safety rules or any safety regulations generally accepted and practiced in the marine transport industry will result in the suspension of all operations and the vessel may be required to leave the berth.

Safety violations caused by the condition of the vessel or the actions or inaction of the vessel's personnel will result in the suspension of loading operations or the vessel being removed from the berth.

Removal from the berth as a result of safety violations or deficiencies will be solely at the vessel's expense and BOTAŞ International shall not have any responsibility or liability for any resulting delay to the vessel.

10.19 Ship to Shore Electric Currents

Terminal Loading arms and vapour return arm are equipped with insulating flanges against stray currents.

MAIN REFERENCES

• Oil Companies International Marine Forum, (OCIMF):

- Standards for Oil Tanker Manifolds and Associated Equipment
- Mooring Equipment Guidelines
- Guidelines for the Control of Drugs and Alcohol Onboard Ship
- The International Safety Guide for Oil Tankers and Terminals (ISGOTT)

• International Maritime Organization, (IMO):

- MARPOL
- SOLAS
- Standards for On Board Vapor Emission Control Systems, (MSC/Circ.585)

• British Standards 8349: Part 4 1985 Section 3 Mooring

• Code of Safe Working Practices for Merchant Seaman - HMSO

• The International Chamber of Shipping

• BIL Regulations

• Botaş Harbor Regulations

• The Control of Substances Hazardous to Health

• MARPOL Operating Manual

VWT-SPC-EMP-TRG-003 MARPOL Operating Manual by VERWATER

RELATED RECORDS

12.0

- BIL-FRM-CMO-CMT-004 Port Information and Terminal Regulations - Receipt
- BIL-FRM-CMO-CMT-005 Ship/Shore Safety Check List
- BIL-FRM-CMO-CMT-006 Receipt for Portable Radio
- BIL-FRM-CMO-CMT-007 Certificate of Readiness - Loading Ship
- BIL-FRM-CMO-CMT-008 Emergency Shutdown SystemLoading Operations Only
- BIL-FRM-CMO-CMT-009 Permission for Ship Repairs/Maintenance Alongside
- BIL-FRM-CMO-CMT-010 Agreement for Tank Washing/Gas Freeing/Purging on Board a Vessel Alongside
- BIL-FRM-CMO-CMT-011 Smoking Notice
- BIL-FRM-CMO-CMT-012 Reception Facilities for Garbage
- BIL-FRM-CMO-CMT-013 Certificate of Readiness - Deballasting of Segregated Ballast
- BIL-FRM-CMO-CMT-014 Pre-Cargo Transfer Information Exchange
- BIL-FRM-OPM-CMT-002 Transfer Form of Wastes From Tanker
- BIL-FRM-OPM-CMT-003 Form for Fresh Water Transfer to Vessel





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