



EGE GAZ A.S.

DANGEROUS GOODS HANDLING GUIDE

IMS-EK-012
Revision No:4
Page No: 1 / 66
Issue Date: 28.12.2015
Revision Date: 16.05.2025



EgeGaz Aliğa LNG Terminal

DANGEROUS GOODS HANDLING GUIDE



ISSUE DATE : 28.12.2015

(See Revision Page for revisions)

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Terminal Operations Director

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Operation Manager	Quality Systems Manager	Terminal Operations Director



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REVISION PAGE

No	Rev. No	Content of the Revision	Revision Date	Revised By	
				Name & Surname	Signature
1	1	Revisions have been made in all sections.	11.05.2016	Erkan Çalışıyor Aytül Mangura	
2	2	Revisions have been made in all sections.	03.06.2022	Erkan Çalışıyor Aytül Mangura Ümit Gürses	
3	3	The expression Aliğa Port Authority has been corrected as Aliğa Regional Port Authority. DGSA information has been updated. The tonnage of the largest ship to be berthed and the length of the jetty have been updated. Terminal and Jetty site plans have been updated.	05.07.2023	Erkan Çalışıyor Aytül Mangura Ümit Gürses	
4	4	Revisions have been made in all sections.	24.04.2025	Erkan Çalışıyor Aytül Mangura Ümit Gürses Burak Bulut	

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1. INTRODUCTION

1.1. FACILITY INFORMATION FORM

1	Facility Operator name/title	EGE GAZ A.S.		
2	Contact details of the plant operator (Address, telephone, fax, e-posta ve web page)	Atatürk Mah. Karaağaç Cad. No:8 35800 Aliağa/İzmir Phone: 0 232 618 20 70 Fax: 0 232 618 20 90 e-mail: terminal@egegaz.com.tr www.egegaz.com.tr		
3	Name of the facility	EgeGaz Aliağa LNG Terminals		
4	Location of facility	İzmir		
5	Contact details of the facility (address, phone, fax, e-mail and web page)	Atatürk Mah. Karaağaç Cad. No:8 35800 Aliağa/İzmir Phone: 0 232 618 20 70 Fax: 0 232 618 20 90 e-mail: terminal@egegaz.com.tr www.egegaz.com.tr		
6	Geographical area where the facility is located	Aegean Region		
7	Port Authority to which the facility is affiliated and contact details	Aliağa Regional Port Authority Phone: 0 232 616 19 93 Fax: 0 232 616 41 06 e-posta: aliaga.liman@uab.gov.tr		
8	The Municipality to which the facility is affiliated and its contact details	Aliağa Belediyesi Phone: 0 232 3990000 Fax: 0 232 6163719		
9	Name of the Free Zone or Organized Industrial Zone where the Facility is located	-		
10	Validity date of Shore Facility Operation Permit/Temporary Operating Permit	20.04.2027		
11	Operating status of the facility	Own cargo and additional 3rd party (X)	Own cargo (...)	3rd party (...)
12	Name of the facility manager, contact details (phone, fax, e-mail)	K. Berkin Mermercioğlu Phone: 0 232 618 20 70 Fax: 0 232 618 20 90 and-mail: bmermercioglu@egegaz.com.tr		
13	Name of the responsible person for dangerous goods operations contact details (phone, fax, e-mail)	Umit Gurses Phone: 0 232 618 20 70 Fax: 0 232 618 20 90 and-mail: ugurses@egegaz.com.tr		
14	Name of the facility Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	TMGD A.Ş. / Ozan Özçullu Phone: 0 541 359 77 19 Email: ozan@tmgddanismanlik.com		

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15	The Geographical coordinates of the facility	Lat: 38° 49' 20" N Long: 026° 54' 52",65 E
16	Types of dangerous goods handled at the facility (cargoes within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap cargoes)	UN 1972 (LNG)
17	Dangerous handled at the facility (Loads other than IMDG Code, which are among the types of cargo in Article 16, will be written separately. The request for additional cargo will be forwarded to the affiliated port authority with the Annex-1 form. It will be added to TYER when deemed appropriate)	-
18	Hazard Classes for handled cargoes, subject to IMDG Code	Class 2
19	Groups in the characteristic table for cargoes handled, subject to the IMSBC Code	-
20	Types of ship berthing to the facility	LNG Tanker
21	Distance of the facility to the main road (kilometers)	7 km
22	Facility's distance to the railroad (kilometers) or availability of railroad connection (Yes/None)	There is no railroad connection.
23	Name of the nearest airport and distance to the facility (kilometers)	Adnan Menderes Airport; 90 km
24	Goods the handling capacity of the facility (Tons/Year)	10.446.300
25	Whether scrap handling is carried out at the facility	No
26	Is there a border checkpoint in the facility? (Yes/No)	No
27	Is there a designated customs area in the facility? (Yes/No)	Yes
28	Goods handling equipment and capacities	16" 4 LNG loading, 1 gas/vapor return arm, LNG loading arms capacity: 4 x 3,667 m ³ /h. 10" 1 adet LNG Bunker Loading arm, LNG Bunker loading arm capacity: 1.600 m ³ /h.
29	Storage tank capacity (m ³)	2 x 140,000 m ³ = 280,000 m ³
30	Open storage area (m ²)	-
31	Semi-closed storage area (m ²)	-
32	Closed storage area (m ²)	-
33	Designated fumigation and/or degassing area (m ²)	-

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34	Name, title, contact details of the pilotage and towage service providers			Pilotage : Uzmar Uzman Denizcilik Tic. Ltd. Sti. Phone: 0 232 455 76 00 Towage: Marin Tugboat and Pilotage Inc. Phone: 0 212 243 38 83 Towage: Sanmar Denizcilik Mak. A.Ş. Phone: 0 216 458 59 00	
35	Has the Facility Security Plan been issued? (Yes/No)			Yes	
36	Capacity of Waste reception facility (This section will be arranged separately according to the wastes accepted by the facility.)			Waste Type	Capacity (m ³)
				Bilge	27
				Sludge	10
				Sewage	Daily; 10
				Garbage	11
				Waste oil	10
37	Properties of Port/jetty etc.			Scrubber Residue	4
Berth/Jetty No	Length (Metre)	Width (Meter)	Maximum water depth (Meters)	Minimum water depth (Meters)	Largest ship tonnage and length to berth (DWT-GT/Meter)
Main Jetty	390		19	16	160.000 - 345 m
Tugboat Jetty	42	6,1	5	5	Tug
Name of the pipeline (if available at the facility)			Number (pcs)	Length (Meters)	Diameter (Inch)
LNG line			1	450	32
LNG Bunker line			1	60	12
NG line			1	450	10
Bunker NG line			1	60	6
LNG circulation line			1	450	6

1.2 DISCHARGE, HANDLING AND STORAGE PROCEDURES FOR DANGEROUS GOODS HANDLED AND/OR TEMPORARILY STORED AT THE SHORE FACILITY:

Vessels arriving at EgeGaz Terminal are obliged to provide the following information.

Load Port Information;

The following information will be sent to the Terminal by the Master of the Vessel immediately upon completion of loading:

- Date and time of departure
- Estimated time of arrival
- Loaded LNG's:
 - m3 Quantity

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- MTon Quantity
- MJ and MMBTU Quantity
- Gross Calorific Value (MJ/ m³)
- Density Kg/m³
- Temperature and tank pressures in °C and mbar
- Mol Composition as %
- Load Port Cargo Document Copies
- Discharging plan

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

Having started sailing from the port of loading, the position of the vessel and the estimated time of arrival shall be reported immediately and every 24 hours to the Terminal and the Shipping Agency by fax and e-mail every 24 hours each subsequent week and four days prior to the estimated time of arrival. However, the LNG vessel can check the arrival time at the Terminal, before arriving at the terminal; It has to report 72 hours, 48 hours, 24 hours, 6 hours and 1 hour in advance. (First radio contact 1 hour before arrival using VHF CH 16).

Any Changes in the situation will be immediately notified to the Terminal by fax and e-mail.

Notice of Readiness;

The Master of the LNG Vessel will issue the usual letter of readiness in accordance with the Purchase and Sale Agreement.

Pre-Arrival Information;

The Master is obliged to immediately report to the Terminal any malfunction that may affect the safety and performance of operations while the vessel is within the port limits and/or at the jetty. Depending on the type of fault, the Terminal may refuse the Vessel to dock or request its departure while berthed.

After the ship is moored to the jetty;

- After completion the checks of the representative of local agent, Customs Enforcement Unit, Border and Coastal Health Inspection Unit and Marine Ports Branch of-Police Department, the loading arms are allowed to be connected.
- A pre-discharge meeting is held with the Master in order to get mutual agreement on the rules for safety of operation
- After the custom clearance is obtained from the Customs Directorate, pre-discharge measurements are taken and calculations are made with the participation of the marine survey company.
- Discharging operation is carried out.
- After the discharging, final measurements are taken and calculations are made.
- The vessel departs from the jetty with the pilot once unloading is completed .

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1.2.1 Requirements and Handling

1.2.1.1 Loading Arms

By the ~~Ship~~ Master and Shore Facility Operations Officer within the relevant areas of responsibility:

- a) In order to ensure the safety of life, property and the environment, the loading arms will be kept under surveillance at all times during the operation and their connection will be ensured in case of emergency.
- b) Taking into account the temperature and compatibility of the load, appropriate loading arms will be used. These loading arms should not be used at improper working pressure and flow rate.
- c) In case of emergency, the necessary equipment shall be made available for the draining of the inner and outer arms before they are disconnected.
- ç) The operating limits of the loading arms must be compatible with the ship.
- d) In cases where more than one loading arm is connected, the position of the manifolds must be within the limits of the operating envelop of the arm to be connected.
- e) Periodic maintenance and repair of each loading arm is carried out, records are kept and suitability for use is ensured.

1.2.1.2 Pipeline / Flexible Hoses

~~Ship~~ Master and Shore Facility Operations Officer within the relevant areas of responsibility:

- a) The pipelines are used at a working pressure suitable for the temperature and properties of LNG.
- b) Pipes that are damaged or likely to be damaged when exposed to impact are properly protected.
- c) For LNG transfer, there is an insulation flange on the loading arms. The pipeline on the ship side of the insulation section is conductive up to the ship, and the pipeline on the jetty side of the insulation section is conductive to the grounding system of the jetty/dock.
- ç) Each loading arm/pipe type terminated by end connection elements has been tested in accordance with the standards and has a certificate showing burst pressure.
- d) Each Loading arm/pipe is tested in accordance with national legislation and standards before it is put into use.

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e) Each Loading arm/pipe shall be of such a length as not to cause overvoltage at the shore facility connections within the specified operating limits for the safety of the operation.

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

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

1.2.1.3 Preventive Measures

Within the relevant areas of responsibility, the Master and Shore Facility Operations Officer:

a) The controls of cargo handling equipment, equipment and equipment, measuring systems, emergency shutdown and alarm systems are tested and checked to be operational and in good condition before the loading/unloading operation begins.

Before LNG can be pumped from ship to shore or from shore to ship, the following must be met:

1) A written agreement is made between the ship and the shore facility on the loading/unloading procedures, including the maximum loading or unloading capacity, taking into account the following:

- Assemblies of the load circuits used for loading/unloading of the ship and shore facility, capacity and maximum allowable pressure values,
- Storage tank vapor evacuation (venting) system and capacity,
- Pressure increase that may occur due to emergency shutdown,
- Persons responsible on behalf of both parties during the initiation of loading/unloading operations between the ship and the shore facility,

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

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

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

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5) When the pipeline loading arms are not in use or in standby condition, the loading/discharging connections are securely closed with a cover or blind flange.

6) It is ensured that LNG is handled, loaded/discharged and stored in a way that eliminates the possibility of a dangerous reaction with other incompatible goods and substances.

1.2.1.4 Pumping

Master and Shore Facility Operations Officer within the relevant areas of responsibility:

a) It is ensured that the reverse pressure loading/discharging capacities are not exceeded by the controls to be carried out at intervals.

b) On board the ship and in the shore facility; All precautions are taken to prevent any leakage in the pipeline, loading arm and equipment, and effective surveillance and monitoring is carried out during the handling operation.

c) During the handling operation, effective communication is ensured between the ship and the shore facility via UHF/VHF radio, HotLine and intercom.

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

d) On vessels handling dangerous liquid bulk cargo, degassing and tank cleaning may be carried out only if permitted by the Aliaga Regional Port Authority and if all applicable measures are taken to prevent damage to the connected loading arms, flexible pipes and related equipment. Such operations are not allowed in our terminal.

e) During the handling of liquid bulk cargoes, measurements are made in the tanks by the ship's supervisor to ensure that the ship's tank is not overfilled.

1.2.1.5 Shore Facility Operations Responsible:

a) Takes adequate measures to prevent the occurrence of short circuits in the insulation flange,

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

c) In the case of a flammable atmosphere, ensure that other metallic connections between the jetty and the ship are arranged or maintained in such a way that no sparks are generated;

ç) Acts in accordance with the appropriate checklists in the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

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1.2.1.6 Containment of Spills:

a) In the event of an accident, all discharge holes and pipes and all kinds of drains at the interface where LNG may leak are closed prior the LNG loading/unloading operations and it is ensured that they are kept closed during the operation. In addition, in the event that any cargo spillage occurs, proper collection and disposal of spilled cargo by the shore facility is also ensured.

1.2.1.7 Ignition Sources

a) Except for emergencies with the approval of the Aliğa Regional Port Authority, there will be no electricity supply from the Terminal to the ship at the EGE GAZ A.S. LNG Terminal.

1.2.1.8 Completion of the Operation

Master and Shore Facility Operations Officer within the relevant areas of responsibility:

a) After the loading/unloading of the LNG is completed, the valves of the emptied and filled tanks are closed and the pressure remaining in the pipeline and Loading arms used in the cargo operation is relieved, except in cases where it is necessary to leave it open for the normal operations of the Terminal or the vessel.

b) Loading Arms and pipes shall be purged with nitrogen gas (by inerting) after use, after the liquid bulk cargoes in them will be drained. In cases where it is not possible or possible to perform these operations, blind connections are available at the end connection points of the Loading arms to prevent the steam from escaping.

c) All safety precautions are taken, including sealing with blind flanges in ship manifold connections and Loading arms,

d) Appropriate safety equipment and clothing are used.

2. RESPONSIBILITIES

All parties engaged in the custody transfer of dangerous goods;

- They are obliged to take all necessary measures to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize damage as much as possible when an accident occurs.
- In case of emergencies such as fire, leakage and spill that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.
- They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code in order to provide the necessary medical first aid to the people affected by the

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damages of dangerous loads and the health problems that occur as a result of accidents involving these loads.

2.1 The responsibilities of the cargo officer are as follows:

- a) It prepares and has prepared mandatory documents, information and documents related to dangerous goods and ensures that these documents are present with the cargo during the transportation activity.
- b) It ensures that dangerous goods are classified, packaged, marked, labeled and signed in accordance with their type.
- c) It ensures that dangerous goods are loaded, stacked and securely tied to approved packaging and load transport units in accordance with the rules and safely.

2.2 The responsibilities of the bearers are as follows:

- a) It requests mandatory documents, information and documents related to dangerous goods from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
- b) It checks the compliance of dangerous goods classified, packaged, marked, labeled and plated by the cargo concerned.
- c) It checks that dangerous goods are properly packaged, safely loaded and securely fastened to the load transport unit using approved packaging and load carrying units.

2.3 The responsibilities of the shore facility operator are as follows.

- (a) It does not dock ships carrying dangerous goods to its facility without the permission of the Aliğa Regional Port Authority.
- (b) It provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- (c) It does not handle dangerous goods for which it has not received a handling permit from the administration, and in this context, it does not victimize the ships that will dock by planning.
- (d) It ensures that the mandatory documents, information and documents related to dangerous goods are found with the cargo by requesting them from the cargo concerned. In the event that the relevant documents, information and documents cannot be provided by the person concerned, it is not obliged to accept or handle the dangerous cargo to its facility.
- (e) It shares all the data that may be required according to the nature of the cargo with the ship's person and performs the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned.

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- (f) It determines the operating limits, taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to keep the ship safely tied up and handled at the dock.
- (g) It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, signified and safely loaded into the load transport unit.
- (h) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign undocumented personnel to these operations.
- (i) It ensures that the dangerous goods handling equipment in its facility is in working order and that the relevant personnel are trained and documented in the use of these equipment.
- (j) By taking occupational safety measures in the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.
- (k) It carries out activities related to dangerous goods in docks, jettys and warehouses established in accordance with these works.
- (l) It equips the docks and jettys reserved for ships that will load or unload dangerous liquid bulk cargoes with installations and equipment suitable for this job.
- (m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and provides this information to the relevant persons upon request.
- (n) It notifies the Aliğa Regional Port Authority of the instant risk posed by the dangerous cargoes it handles or temporarily stores in its facility and the measures it takes for this.
- (o) It notifies the Aliğa Regional Port Authority of accidents related to dangerous cargoes, including accidents at the entrance to closed areas.
- (p) It provides the necessary support and cooperation in the controls and inspections carried out by the Administration and Aliğa Regional Port Authority.
- (q) It ensures the transfer of Class 1 (except Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes that are not allowed to be temporarily stored out of the coastal facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
- (r) It takes fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous goods are transported. It keeps fire extinguishing systems and first aid units ready for use at any time in areas where dangerous goods are handled and periodically carries out the necessary controls.

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- (s) It obtains permission from the Aliğa Regional Port Authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
- (t) It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency, submits it to the Aliğa Regional Port Authority and informs the relevant persons about the plan approved by the Aliğa Regional Port Authority.
- (u) It ensures that the internal loading of the load transport units is carried out in accordance with the loading safety rules in its facility.

2.4 The responsibilities of the ship's owner are as follows.

- (a) It ensures that the cargo to be carried by the ship is certified to be suitable for transportation and that cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- (b) It requests all mandatory documents, information and documents related to dangerous goods from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
- (c) It ensures that the documents, information and documents that must be included in the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- (d) It checks the transport documents containing information that the cargo transport units loaded on the ship are properly marked, signposted and loaded safely.
- (e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- (f) It keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant persons upon request.
- (g) It ensures that the loading program, if any, on board is approved and documented and kept in working order.
- (h) It notifies the Aliğa Regional Port Authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship docked at the shore facility and the measures taken for this.
 - (i) In case of leakage or possibility of leakage in the dangerous cargo, it does not accept to carry the dangerous cargo.
 - (j) It notifies the Aliğa Regional Port Authority of dangerous cargo accidents that occur on its ship while sailing or at the shore facility.
 - (k) It provides the necessary support and cooperation in the controls and inspections carried out by the Administration and Aliğa Regional Port Authority.
 - (l) It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.

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- (m) It ensures that the seafarers in charge of the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
- (n) It provides the requirements for the loading safety of the cargoes loaded on their ships.

3. RULES AND MEASURES TO BE APPLIED BY THE SHORE FACILITY

Personnel in charge of the handling of dangerous goods, seafarers and other authorized persons related to the cargo wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage. Persons who will fight fires in the hazardous material handling area are equipped with appropriate personal protective equipment, and fire extinguishers and first aid units and equipment are kept ready for use at any time. In case of emergencies or accidents, the first aid materials to be used for intervention are kept by the personnel in places that are known and easily accessible (administrative building infirmary room, scaffolding security room, Maintenance Workshop).

There is an IMS-PL-015 jetty emergency evacuation plan approved by Aliğa Regional Port Authority for the evacuation of ships and marine vehicles from coastal facilities in case of emergency.

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

The Loading Master, who is on board the ship representing the Terminal during the discharge of the ship, is responsible for the following duties;

- Connecting-disconnecting the Marine Loading Arms
- Ensuring operational reconciliation between the Ship and the Terminal,
- Filling in and checking the ISGOTT "Ship/Shore Safety Checklist" in accordance with the guide in ISGOTT,
- The rectification of detected problems on the ship and terminal side,

GENERAL RULES

While the ship is moored at the jetty;

Entrance to Terminal

- The Port Facility Security Officer (PFSO) is responsible for the security and access control of the terminal.
- The normal entrance to the terminal is through the main entrance gate.
- It is forbidden for the ship's personnel to enter the Terminal or jetty area without permission from the Terminal.
- All visitors will be registered at the entrance to the gate (those who have been informed and given permission in advance). Every movement in the terminal area

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must comply with the Terminal Safety Procedures. The Terminal has the right to accompany visitors, servants or staff to or from the Vessel. All personnel, including visitors, servants, agents or ship personnel in the terminal area, will carry their badges and a document stating their identity.

- The Terminal will not provide any shuttle services for the ship's personnel; the ship's personnel who need to disembark due to an urgent need are under the control and responsibility of the agency and must meet the requirements of local laws and comply with the Terminal safety/security procedures.
- The Terminal reserves the right to go on board the Vessel at any time to ensure that the Terminal rules are applied.
- The Terminal reserves the right to suspend all operations in cases that are contrary to the application of the Terminal rules. The Terminal is not responsible for any costs incurred as a result of such a situation.
- Responsibility for access control to the jetty site lies solely with the Terminal. Vehicles are prohibited from entering the jetty during evacuation operations.
- All kinds of vehicles arriving at the Tanker Loading Islands, where Loading/unloading is carried out in the coastal facility, are completely free of static electricity, flame arrester apparatus is attached to their exhausts and grounded. Flame arresting apparatus is provided by the Land Tanker operator. Land Tankers that do not have flame retardants are not allowed in the Coastal Facility. This feature is not required for tankers in ADR standards.

Entrance to the Ship

- The security of the vessel and boarding to the deck are under the responsibility of the Master and subject to the approval of the Master.
- The terminal will provide and operate a hydraulic gangway with a ladder that allows access to the ship's deck.
- The hydraulic ladder shall be lifted on deck by the Terminal staff after the ship has been securely moored and the permission for the ladder to be placed on the shipboard has been given by the Master of the Ship.
- The Master of the Ship shall provide assistance on the deck of the ship to ensure that the hydraulic ladder is properly and safely positioned and lifted to the top of the ship.
- After the hydraulic ladder is placed, it will be checked by the Terminal and the Vessel for safe personnel passage between the ship and the jetty.
- From the end of the hydraulic stair steps, it is the responsibility of the Master to ensure safe access to the ship. These safe entry measures can be summarized:
 1. Presence of a lifebuoy with a rope of at least 25 meters,
 2. Additional lighting outside the existing ones,
 3. It is to ensure safe passage between the hydraulic ladder and the ship.

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Emergency Escape

- The vessel must comply with the EgeGaz Emergency Evacuation Procedure. A pilot or transport ladder will be placed on the port side of the ship's broadside.
- If a transport ladder is to be used, the staircase foot shall be adjusted so that it is 5 m above the water level.
- The vessel will maintain this distance at all times during evacuation operations.
- If there is a lifeboat, it will be kept ready for use in case of emergencies.

Drug and Alcohol Use

If, at any time, the Terminal detects or has clear grounds to suspect that the Master or any member of his crew is under the influence of drugs or intoxicating liquor, the following action will be taken:

- All cargo handling operations are stopped immediately,
- Aliaga Regional Port Authority is informed of the situation by the Terminal,
- In order to evaluate the situation, an investigation is carried out with the participation of Aliaga Regional Port Authority, Terminal, Ship's Agency and other relevant authorities.
- Cargo operations are suspended until the terminal is satisfied that the evacuation can proceed safely. The Terminal cannot be held responsible for any financial obligations that may arise.
- The results of any investigation carried out as a result of the suspension of operations are reported to the owners and users of the Vessel and other relevant authorities.

Pedestrian Traffic Safety

- In the terminal area, you should walk through the area bounded by the yellow line on the south side of the road.
- It is forbidden to run in the terminal area except in case of emergencies (fire, problems in operation, etc.).

Prevention of Fires

- The ship's fire fighting and safety plan should be hung near the hydraulic ladder (gangway).
- The ship's water spray system must be ready for use at any time. The ship fire water system must be under pressure at all times. Fire hoses shall be kept on top of each cargo tank and in the evacuation manifold area, connected to the ship's fire water system and ready to be used at any time in case of emergency.
- Portable dry chemical type fire extinguishers should be properly placed next to the drain manifold area.
- The stationary dry chemical system of the ship should be ready for emergency use with the covers of the control panels open.

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- All external doors, windows and portholes of the ship must be kept closed. The suction dampers of air conditioners and fans that air intake direction from the discharge manifold side must be closed.
- The use of the ship's radio is permitted for information purposes only. The ship's main communication antenna connections must be dismantled and grounded during the connection of the Loading arms to the ship.
- It is forbidden to use the Ship's radar during evacuation operations.
- Radios that can be used safely in flammable or explosive environments are used as communication equipment in the coastal facility, in the loading/unloading operations of dangerous liquid bulk cargoes.
- Portable or stationary electrical-electronic devices and equipment to be used in hazardous areas on the ship must be of the approved type for these areas (e.g. EXI type) and must be kept in such a way that the original approval certificates are valid.
- The use of open flame on the ship's board and jetty area is strictly prohibited.
- Smoking is prohibited inside the Terminal area outside the designated smoking area.
- Smoking is strictly prohibited on the jetty site. Unless otherwise agreed at the Ship-Shore pre discharge meeting held before the discharging operation, smoking is allowed on the Ship only in the permitted area. Signs indicating the smoking area will be posted under the responsibility of the Master.
- It is forbidden to carry out welding, mechanical or electrical repair, brushing, painting, hammering, chipping works on the ship and any work that requires the use of any power tools on board.
- The use of portable mobile phones and pagers is prohibited in the Terminal and Ship Dangerous area. The use of mobile phones or pagers on board the ship can be made in the living quarters on board the ship and after the permission of the Master is obtained.
- It is forbidden to use hand tools that may be a source of ignition within the Terminal and Ship Dangerous area. Only non-sparking hand tools can be used in these areas.

Environmental Wastes

Leakage and Pollution Prevention

- The ship shall notify the Aliğa Regional Port Authority as soon as possible of any leakage or pollution incident that occurs while the ship is in the docking or departing maneuver at the Terminal jetty or in the anchorage area.
- Regardless of the source, the person in charge or responsible for the operations in the area where the pollution occurs within the boundaries of the port will immediately report the incident to the Aliğa Regional Port Authority via VHF channel 16.

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- On the deck of the ship, measures should be taken quickly to stop the pollution or prevent further pollution, and the leakage of the substance causing the pollution should be collected or cleaned.
- Failure to report pollution is a serious offense that violates the regulations, and those who do not comply will be subject to heavy fines and prosecution by the Turkish Courts.
- For the detection and prevention of any leaks or spills during liquid nitrogen Loading or cargo operations, utmost care must be taken by the ship's personnel.
- The vessel will report any pollution or leakage to the terminal as soon as possible.
- Prior to discharge, the vessel connections of the Loading arms will be leak tested with nitrogen to be replenished from the terminal. The pressure to be used in the leak test is the maximum pressure value expected during the discharge period and will be determined by agreement between the ship and the terminal. The maximum allowable working pressure of the Loading arms will be specified in the BEACH/SHIP SAFETY CHECKLIST.
- Unused ship cargo and fuel connections must be tightly sealed and blinded. It is forbidden to refuel while the ship is at the Terminal jetty.
- Drain holes, drains and collection pans in areas on the ship's deck that may be a possible source of pollution should be properly blinded and any collected water or waste should be transferred to the appropriate waste tank if necessary.

Faults and Deficiencies

- Any malfunctions or deficiencies in the ship's system or equipment during cargo handling operations must be reported to the Terminal immediately.

Maintenance and Repairs

- Any maintenance/repair work (cold or heat) that may endanger the safety or maneuverability of the cargo handling operations of the vessel berthed at the jetty is strictly prohibited.
- While the vessel is tied to the jetty, repair work that produces ignition sources, including the use of open flames, including burning, welding, grinding, sanding and similar work, is prohibited. These activities can only be carried out in the anchorage area with the permission given by the Aliğa Regional Port Authority.
- Any violation by the vessel may result in the cessation of cargo operations and the vessel being asked to vacate the jetty and remain moored until a full investigation. The vessel shall be liable for any costs and delays incurred as a result of such an act.
- For additional more detailed information and procedures related to hot work and operations, the document "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" should be consulted.

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Fire wires

- As long as the vessel is at the jetty, the fire wires must be located at the bow and first quarter of the vessel on the sea side (port side).
- The eyes of the ropes should be lowered to sea level and the part above the broadside should be tightened by wrapping at least five turns around the bollard.
- The part of the wire on the deck should be taut from the bollard.
- A rope that can carry the wire should be tied just before the eye of the rope and the eye of the rope should be positioned so that the eye of the rope is three meters above sea level.
- When the ship is at the jetty, the eye of the rope should be kept at this level at all times.

Emergency Announcements

- The Field Announcement System has an audible warning feature that is placed in alarm tones and automatically repeats every minute. These pre-recorded audible warnings are repeated in Turkish and English every minute between the corresponding alarm tone signals.

TONE – SOUND ALARM SUMMARIES

CAUSE FOR ALARM	TONE ALARM	AUDIBLE WARNIN
Fire in Terminal	800 Hz Siren 2	Fire in Terminal
Fire in Jetty	800 Hz Siren 2	Fire in Jetty
LNG Leak in Terminal	800 Hz Discrete	LNG Leak in Terminal
Gas Leak in Terminal	800 Hz Modulated	Gas Leak in Terminal
Power Failure	800 Hz Intermittent Beeps	Power Failure
Chemical Spill	800 Hz Discrete Sounder	Chemical Spill
Emergency Shutdown	800 Hz Descend Rising Sound	Emergency Shutdown

4. CLASSES, TRANSPORTATION, DEPOSITION/DISCHARGE, HANDLING AND STORAGE OF DANGEROUS GOODS

Only LNG discharge and handling is carried out in our facility.

Natural gas, refrigerated liquid

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UN No: 1972
Class: 2
Hazard identification number: 223
Tags: 2.1
Packing instruction: P203

5. HANDBOOK ON DANGEROUS CARGOES HANDLED AT THE SHORE FACILITY

Only LNG is handled in our facility.

UN No	1972
UN Name	METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID
Class	2 / Gases
Classification Code	3F (Flammable liquids, articles with no secondary risk and containing these substances)
Packaging Group	
Labeling	2.1 
Special Provisions	ADR Section 3.3
Limited Quantity	0 ADR Section 3.4

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Excepted Quantity	E0 (Not Allowed as an Exceptional Amount)	ADR Section 3.5.1.2
Packaging Instructions	P203	ADR Section 4.1.4
Special Packaging Provisions		ADR Section 4.1.4
Mixed Packaging	MP9	ADR Section 4.1.10.4
Portable Tanks and Bulk Container Instructions	T75	ADR Sections 4.2.5.2 - 7.3.2
Portable Tanks and Bulk Container Special Provisions	TP5	ADR Section 4.2.5.3
ADR Tank Code	RxBN	ADR Section 4.3
ADR Tank Special Provisions	TU18 TA4 TT9	ADR Chapters 4.3.5 - 6.8.4
Vehicle for Tank Transport	FL	ADR Chapter 9.1.1.2
Transport Category	2	ADR Section 1.1.3.6
Tunnel Restriction Code	B/D	ADR Section 8.6

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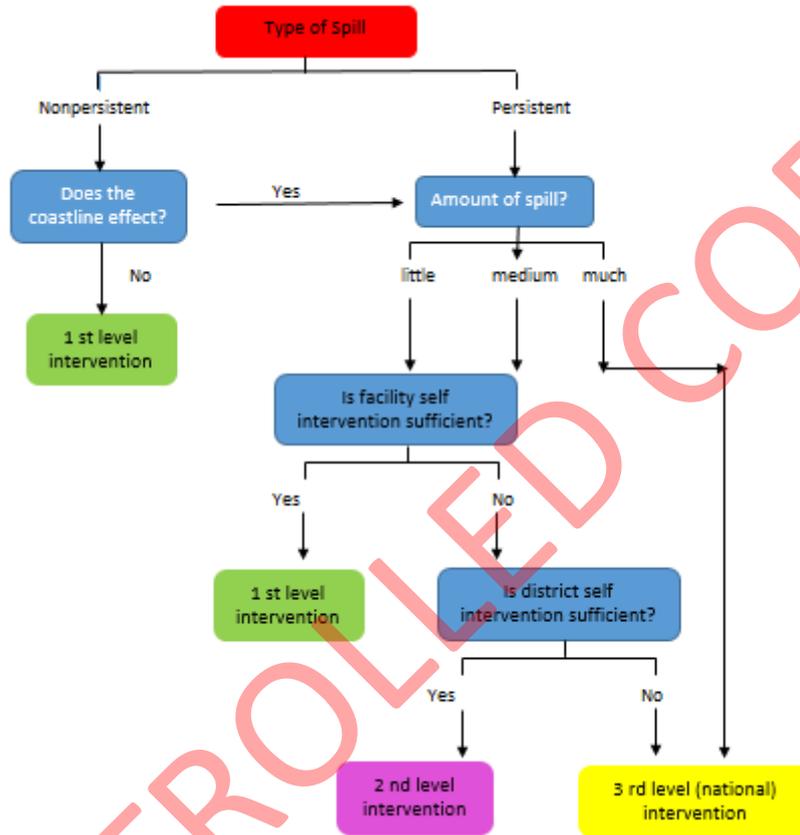
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Special Provisions for Carriage - Packaging	V5 (Packaging cannot be transported in small containers.)	ADR Section 7.2.4
Special Provisions for Carriage - Bulk		ADR Section 7.3.3
Special Provisions for Carriage - Loading, Unloading and Handling	CV9 CV11 CV36	ADR Chapter 7.5.11
Special Provisions for Carriage - Operation	S2 S17	ADR Section 8.5
Hazard Identification No	223 (Cooled liquefied gas, flammable)	ADR Section 5.3.2.3

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In case of oil based products spread into the sea from the ship and/or tugboats, spillage response is carried out in accordance with the Marine Pollution Law Response Plan No. 5312.



Apart from this, another emergency situation is the fire that may occur on the ship and in the Terminal.

Conditions requiring fire or emergency on board

In cases where there is an unobstructed gas outlet into the atmosphere, such as breakage or splitting, which may occur on the ships and may grow out of control even if it is fought, or that may occur in any ship tank or pipeline, the ship is removed from the jetty in order not to damage the Terminal and its surroundings.

Conditions requiring fire or emergency in the terminal area

As in ships, in cases such as fire and uncontrollable leaks that may occur within the terminal, the ship is urgently removed from the jetty for the safety of the ship and the environment.

Other reasons

Such situations are not directly caused by the ship and the terminal, but in the following cases, where there is a possibility of damage to the ship indirectly,

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- In case of a fire or explosion on the ship or facility in other facilities,
 - Terrorist acts,
 - State of war,
 - Natural disasters,
 - Situations deemed necessary by the state,
 - Pollution,
 - drifting the position of the ship,
 - Malfunction of the remote-controlled release hooks system,
 - The occurrence of mechanical failures on the ship's side,
 - Medical problems affecting the Vessel and the Terminal
- Vessels are urgently removed from the jetty.

EMERGENCY RELEASE PREPARATION

- All cargo unloading must be stopped and ready for unberthing.
- Water should be pumped into the ship fire circuit, and water mist should be used for strategic sections.
- Ships' machinery, steering equipment and equipment for stopping from the jetty should be made ready for immediate use.
- If venting into the atmosphere is required, engine room personnel must be present, all non-essential receiving inlets must be closed, all safety precautions relating to normal operations due to the presence of flammable gas in the vicinity of the deck must be carried out, and a radio notice must be issued.
- All emergencies must be reported to the port authorities.
- In all emergencies, if the required or potentially necessary assistance exceeds the facilities of the Terminal, it should be reported immediately to the local police or fire department.
- During the unloading of LNG vessels at the terminal, 2 tugboats equipped with fire extinguishing systems should be stand by during the operation.
- Before the separation process is carried out, a representative from the port authority or the Aliğa Regional Port President, the responsible terminal official, the tanker Master, the pilot must agree on the time and manner of the depart process.
- If it is decided to leave the ship urgently, the safe places where it can be transported under controlled conditions should be specified by the Aliğa Regional Port Authority.
The decision to remove the tanker under control is based on the protection of human life, but it should also include the following conditions.
 - Competence of tugboats
 - The ability of the tanker to maneuver under its own power

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- Availability of safe places where an emergency tanker can proceed or be towed
- Fire-fighting competence
- Proximity of other vessels
- Fire Ropes

As long as the ship is at the jetty, fire wire must be kept at the bow and first quarter of the ship on the sea side. The eyes of the wire should be lowered to sea level and the part above the broadside should be tightened by wrapping at least five turns around the bollard. The part of the wire on deck, should be taut from the bollard. A rope that can carry the wire should be tied just before the eye of the wire and the eye of the wire should be positioned so that the eye of the wire is 3 meters above sea level. When the ship is at the jetty, the eye of the wire should be kept at this level at all times.

If all these conditions are examined and deemed appropriate, the ship will be removed immediately.

SHIP EMERGENCY RELEASE SHOULD BE CONSIDERED AS A LAST RESORT AND RELEASE OF HOOKS SHOULD NOT BE ACTIVATED UNTIL ALL PRECAUTIONS HAVE BEEN TAKEN AND THE ABOVE CONDITIONS HAVE BEEN MET.

EMERGENCY RELEASE PROCESS

- Sounding the alarm
- Providing information about the emergency via telephone or VHF
- Conducting an initial situation assessment between the Master and the terminal officer
- Cessation of operation
- Implementation of jetty and ship emergency plan measures
- Draining and disconnecting of Loading arms.
- The deterioration of the current situation and the availability of the above-mentioned emergency release conditions.
- Assessing the situation between the Master, terminal officer, port authority or Aliğa Regional Port President, pilot.
- Decision on emergency release
- Notification of environmental facilities and other vessels
- Deployment of tugboats for emergency release around the ship, completing their preparations and indicating readiness
- The Master of the ship completes the preparations for the ship and indicates that he is ready.
- After the ship separation process, the ship is backed up and announced by making a decision about the location to be taken.
- Authorization by the competent person to open the emergency disconnect hooks
- Idle ship and removal from the jetty by tugboats

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- Taking it to the area specified by the Aliğa Regional Port Authority and keeping it under control.

6. OPERATIONAL CONSIDERATIONS

6.1. Procedures for Safe Docking, Mooring, Loading/Unloading, Sheltering and Mooring of Ships Carrying Dangerous Goods, Day and Night;

6.1.1. Guidance

For LNG vessels that will dock and sail at our facility, it is obligatory to obtain service from the pilotage organization authorized in our region.

6.1.2. Römorkaj Hizmeti

For LNG vessels that will dock and depart from our facility, it is obligatory to obtain service from the tugboat organization authorized in our region. In consultation with the pilotage organization, tugboats of the number and power determined by the current Regulations on Pilotage should participate in the ship maneuver. During the discharge of the ship, the number and power of tugboats determined by the current Ports Regulation will be on stand-by.

6.1.3. Docking

Due to the geographical position of the terminal, ships will always dock from the starboard side.

During the manoeuvre, all communications will be made primarily from VHF channels 12, 14 and 16. In cases where priority channels are not suitable, the operation channel is determined by the agreement of the pilot master and the Terminal.

Weather and sea conditions for the terminal docking maneuver must be within the following limits:

- Wind speed is less than 10.3 m/sec,
- The visibility should be at least 750 meters for daytime maneuvers and at least 1500 meters for night maneuvers,
- The wave height should be a maximum of 1.5m for the safe operation of tugboats,

Berthing operations are allowed to be carried out only in daylight.

The ship should approach parallel to all fenders and with a contact velocity not exceeding 0.06 m/sec.

The Pilot, the Master and the Terminal shall agree on the final position of the vessel in accordance with the cargo handling systems of the Vessel and the Terminal.

6.1.4. Mooring

The layout of the LNG terminal docking arrangements has been developed to

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accommodate a wide range of LNG tanker designs. Owners of the Ships that arriving at the terminal should take into account all weather conditions in advance, determine and ensure that mooring specifications to the jetty are met by using **Mooring Analysis** accordingly. All Mooring and Breasting Dolphins are monitored with tension monitoring system located in Terminal Control Room which is equipped with remote emergency release system.

Under no circumstances the total mooring rope load of any hook shall not exceed the design load of the Dolphin. The Alarms are set at 40 tonnes per hook on the Mooring and Breasting Dolphin

6.1.5 Anchoring

For ships that need to anchor for any reason, the instructions of the Regional Port Authority and the Ports Regulation are applied.

6.1.6 Cargo Operations

6.1.6.1. Cargo Handling Procedure

Each Ship and Terminal has detailed operating procedures for its own systems.

6.1.6.2. Cargo Handling Agreement

Cargo handling procedures that are considered to be implemented should be planned, discussed and mutually agreed upon by the Terminal and Ship authorities before starting operations.

6.1.6.3. Control and Supervision of Operations

The master shall ensure that a sufficient number of personnel are constantly on board the vessel to ensure that all cargo operations are carried out correctly and completely.

All cargo handling operations on board shall be adequately and continuously supervised by the person or persons designated by the Master.

The Operations Manager is responsible for the evacuation operations controlled and managed from the Terminal as the Terminal representative during the operations.

The Unloading/Loading operations of the LNG are controlled and managed by the Unloading Master and the Terminal Shift Supervisor with the assistance of the field operators.

6.1.6.4. Ship / Shore Pre-Discharge Meeting

The pre-discharge meeting will be held in the Ship's Meeting Room. If it cannot be held in the ship's meeting room, it is carried out in such a way that the necessary participants can listen to it over the internal telephone line established between the ship and the terminal.

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The Terminal Operations Director or Operations Manager and the Unloading master and the representatives of the units deemed necessary will attend this meeting as Terminal representatives.

The responsible personnel(s) assigned by the Master to supervise the cargo handling operations on the Ship attend this meeting as the Ship's representative.

6.1.6.5. Liquid and Vapor Arms Connection

Unless agreed in advance at the pre-discharge meeting between the Ship and the Terminal, the unloading of LNG from the Ship will be carried out with four liquid Loading arms. The use of other transfer systems for cargo handling operations will not be accepted.

The Master must ensure that the ship's manifold is ready for connection during the completion of the ship's berthing process and that the manifold water curtain is started before moving the Terminal Loading arms to the Ship.

The Master must provide assistance from his own team in the ship manifold area for the purpose of communication with the Terminal, while moving the Loading arms and connecting them to the ship flange by the Terminal official.

6.1.6.6. Cargo Measurements

For an accurate measurement, the LNG manifolds on board must be in the same inventory conditions at both measurements: either they must be filled with LNG at the time of the opening and closing measurement, or they must be drained at both the opening and closing measurements.

6.1.6.7. Condition of Cargo Unloading Equipment

The Master must ensure that all equipment used in cargo handling operations is inspected and maintained in good condition throughout the operations. Any problems that may affect the safety or efficiency of cargo handling operations must be reported to the Terminal immediately.

6.1.6.8. Starting/Stopping Transfer Operation

It is at the discretion of the Master to initiate and stop transfer in cargo handling operations.

The Terminal reserves the right to delay the initiation of the transfer or to request the suspension of the operation at any time due to the operational requirements of the Terminal.

The Master must notify the Terminal of any changes or requirements that may affect cargo handling operations with reasons. This does not change the Master's responsibility to deal with emergencies.

The Terminal will notify the Master of any changes or requirements that may

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affect cargo handling operations, and the reasons.

6.1.6.9. Return of Boiloff Gas to the Vessel

The boiloff gas required by the ship will be supplied to the Ship by the vapor return arm.

The boiloff gas flow rate will be controlled and adjusted by the Terminal at the request of the Vessel and by monitoring the Ship's tank pressures.

6.1.6.10. Discharge Rate

The Master and the Terminal will agree on the maximum transfer rate at the pre-discharge meeting . The agreed rate will be written in the Cargo Unloading Agreement. The Master and Terminal will monitor the discharge rate at all stages of the transfer and especially at the beginning of operations. Changes in discharge rate will be at the discretion of the Master or the Terminal.

6.1.6.11. Disconnecting the Liquid and Vapor Arms

The liquid and vapor Loading arms will be filled with nitrogen by the Terminal before being dismantled (Amount of hydrocarbons by volume will be less than 2%).

The Master must ensure that the ship's discharge manifold and cargo lines are ready for the purge and disconnection process.

The Master is responsible for taking precautions to prevent improper operation of the ship's ESD/manifold valves, which may result in LNG or steam leakage from the manifold during the separation of the handles.

The liquid and vapor Loading arms equipped with QCDC-Hydraulic quick-connect disconnect coupling will be dismantled one by one by the Terminal and put into the parking position. The Master must obtain assistance from his own crew on the Ship's manifold for the purpose of communication with the Terminal during the draining and disconnecting the arms.

6.1.6.12. Ship / Terminal Closing Meeting

The closing meeting will be held in the Ship's Conference Room.

Unloading Master will attend this meeting as a representative of the Terminal.

The responsible personnel(s) assigned by the Master to supervise the cargo handling operations on the Ship attend this meeting as the Ship's representative.

6.2. Procedures regarding the additional measures to be taken according to the seasonal conditions for the loading and unloading of dangerous goods;

Although there is no special procedure to be applied according to seasonal conditions, Terminal bad weather application is given below.

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Weather Conditions	Weather Conditions	Weather Conditions	Operation	Actions
275° to 000° Nw	000° - 055° NE	055° TO 275° S		
Wind 20 ≥ kts* (10.3 m/s)	Wind 20 ≥ kts* (10.3 m/s)	Wind 20 ≥ kts* (10.3 m/s)	Docking	The ship is not allowed to berthing
Wind 25 ≥ kts* (12.9 m/s)	Wind 27 ≥ kts* (13.9 m/s)	Wind 40 ≥ kts* (20.6 m/s)	Evacuate	The discharging is suspended
Wind 25 ≥ kts* (12.9 m/s)	Wind 30 > kts* (15.4 m/s)	Wind 45 > kts* (23.2 m/s)	Evacuate	Loading arms are disconnected
Wind 27 ≥ kts* (13.9 m/s)	Wind 32 > kts* (16.5 m/s)	Wind 50 > kts* (25.8 m/s)	Evacuate	The ship leaves the jetty

* Average measured at the Terminal weather forecast station over a period of last 15 minutes wind Speed.

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6.3. Procedures for keeping flammable, combustible and explosive loads away from operations that create/may cause sparks and not operating vehicles, equipment or tools that create/can cause sparks in dangerous goods handling, stacking and storage areas;

Degassing is strictly prohibited in ship tanks while berthed at the jetty.

IMS-T-016 Work/Hot Work Instruction rules are applied for the operation of vehicles, equipment or tools that create/can create sparks in the terminal area.

IMS-T-247 EgeGaz Pre-Work Hazard Identification Instruction is applied for all hot or cold works to be carried out within the terminal.

7. DOCUMENTATION AND RECORD KEEPING

7.1. All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procedures for Their Supply and Control by the Relevant Persons;

All documents related to the ship and dangerous cargo are defined in the "IMS-EK-017 TERMINAL INFORMATION BOOKLET".

7.2. Procedures for maintaining an up-to-date list of all dangerous goods and other relevant information at the shore facility in a regular and complete manner;

Only LNG handling is carried out in our facility. In this context, the procedures we follow are defined in the "IMS-S-001 Terminal Process".

7.3. Procedures for checking those dangerous goods arriving at the facility are properly identified, that the correct shipping names are used, that they are certified, packed/packaged, labelled and declared, and that they are safely loaded and transported in the appropriate packaging, container or cargo handling unit, and that the results of the inspection are reported;

The cargo arriving at our terminal is handled within the scope of IGC code. Information on the international designation, identification, storage and transport of cargo is contained in the SDS documents that accompany the cargo.

7.4. Procedures for the provision and possession of safety data sheets (SDS);

The process of obtaining and maintaining the safety data sheet (SDS) is defined in the "IMS-EK-017 TERMINAL INFORMATION BOOKLET".

7.5. Procedures for keeping records and statistics of dangerous goods;

Only LNG discharging operations are being carried out in our facility. In this context, the procedures that are being followed defined in the "IMS-S-001 Terminal Process".

7.6. Information about the Quality Management System;

Our facility;

has ISO 9001, ISO 14001, ISO 45001, ISO 50001, ISO 27001 management systems

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certificates.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Procedures for responding to dangerous goods and dangerous situations involving dangerous goods that pose/may pose a risk to life, property and/or the environment;

Emergency Plan

Purpose

This plan is a guiding document that shows the accidents and negative events that may occur in and/or around the EgeGaz ALIAGA LNG Terminal, how to behave in case of emergencies that may be encountered as a result of these incidents and how to protect against these events, how to ensure security and how to deal with these situations by providing a working order with what kind of organization.

On the basis of activities in the areas of Protection from Incidents that may cause Emergencies, Safety in Emergencies and Countering Emergencies, the rules set out in this Plan and the instructions attached to it should be applied in order not to cause artificial emergencies, and the basic functions listed below should always be remembered and taken into account:

- Keeping the terminal emergency organization alive; To determine/implement duties and responsibilities by conducting training and exercises at regular intervals,
- To have taken the basic precautions that can be taken in advance against emergency events,
- To keep the personnel ready at all times with the necessary intervention and struggle systems,
- To keep communication facilities alive at all times,
- To clarify the relationship between new and renovation projects and situations that develop within or outside of their control with the Emergency Plan; to make the necessary revisions in a timely manner,
- The main purpose is primarily:
 - To prevent loss of life and property, and
 - It is to ensure that the environment is not harmed.

Scope

This plan covers the works and activities to be carried out to combat emergencies that may cause fire, product leaks (leaks), natural disasters, accidents, disasters caused by transport vehicles, terrorism and sabotage-based disasters, power outage, control system failure, instrument de-escalation and environmental pollution at EgeGaz ALIAGA LNG Terminal and/or its surroundings.

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Classification of Emergencies

Emergencies that may occur at EgeGaz ALIAGA LNG Terminal are classified according to three different severity levels.

- Level 1 Emergencies (Minor and Moderate)

These are local incidents that cause minor injuries or less than 0.6 m³ of LNG leakage that cause loss of time in terminal operations, do not affect operations in other parts of the Terminal and can be controlled by the terminal's own personnel.

- Level 2 Emergencies (Severe)

Serious incidents that cause serious injury and risk of disability to terminal personnel or LNG leakage of more than 0.6 m³ and less than 6 m³, affect or are likely to affect operations in other parts of the Terminal, are at the terminal jetty or on a berthed vessel, are for which the Terminal Contingency Plan has been implemented, and may require external assistance. With the decision of the Incident Control Supervisor, the IMS-T-048 Crisis Management Instruction can be activated.

- Level 3 Emergencies (Major)

These are large-scale incidents that cause death and/or multiple injuries to terminal personnel, LNG leakage of more than 6 m³ or complete stoppage of the Terminal, that may be affected by the jettys or facilities around the Terminal or that may affect the facilities around the terminal, that the Terminal Emergency Plan has been put into practice and that the terminal cannot prevent by its own means, and that require external assistance. IMS-T-048 Crisis Management Instruction is activated.

When deciding on the severity of an emergency in the terminal, it should be considered that a low-level emergency may grow into an emergency at a higher level, and if necessary, it should not be avoided to declare an emergency at a higher level at the beginning.

8.2 Information on the possibilities, capabilities and capacity to respond in emergencies;

Emergency Response Tools

Terminal emergency response vehicles; It consists of Emergency Response Systems, First Aid Response Equipment, Personnel Protection Equipment, Search / Rescue and Transport Equipment and Tugboats.

Emergency Response Systems

Terminal emergency response systems consist of Terminal Emergency Shot Down System, Ship Emergency release System, Fire and Hazard Monitoring Systems, Fire Fighting Systems and LNG Leak Collection Systems.

Fire Fighting System

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Terminal fire fighting system: fire water system (fire water pumps, fire water circuit, fire reels, fire hydrants and monitors, fire cabinets and fixed sprinkler systems), dry chemical extinguishing systems and foam systems.

a) Fire Water System

The purpose of the fire water system is to fight fire and provide cooling for equipment, structures and buildings in the event of a fire.

The fire water system consists of the following installations and materials.

- Fire/service water tank, (1000 m³ clean water)
- Two diesel and one electric sea-fed fire water pumps, (1700 m³/h each at 10.4 barg outlet pressure)
- One electric fire water pump fed from a water tank (341 m³ / h at 9.0 barg outlet pressure)
- One Jockey pump fed from the water tank (10.3 barg outlet pressure 11.4 m³/h)
- Underground-aboveground piping,
- 1" fire reel, (12 pcs)
- Fire hydrants and monitors, (8 without monitors, 10 with monitors)
- Fire cabinets, (20 pcs)
- Remote controlled fixed sprinkler systems, (T-101, T-102, E-303 BOG Condenser, V-702 Odorization Tank, Tanker Loading, L-101 A/B/C/D, L-102 Loading Arms and Scaffolding Gangway sprinkler systems, Scaffolding Gangway and remotely controlled water and dry chemical dust monitors on the tower).

b) Dry Chemical Extinguishing Systems

Dry chemical extinguishing systems; It consists of tank safety valves, extinguishing system, portable fire extinguishers and hydrochemical monitors.

Tank safety valves extinguishing system:

Dry chemical fire extinguishing systems are installed in the outlet lines of three safety valves in LNG storage tanks, and they are used to extinguish fires that may occur if the tank safety valves are opened.

Portable fire extinguishers:

Three types of portable fire extinguishers are being used in the terminal,

- General purpose mono ammonium phosphate, (ABC type)
- Potassium bicarbonate (Purple-K), (BC type) used in areas where natural gas piping equipment and equipment are available
- Carbon dioxide (BC type) used inside buildings with electrical and control equipment. In addition, FM-200 gas extinguishing systems are available in the

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Marshalling Room and the ground floor system room of the Administrative Building.

c) Hydrochemical Monitors:

Hydro-chemical monitors; They are used to deliver dry chemicals over pressurized fuel fires with high-pressure water. In the terminal; There are two remote-controlled hydrochemical monitors, one on the gangway and one on the jetty dry chemical tower. The dry chemical for these monitors is provided by three wheeled dry chemical units, each with a capacity of 100 kg. The monitors are controlled from the control panel on the platform on the scaffolding walkway.

1. Mobile Foam Systems

In the terminal; There are 2 mobile medium expansion foam generators used to respond to pooled fuel fires and LNG leaks.

LNG Leak Collection System

The purpose of the LNG leak collection system is to reduce the effects of LNG leakage and provide protection for equipment, steel construction, buildings and personnel in the event of a leak. LNG leak collection system consists of LNG collection sumps, sump pumps and high expansion foam systems.

LNG Collection Sumps:

Foam Systems

First Aid Response Equipment

The Terminal Health Room is on the ground floor of the Administrative Building.

CCTV Equipment

Operation Area CCTV System

The areas where critical equipment and systems are located in the terminal operation area are constantly monitored from the Control Room with a closed circuit CCTV system .

Personel Protection Equipment

The list of Personel protection equipment in the terminal is monitoring according to IMS-L-017 EMERGENCY RESPONSE EQUIPMENT MATERIAL LIST,

Search / Rescue and Transport Equipment

Details of Search / rescue and transport equipment in the terminal are given in Article 5.5 of the IMS-PL-006 Emergency Plan.

In case of Other hand tools or construction equipment are needed they will be outsourced.

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Tugboats

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

8.3 Regulations for the first response to accidents involving dangerous goods;

Emergency Management

Emergency Management Center

- Level 1 Emergencies

1. Terminal Emergency plan has been put into practice. In case of emergencies at the level, the management center **is the Headquarters established at a point that is closest to the incident, safe and not at risk.**

- Rounds 2 and 3 Level Emergencies

Phase 2 and 3 of the Terminal Emergency Plan was put into practice. In case of emergencies at the level, the Management Center **is the Administrative Building Meeting Room.**

The Center is made available for use by the Administrative Affairs Manager in case of an emergency during normal working hours, and by the Security Shift Supervisor at the Terminal Entrance Gate in case of an emergency outside of normal working hours, on weekends and holidays.

If the Administrative Building Meeting Room is unavailable, the Site Building Meeting Room is used **as the** Emergency Management Center.

The Site Building Meeting Room is also made available for use by the Administrative Affairs Manager during normal working hours, and by the Security Shift Supervisor at the Terminal Entrance Gate on weekends and holidays, outside normal working hours.

Emergency Management Center Staff and Duties

The personnel in charge of the Emergency Management Center and their duties are described below:

Incident Control Supervisor

The manager of the Emergency Center is the Incident Control Supervisor and is responsible for the dispatch and management of emergencies at all levels.

Secretary of Communications

With the introduction of the crisis management instruction, upon the call from the Incident Control Supervisor, the Communications Secretary;

- To CMC Going

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2. Examine the information about the accident and the communication that has been made up to that point,
3. Ensure that all events and information are recorded and report to the Secretariat,
4. Inform the local authorities,
5. Ship/Agent/Römorkaj- Inform the pilotage/carrier company,
6. By including time and location information in all accidents; It will provide injury and death information about the number of injured and dead in physical level accidents, damage and loss information in material and pollution level accidents,
7. will make press statements which has prepared in advance.

Office Secretary

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

Emergency Security Supervisor and Trafficker

The Emergency Security Supervisor is responsible for ensuring safety and vehicular traffic at the Terminal site during an emergency.

Other Authorities

Depending on the level of the emergency or the area it affects, they are the officials called by the Incident Control Supervisor for advice and assistance.

These authorities are; Local Fire Officer, Police Department Official, Garrison Command Officer and other Official Officials. If the emergency is on a ship or jetty that is evacuated at the jetty, in addition to the above authorities, Aliğa Regional Port President, Towage / Pilotage Official, Ship and Agency Official, Coast Guard Command Official, Uzmar company is the service received within the scope of the law numbered 5312.

Emergency Response Team

Emergency Response Team Headquarters

The Emergency Response Team Headquarters is the place established at a point that is closest to the incident, safe and not at risk.

The location of the headquarters is determined by the Incident Control Supervisor or the Emergency Response Team Supervisor and the sign is placed by the HSE Technician.

Emergency Response Team: It consists of the Team Supervisor, the Operations Supervisor and his staff, the personnel of the Environment and OHS Directorate, the

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Fire Fighting (Extinguishing) Team, the Messenger, the Maintenance Team, the Tugboats and the Support Staff.

Response Team Supervisor

The Response Team Supervisor is responsible for the dispatch and management of all responding teams to control the emergency situation at all levels in the Terminal area.

Emergency Operations Supervisor

The Emergency Operations Supervisor is responsible for the operation of the terminal, interventions to the operation and ship operations and is the supervisor who manages the field operators.

Directorate of Environment and OHS (Chemical Service Group)

The Directorate of Environment and OHS is responsible for keeping all fixed or mobile combat systems in the terminal area ready for use at any time and for delivering them to the scene. To detect and monitor the chemical pollution that occurs in the event of an accident, to determine the risks that may occur and the extent of the damage to the environment and to ensure that the necessary measures are taken,

Fire Fighting Team (Extinguishing Team / Fire Service Group)

It is responsible for intervening in the incident by using all fire fighting devices in a useful and effective way.

Messenger

The Intervention Team is responsible for the correct delivery of the information and orders given by the Supervisor to a party or parties.

Electrical/Instrumental and Mechanical Team (Energy and Communication Service Groups)

In the event of an emergency; It is responsible for carrying out the necessary switch operations and checking that the emergency diesel generator has been activated and its operation, if it has begun.

The mechanical team controls the operation of the fire water pumps.

The Electrical/Instrumental and Mechanical Team is responsible for checking the operational condition of the equipment that needs to be activated in an emergency, including but not limited to, and the necessary interventions to bring them into working condition.

Other Emergency Teams

Search and Rescue and First Aid Team (Search and Rescue & Health Service Groups)

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1. To carry out search and rescue activities, to move valuable documents, computer records and programs to a safe area when the decision is made to evacuate the terminal,
2. The First Aid Team is responsible for making the infirmary ready, providing first aid until the arrival of the doctor and ambulance if there are personnel injured in the incident, and assisting the medical aid team when the doctor and ambulance arrive.

Logistics Support Team (Transport Service Group)

The Logistics Support and Evacuation Team is responsible for providing all the supplies needed during the emergency response.

Security Team (Evacuation and Relocation & Transportation Infrastructure Service Groups)

It is responsible for ensuring the safety of life and property of the facility in case of emergency, and ensuring security at the facility entrance gate and at the facility.

Emergency Evacuation Center

The Emergency Evacuation Center is next to the substation located at the Ilıca Burnu road junction.

1. When the decision to evacuate the Terminal is taken by the Incident Control Supervisor, all personnel quickly leave the Terminal and go to the evacuation center.
2. The evacuation order of the terminal is announced by the officer in the control room using the internal announcement system.
3. The departure of the personnel from the terminal to the evacuation center is supervised by the Security Supervisor and the personnel are counted.
4. Precautions are taken by the Security Chief to avoid panic and turmoil.
5. Personnel who are injured, ill or affected by the incident are given first aid and sent to the hospital by ambulance.
6. Valuable documents are transported to the safe area by the Logistics Support and Evacuation Team.

Implementation of the Contingency Plan

Emergency Notification, Announcement and Communication Systems

Emergency Notification, Announcement and Communication Systems are explained below.

Emergency Alarm Systems

An emergency on board a ship manoeuvring or evacuating at the terminal area or terminal jetty:

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- **Fire and Hazard Monitoring System & Fire Warning Buttons,**
- **Terminal Internal UHF Radio System,**
- **Intercom Call System (Field telephone system),**
- **Terminal Internal Telephone Line,**
- **VHF Radio Systems,**
- **The Ship-Control Room is reported to the officer in the Terminal Control Room using the HotLine.**

Emergency Announcement Systems

An emergency on board a ship manoeuvring or evacuating at the terminal area or terminal jetty:

- **Intercom Call / Alarm System,**
- **Terminal Built-in UHF Radio System,**
- **Personnel Emergency Call System,**
- **The External Telephone Line is announced to the personnel in charge of the emergency response.**

Emergency Communication Systems

Intercom during the response to an emergency on board a ship manoeuvring or evacuating at the terminal area or terminal jetty:

- **Terminal Built-in UHF Radio System,**
- **Terminal Internal Telephone Line,**
- **Messenger,**
- **By using the Intercom Call System (Field telephone system),**

Communication with ship management:

- **VHF radio Systems,**
- **Ship-Control Room Direct Telephone,**
- **Terminal Built-in UHF Radio System,**
- **Terminal Extension Line, using**

External communication is:

- **External Telephone Lines,**
- **Mobile Phones**
- **It is done using the VHF Radio System.**

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Emergency Events

a) Fires

The potential cause of a fire at the terminal site is the meeting of leaks of natural gas, LNG or petroleum-based products with an ignition source. Gases coming out of a safety valve that opens as a result of a problem in the enterprise, a leaking flange or valve, operation and maintenance works that are not carried out in accordance with the procedures, operator errors, storage of flammable materials in improper conditions, corroded pipelines or equipment may spread to the terminal area of the above products and cause fires.

Although the ignition temperature of natural gas is above 538°C, very little energy is sufficient to ignite a natural gas mixture between 5 and 15% in terms of explosion potential. Sparks caused by a fire or the operation of mechanical devices, static electric charge, sparks from a nail in a shoe or non-ex-proof electrical devices, lightning, cigarettes and vehicles without a flame arrester in the exhaust are potential sources of ignition and fire.

b) Gas Leaks

Natural gas can be found in many parts of the terminal in the form of steam. Steam can be present from atmospheric pressure to pressures above 85 barg and from -160 °C to + 30 °C.

Possible sources of leaks from lines and equipment in the natural gas service; Flanged connections, valve seals, pump and compressor mechanical seals, safety valves that open to the atmosphere in these services and uncontrolled discharges to the atmosphere by the operators.

Natural gas is heavier than air at temperatures lower than -107 °C. In the event of a leak in these lines, the low-temperature gas will condense the moisture in the air and a visible vapor cloud will be formed. As the resulting vapor cloud warms up under the influence of wind and atmospheric conditions, it will become lighter than air and rise in the atmosphere.

In the event of a leak in places where Natural Gas is located at a temperature higher than -107 °C, the high-temperature gas will be lighter than air and will rise and disperse in the atmosphere depending on the amount of leakage and wind speed. A gas leak at a temperature lower than atmospheric temperature will also result in a visible vapor cloud.

Natural gas is a colorless and odorless substance. The natural gas in the terminal is not odorized. Therefore, the sense of smell should not be relied upon to detect the presence of flammable gas. It will only be possible to detect a gas leak at atmospheric temperature with gas detectors or from the sound generated.

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The release of natural gas due to leaks, safety valves opening to the atmosphere in these services, or planned discharges (drains) can expose terminal personnel to dangerous situations. These dangers are; lack of oxygen, fire hazards and the possibility of the formation of explosive air-gas mixtures.

As a result of a leak, the gas mixed with the air forms three types of mixtures:

- Near the point of leakage, the mixture of gas and air will be rich in gas so that it does not burn. (the gas concentration will be above the upper combustion limit)
- At a certain distance from the leak point, the mixture of gas and air will be too poor in terms of gas to burn. (the gas concentration will be below the lower combustion limit)
- Between these two non-flammable mixtures, there is a combustible air-gas mixture. The combustion range of natural gas in air is approximately 5.0% to 15.0% by volume. Ignition of this mixture will lead to an explosion of the gas.

The gas-air mixture released as a result of a leak is safe after the gas concentration falls below the lower combustion limit. The natural dissipation of the gas cloud depends on atmospheric conditions and wind conditions. Gas in concentrations located within the lower and upper flammability limits can move over long distances with winds, and if it catches fire from an ignition source, the flame can come back to the leak source or cause a large explosion.

Fixed gas leak detectors have been installed around all equipment in the natural gas service in the terminal area where there is a possibility of leakage. In the event of a leak, a gas leak alarm is given by notifying the location in the control system in the control room.

c) LNG Leaks

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

The most likely possibility of an LNG leak at the terminal site is a leaking flange in flanged connections in pipelines and equipment, a leaking valve or seal, drains or vents not made in accordance with procedures, pipelines or equipment that are perforated by corrosion. In order to prevent the spread of LNG leaks that may arise from flanges or equipment to the terminal area, leak collection systems and pools have been built under the places where such connections are located.

d) Accidents

Work Accidents

When there is a work accident at the terminal, the following action will be taken.

1. The personnel who see the accident will inform the Environment and OHS Manager with the fastest communication tool.

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2. First aid intervention will be provided to the injured person in the field or in the infirmary by the workplace physician or personnel trained in first aid.
3. In case of injuries that require urgent intervention, the cause and severity of the injury will be reported from the emergency call number "112" and emergency assistance will be requested.
4. In case of injuries that do not require emergency intervention, the injured person will be taken to Aliğa State Hospital by company vehicle or ambulance.
5. In both cases, an injury information form describing the cause of the injury will be filled out and given to the emergency team or sent to the hospital with the injured person.
6. In case of work accidents with serious injury or loss of life, the general Directorate will be informed immediately by the personnel officer.
7. After the work accident, the necessary examination will be made at the scene by the Environment and OHS Manager and the relevant Department Manager and a Work Accident incident form will be prepared as specified in the Occupational Health and Safety procedure.
8. The personnel officer will enter the Work Accident through the "employer work accident occupational disease e-notification" system within 2 days at the latest.
9. Occupational Accident will be discussed by the I.S.I.G. (Occupational Health and Safety) Board and necessary measures will be taken to prevent similar accidents from occurring again.
10. The Environment and OHS Manager will keep a report, evaluation and statistics of each accident.

Traffic Accidents

When there is an accident caused or involved by vehicles belonging to the company, the following action will be taken.

1. In traffic and vehicle accidents, first of all, situations that will endanger other equipment, vehicles or people in the vicinity will be eliminated, and if possible, the vehicle will not be moved from its place until the authorities arrive.
2. If there is an injury that requires emergency intervention in traffic accidents, emergency medical assistance will be requested from the emergency call number "112" without moving the injured person.
3. If the severity of the injury is low, the injured person will be taken to the nearest State Hospital by the fastest means of transportation.
4. The traffic bureau of the Police Department will be notified for the accident report and the vehicle will not be moved from its place without the approval of the authorities or the report being kept.
5. In case of traffic accidents or equipment damages, the General Directorate will be informed immediately by the personnel officer and the necessary procedures for insurance will be initiated.

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Emergencies While the LNG Ship is at the Jetty

In the event of an LNG leak during cargo operations on a ship tied up at the jetty, emergency stop systems are activated in a short time and necessary measures are taken to eliminate the potentially dangerous situation. Although the LNG spilled on the site evaporates in a very short time and dissipates within a few minutes, personnel and facilities may be at risk in the event of an exacerbation. Although LNG fires are likely to be short-lived, secondary fires that can occur due to the impact of these fires can cause the event to escalate.

During the evacuation, the Pilot and an official from the Terminal will be on board at all times, and at least two tugboats will be kept at the terminal motor jetty for emergencies.

While there is an LNG ship discharging at the terminal jetty;

- The ship is hit by another ship,
- Detection of gas leaks with fixed or portable detectors on the ship or at the jetty,
- LNG leakage on the ship, Loading arms or on the jetty,
- Outbreak of fire on the ship or at the jetty,
- As a result of the drifting of the ship due to bad weather conditions, the Loading arms go out of the control range and the PERC system is activated,

The general method of intervention in their cases will be as follows:

Terminal Management

- a. The terminal control room officer activates the ship evacuation and jetty emergency stop system, stops the evacuation and informs the ship cargo control officer directly from the line.
- b. The terminal control room officer activates the relevant automatic announcement system and informs the terminal personnel of the emergency by radio.
- c. The terminal control room officer activates the relevant combat systems on the jetty from the control room according to the emergency. All fire/leak detection and fighting equipment on the scaffolding should be checked and tested at regular intervals.
- d. All terminal personnel participate in the fight in accordance with the instructions of the Incident Control Supervisor by undertaking the tasks specified in the organizational chart in the Emergency Plan. All teams participating in the fight must use their personal protective equipment.
- e. The control room officer informs the Ship and the Pilotage via VHF channel 12. The Communication/Office secretary informs the Aliğa Regional Port Authority by informing them about the emergency situation in the terminal.

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- f. Terminal LNG tank pressures and operation are closely monitored and necessary intervention is made. If the emergency affects or threatens terminal operations, the relevant parts of the terminal are disabled and protected.
- g. Information exchange with the Ship and Port Management is made by the Incident Control Supervisor or the authorized person assigned by him.
- h. If the emergency is caused by the ship and there is an opportunity to intervene from the jetty, the fight is joined with the facilities at the jetty in accordance with the instructions of the Incident Control Supervisor who is in contact with the Ship Management.
- i. Tugboats waiting for replacement are mobilized in case of joining the fight or emergency use.
- j. According to the nature and size of the emergency; If the incident on board the vessel puts the terminal facilities/jetty at risk or if the incident at the terminal/jetty puts the ship at risk, the vessel may be considered to sail from the jetty. The departure of the ship from the jetty in case of emergency is carried out with the agreements of the Terminal Management, the Master, the Pilot and the Aliaga Regional Port Authority.
- k. In case of an emergency departure of the vessel from the jetty, scaffolding operators are kept on standby to intervene in the emergency release hooks and activate the automatic separation system (PERC) of the Loading arms.
- l. If there is an injury during the emergency, the injured person is removed from the scene of the incident and emergency medical assistance is requested from the Emergency Call number "112".

Ship Management

- a. If the emergency is on board, the ship's cargo control officer activates the ship evacuation and jetty emergency stop system and notifies the terminal control room directly from the line.
- b. If the emergency is caused by the terminal and the emergency stop system is activated, it discharges the LNG pressure from the Loading arms and discharge lines into the cargo tanks and has the pressure and temperatures in the cargo tanks closely monitored and the necessary precautions are taken.
- c. The ship puts the Emergency Plan into practice and immediately initiates the necessary struggle according to the nature of the emergency with the facilities on board. All fire/leak detection and fighting equipment on board should be checked and tested at regular intervals.
- d. In the event of a collision with another vessel, it quickly inspects the Terminal for cargo leakage and informs the Terminal.

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- e. In order to control the emergency, it exchanges information with the terminal management and requests help from the terminal if it deems necessary.
- f. Tugboats waiting for replacement are mobilized by the Pilot and Aliğa Regional Port Authority in case of participation in the struggle or emergency use.
- g. According to the nature and size of the emergency; If the incident on board the vessel puts the terminal facilities/jetty at risk or if the incident at the terminal/jetty puts the ship at risk, the vessel may be considered to sail from the jetty.
- h. It makes the necessary preparations for the possibility of the ship leaving the jetty urgently and organizes the tugboats that will open the ship from the jetty to take the fire ropes.
- i. If there is an injury during the emergency, he seeks immediate medical attention through the terminal channel.

8.4. Notifications to be made Internally and Externally in case of emergency.

Emergency Communication

Intercom

1. The internal communication of the Emergency Management Center with the Emergency Response Teams in charge of the Terminal Emergency Response Organization is primarily carried out via the UHF Radio Emergency Channel (1. Channel).
2. Operation, Maintenance, Environment and OHS Directorate, UHF radio system 1. Channel, Security section 3. They continue to communicate with each other through the channel. The security section is constantly working on the 1st and 3rd floors. It monitors channel communications.
3. If the UHF radio system does not work, the communication is sequential via the intercom line, the Messengers or the Control Room Intercom system.

Ship Communication

1. The communication of the Emergency Management Center with the Ship Management is primarily done through the VHF 12 or VHF 14 Traffic and Pilotage channel.
2. Communication regarding ship evacuation operations is made through the Direct Telephone line between the Ship Control Room and the Terminal Control Room.
3. If these systems do not work, the communication is sequentially provided to the ship by the UHF radio or the ship's attendant. Loading It is done by the master, either from the UHF 4th channel or using the intercom line.

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External Communication

1. Emergency Management Center; External communication of the General Directorate, official authorities, police, first aid organizations, neighboring organizations, terminal personnel who are not on duty, etc., is primarily carried out using external telephone lines.
2. The communication of the Emergency Management Center with the Regional Port Authority, Pilot and Tugboats is done through the VHF 16 Emergency call channel.
3. If these systems do not work, external communication is done using mobile phones.

Contact information of neighboring facilities and fire brigades that can provide support in case of need has been published with IMS-L-006 List of Telephone Numbers of Legal Institutions and Organizations and Foreign Aid Resources.

Communication Discipline

In the event of an Emergency, all Terminal staff must strictly adhere to the following rules.

1. Calls made by the Emergency Management Center take precedence over all other calls.
2. Calls, announcements and speeches should be clear and as short as possible, and unnecessary conversations should be avoided.
3. Communication systems should only be used by persons in charge of the Emergency Response organization.
4. If there is a more urgent meeting of another department during an interview, the call should be interrupted.

8.5. Procedures for reporting accidents;

Upon receiving the news of an accident, the CMT responsible;

1. CMT's will decide whether to mobilize or not,
2. He will assume the role of CMT responsible,
3. He will decide location of Crisis Management Center (CMC) ,
4. Permanent Notify the secretary and to CMC Call
5. Experts To CMC will decide whether to be called or not,
6. To CMC Going
7. Collect information,

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8. Will take the opinion of experts on the subject,
9. Make final decisions on the organization and procedures related to the crisis,
10. CMT will make its decision.

Permanent Secretaries

Upon receipt of the call from the CMT Officer, the Permanent Secretary;

1. The Report-Keeping Secretary, the Communications Secretary and the Office Secretary and the necessary experts To CMC Call; coordinate their work,
2. To CMC Going
3. fill out the "List of CMT Employees" document and At CMC will be available,
4. It will prepare the budget for the crisis and its overcoming and organize damage/loss control.

Report Keeping Secretary

Upon the call of the Permanent Secretary, the Reporting Secretary;

1. To CMC Going
2. Related activity, proclamation obtain documents such as expert reports and ensure that they are recorded in chronological order,
3. Collect and audit all the information and documents obtained,
4. Prepare the report on the incident,
5. Classify the documents to be used by meeting with the legal advisor,
6. He will prepare the final report on the incident.

8.6. Method of coordination, support and cooperation with official authorities;

Communications Secretary on call from the Permanent Secretary;

1. To CMC Going
2. Examine the information about the accident and the communication that has been made up to that point,
3. Ensure that all events and information are recorded and report to the Secretariat,
4. Inform the local authorities,
5. Ship/Agent/ - Inform the pilotage/towage company,
6. By including time and location information in all accidents; It will provide injury and death information about the number of injured and dead in physical level accidents, damage and loss information in material and pollution level

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accidents,

7. will make press statements which has prepared in advance.

8.7. Emergency evacuation plan for the removal of ships and marine vessels from the shore facility in case of emergency;

There is an "IMS-PL-015Emergency RescuePlan" approved by the Regional Port Authority.Operations are carried out according to the relevant plan.

8.8. Procedures for the handling and disposal of damaged dangerous goods and wastes contaminated by hazardous cargoes;

LNG does not have any pollutants for water and soil.

8.9. Emergency drills and their recordings;

Announced/Unannounced Drills and Post-Exercise Evaluation

Although theoretical and practical training is provided to all teams and personnel involved in emergency response, it is necessary to test the competence and capacity of equipment and personnel during the fight against an emergency.

For this reason, with or without notice and taking into account the following limitations,

- Drill in which the Emergency Plan is applied at least 4 times a year, and
- Once every two years, an exercise will be held with the participation of Environmental Organizations and Official Authorities, in which the Emergency Plan is implemented.

In addition, within the scope of Law No. 5312, Marine Pollution Response exercises are carried out every 6 months, within the scope of the Regulation on the Prevention and Mitigation of Major Industrial Accidents, every 3 months, and ISPS Code exercises are carried out periodically once a year.

Criteria to be followed in the exercises:

1. There should be realistic scenarios in the terminal, including possible emergencies,
2. There should be scenarios that will not affect the systems in operation,
3. It should include all the elements that will test the adequacy of the plan and organization,
4. It should include elements that will test the preparedness and competence of all personnel in the fight against an emergency and increase their experience,
5. It should include elements to test emergency response equipment,
6. It must be of long enough duration to achieve the planned objectives,

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7. Provide an understanding of the roles and procedures of organizations and official institutions to provide solidarity in an emergency,

Planning of Exercises:

The exercises will be planned according to the stages proposed below.

1. Determination of the purpose of the exercise, (testing the organization, testing communication systems, testing the response to fire or leakage, etc.)
2. Choosing a scenario suitable for the purpose,
3. Determining who will participate in the exercise,
4. At least two weeks in advance of the announcement in which the scenario of the exercise is announced to be done,
5. Discussion of the scenario and the interventions to be made with all the teams that will take part; If necessary, information containing their duties should be prepared and given to all teams in the form of short notes,
6. Reviewing the events and interventions that may affect the systems in operation and warning all participants before the exercise,
7. Reviewing the safety measures to be followed during the exercise,
8. Checking that there are sufficient means of communication to conduct, command and administer the exercise,
9. If an exercise is organized in which Environmental Organizations and Official Authorities will participate, a mutual agreement should be reached with all participants for the exercise scenario and the timing of the exercise.
10. According to the exercise scenario, if there is an urgent need for medical assistance, the necessary planning and organization should be made in advance.

Conducting the Exercise and Evaluation

1. Drills should not be carried out while a critical operation or work is being carried out at the facility,
2. The purpose of the exercises is the training of personnel and testing of systems. Drills should be carried out in suitable weather conditions as much as possible,
3. It should be recorded with imaging systems to evaluate the performance of the exercise,
4. During the exercise, a chronological record of the decisions taken, instructions given and all communications should be kept at the Emergency Management Center,
5. From the moment the drill alarm is given, the personnel in charge should reach the facility, the Emergency Response Team Center should be established and the

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time for the teams to respond to the incident should be determined,

6. If external assistance is requested from Environmental Organizations and Official Authorities during the exercise, the time of arrival of the external aid to the facility, the compatibility of the external aid resources with the equipment in the facility, the number of participants and the compatibility of the participants with the terminal organization should be determined,

7. The number of personnel participating in the exercise, the types and quantities of equipment used should be determined,

8. After the exercise is completed, all combat vehicles should be made ready for use again.

Post-Exercise Evaluation

1. After the exercise is completed, an evaluation meeting should be held with the participation of all participants,

2. In the evaluation meeting, the adequacy of the participants and the interventions made according to the scenario, points open to improvement, errors and new suggestions should be discussed,

3. Deficiencies and weak points in the emergency plan should be identified and preparations should be made for necessary revisions,

4. An exercise evaluation report should be prepared and necessary actions should be taken.

Emergency drills are carried out and an Evaluation Report is kept.

8.10. Information on fire protection systems;

Information on fire protection systems can be found in section 8.2.

8.11. Procedures for approval, inspection, testing, maintenance and readiness of fire protection systems ;

Field checks and tests are carried out on a regular basis to ensure that the firefighting system is always ready for use. The processing carried out in this context is defined in the IMS-P-018 Occupational Health and Safety Procedure. Records of tests and system controls are filled in the Weekly Fire Water Pumps and System Control Form. Records of monthly checks are filled in the Monthly Fire System Control Form. Malfunctions seen during the controls are reported to the Maintenance Directorate with the Maintenance Work Request Form. In addition, fire fighting systems are periodically tested and checked by TürkAk certified authorized institutions. Records related to the fire system are kept in the Directorate of Environment and OHS.

8.12. Precautions to be taken in cases where fire protection systems are not working.

With the periodic controls and tests specified in Article 8.11, fire protection and fighting

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systems are kept ready for continuous use. It is designed to be equipped with fire water pumps. The lines are designed in the form of loops and in case of malfunctions in certain sections, they are fed through different connections. Contact information of neighboring facilities and fire brigades that can provide support in case of need has been published with IMS-L-006 List of Telephone Numbers of Legal Institutions and Organizations and Foreign Aid Resources.

8.13. Other risk control equipment.

The entire terminal is equipped with gas, smoke and flame detection systems. In addition, plantfog operations are managed by double PLC and equipment-based PLC automation systems, and abnormal operation conditions can be detected early with the intervention and alarms of the automation system and possible accidents can be prevented.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational health and safety measures;

In ensuring occupational health and safety in the workplace:

- Labor Law No. 4857 and regulations published pursuant to this law,
- Occupational Health and Safety Law No. 6331 and regulations published in accordance with the provision of law,
- ISO 45001 requirements,
- Practices and methods developed within the business culture,
 - o IMS-P-018 Occupational Health and Safety Procedure
 - o IMS-EK-004 Occupational Safety Rules Handbook rev3
 - o IMS-P-052 Internal Yproposal
- Various application instructions regarding technical rules, forms the main elements.

9.2. Information about personal protective clothing and procedures for their use;

Personnel Protective Materials

All Terminal staff on duty at the jetty will wear the following protective clothing at all times. The application related to Personal Protective Equipment that should be used in the facility is defined by "IMS-L-064 Personal Protective Equipment Features and Matrix". Employees who will work in the facility and contractor company personnel According to the TS EN ISO 11612 standard, it is obliged to wear protective clothing against heat and flame.

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9.3. Measures and procedures for permission to enter a confined space;

The rules in the IMS-T-020 Safe Entry Instruction are applied for the works to be carried out in closed spaces. Before starting to work in the places within the scope of the closed area, the IMS-F-071 Sure Entry Permit is signed after checking that the necessary precautions have been taken by the relevant parties. Before entering the closed space, flammable gas, toxic gas and oxygen levels in the areas are checked with gas measuring devices in accordance with the standards. When necessary, the closed space is purified from toxic and flammable gases and properly ventilated throughout the operation. In order to ensure the safety of the work, a spotter is assigned outside the entrance of the site to ensure that they are safe by providing frequent communication with those inside.

10. MISCELLANEOUS**10.1. Validity of the Dangerous Goods Certificate of Conformity;**

The current Dangerous Goods Certificate of Conformity is valid until 27.06.2025.

10.2. Defined duties for the Dangerous Goods Safety Advisor;

Each business appoints one or more safety advisors who are responsible for assisting in reducing risks to the protection of persons, property and the environment in the transport, packaging, loading and loading of dangerous goods by road.

The main task of the consultant is to assist in the execution of these activities in accordance with the applicable requirements and in the safest way, with appropriate means and actions, under the responsibility of the business manager, within the relevant activity limits of the enterprise in question.

In terms of activities within the business, the specific duties of a consultant are:

- Monitoring compliance with the requirements for the transport of dangerous goods;
- Providing recommendations to the enterprise on the transportation of dangerous goods;
- Preparation of an annual report to the business management or to a local public institution on the business activities within the scope of the transport of dangerous goods. Such annual reports shall be kept for five years and submitted to national authorities upon request.

The duties of the consultant also include the control of the following practices and methods related to the business;

- Procedures for compliance with the requirements governing the identification of dangerous goods transported;
- Whether, when purchasing means of transport, the enterprise takes into account the special requirements for the dangerous goods transported;

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- Control procedures of equipment used in the transport, packaging, filling, loading and unloading of dangerous goods;
- Proper training of employees of the enterprise, including changes in legislation, as well as maintaining records of this training;
- Implement appropriate emergency procedures in the event of an accident or incident affecting safety during the transport, packaging, filling, loading or unloading of dangerous goods;
- Investigating and preparing reports on serious accidents, incidents or serious violations that occur during the transportation, packaging, filling, loading or unloading of dangerous goods;
- Implementation of the necessary measures against the recurrence of accidents, incidents or serious violations;
- To what extent legal rules and special requirements for the transport of dangerous goods are taken into account in the selection and use of subcontractors or third parties;
- Verification that employees involved in the handling, packaging, filling, loading or unloading of dangerous goods have detailed knowledge of operational procedures and instructions;
- Taking measures to be better prepared for the risks involved in transporting, packing, filling, loading or unloading dangerous goods;
- Implementation of verification procedures to ensure that the documents and safety equipment required to be present during transportation are on board the transport vehicle and compliance of these documents and equipment with the regulations;
- Implementation of verification procedures to ensure compliance with the requirements governing packaging, filling, loading and unloading;

In the event that an accident that occurs during transportation, packaging, filling, loading or unloading in the enterprise in question affects or damages life, property or the environment, the consultant should collect information about the accident and submit an accident report to the management of the enterprise or a public institution. This report does not replace the report that must be written by the business management if requested within the scope of international or national regulations.

10.3. Considerations for those carrying dangerous cargoes to / from the coastal facility by road (Documents that road vehicles carrying dangerous goods must have at the entrance/exit from the port or coastal facility area, equipment and equipment that these vehicles must have; speed limits in the port area, etc.).

The documents that LNG land tankers receiving Loading from the facility must have at the entrance/exit of the facility, the equipment and equipment that the vehicles

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must have, speed limits, etc. are included in the IMS-T-026 Tanker Loading Instruction.

10.4. Issues for those carrying dangerous cargoes to / from the coastal facility by sea (Day/night signs to be shown by ships and marine vehicles carrying dangerous cargo at the port or coastal facility, cold and hot working procedures on ships, etc.).

Activities that may be a source of ignition and the use of hand tools and electronic communication devices within the Terminal and Ship Dangerous area are prohibited. Only flameproof tools and devices can be used in these areas.

10.5. Additional considerations to be added by the shore facility.

The terminal is classified as a Top Tier Facility within the scope of the Regulation of Prevention and Reduction of Major Industrial Accidents" and fulfills all the requirements of the Regulation.

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Annex-2: General view photos of the coastal facility



Annex-3: Emergency Contact Points and Contact Information;

FIRE BRIGADE		110 - 616 10 45
ALIAĞA DISTRICT GOVERNORATE		
	District Governorship	0 232 616 10 01
	Health Group Presidency	0 232 616 89 89
	Directorate of Customs	0 232 625 52 14-625 52 33
MAYOR		
	Mayor	0 232 399 00 00
	Fuzz	0 232 399 00 00
POLICEMAN		112
	Police Department	0 232 616 06 97 - 616 18 60
	Central Police Station	0 232 616 20 20
	Traffic Branch Supervisor	0 232 617 06 97

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GENDARMERIE		112
	Aliağa District Gendarmerie Command	0 232 616 19 82
	Foça Garrison Command	0 232 812 38 29
AMBULANCE		
	Emergency Assistance	112
	Acil Aliağa Devlet Hast.	0 232 616 87 87 - 616 18 13 - 616 27 00
	Municipality	0 232 399 00 00
HOSPITALS		
	State Hospital	0 232 616 87 87
	Aliaga Medical Center	0 232 600 21 21
MARINE INTERVENTION		
	Aliağa Regional Port Authority-Presidency	0 232 616 19 93 / 616 67 74 0 532 355 40 21
	Aliağa Regional Port Authority-Officer	0 232 616 19 93 / 616 19 99
	Sahil Güvenlik	0 232 616 81 37 – 498 50 59
	Marine Fire Brigade Tüpraş Tugboat	0 232 498 55 55
	Marine Fire Brigade Petkim Tugboat	0 232 616 32 40
	Uzmar Römorkör	0 232 625 51 51 – 0 532 613 59 71
	Foça Naval Command	0 232 812 15 22
COMPANIES		
	Tüpraş Technical Safety	0 232 498 55 00
	Star Refineries	966 60 00
	PETKİM Technical Safety	0 232 616 12 40 / 22 65 – 22 66
	Beautiful Energy	0 232 618 20 55 / 618 20 56
	Beautiful Energy – LPG Loading	0 232 618 20 64
	Aygaz	0 232 616 10 16 – 616 10 17
	İpragaz	0 232 616 11 55 – 616 11 56
	Milangaz	0 232 616 30 83 – 616 30 84

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Again	0 232 625 17 86 – 625 17 87
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IZMIR

IZMIR GOVERNORSHIP	
Governor	0 232 455 82 82
Disaster Management Branch Directorate	0 232 455 82 55
Provincial Directorate of Science, Industry and Technology	0 232 445 57 01
Provincial Directorate of Environment and Urbanization	0 232 341 68 00
Ministry of Labor and Social Security Izmir Provincial Directorate	0 232 441 04 55
Provincial Directorate of Health	0 232 441 81 11
METROPOLITAN MUNICIPALITY	
Mayor (Chief of Staff)	0 232 293 10 00
Fire Brigade Department	0 232 293 88 00 – 293 88 01
HOSPITALS	
Tepecik Education and Research Hospital.	444 35 60
9 Eylül Hospital	412 22 22
Ege University	444 13 43
Karşıyaka State	0 232 366 88 88 – 367 67 67
MARINE INTERVENTION	
Izmir Port Authority	0 232 463 73 20 - 463 73 21
Coast Guard Aegean Maritime Regional Command	0 232 366 66 66 / 67
Coastal Safety	0 232 483 11 06
Uzmar Shipping	0 232 445 76 00 – 625 51 52
EBSO (Aegean Region Chamber of Industry)	0 232 455 29 00

OTHER

NEIGHBORING DISTRICT FIRE DEPARTMENTS	
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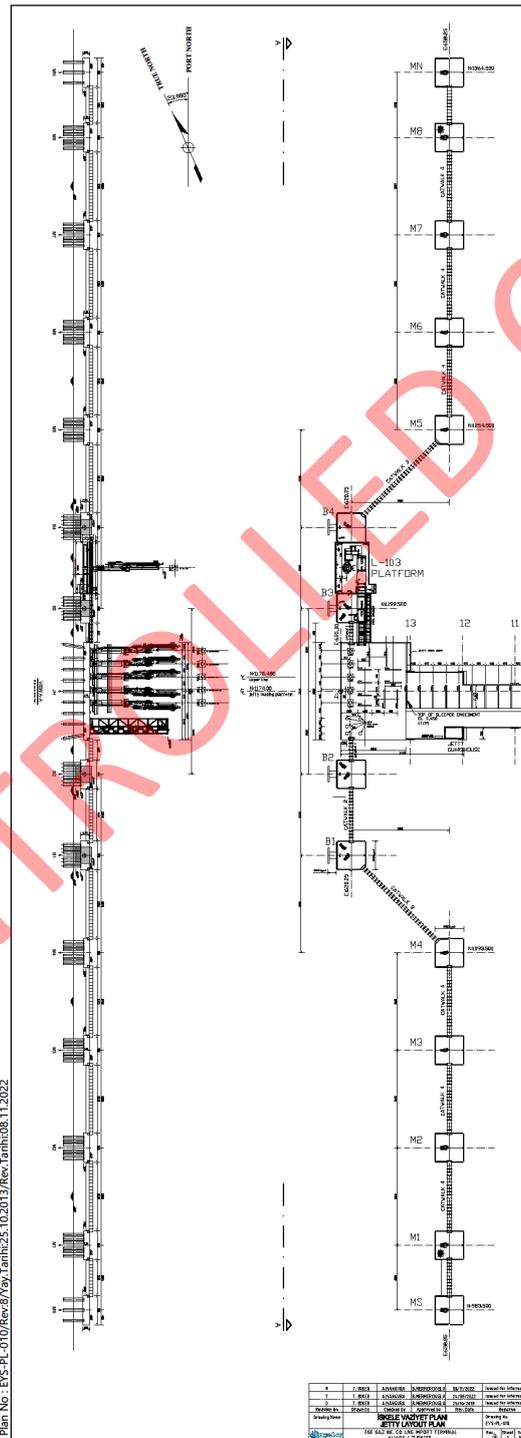
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	Menemen	832 11 39
	Bergama	632 80 05 – Dah.250
	Foca	812 42 36
	Standing	671 42 40
NEIGHBORING DISTRICT HOSPITALS		
	Menemen Devlet	832 58 59
	Pergamon State	444 35 16
	Foca State	812 14 29
	Air Training Command Hospital Izmir	285 96 50
EPDK		0312 201 40 00 / 201 40 01
BOTAS		
	Headquarters	0312 297 20 00
	Natural Gas Operations Directorate	0312 297 36 00
	M. Ereğlisi LNG Terminals	0282 611 57 00
INSURANCE		
	ZURICH Sigorta	0 212 393 16 00
	Acibadem Sigorta	0 216 571 55 55

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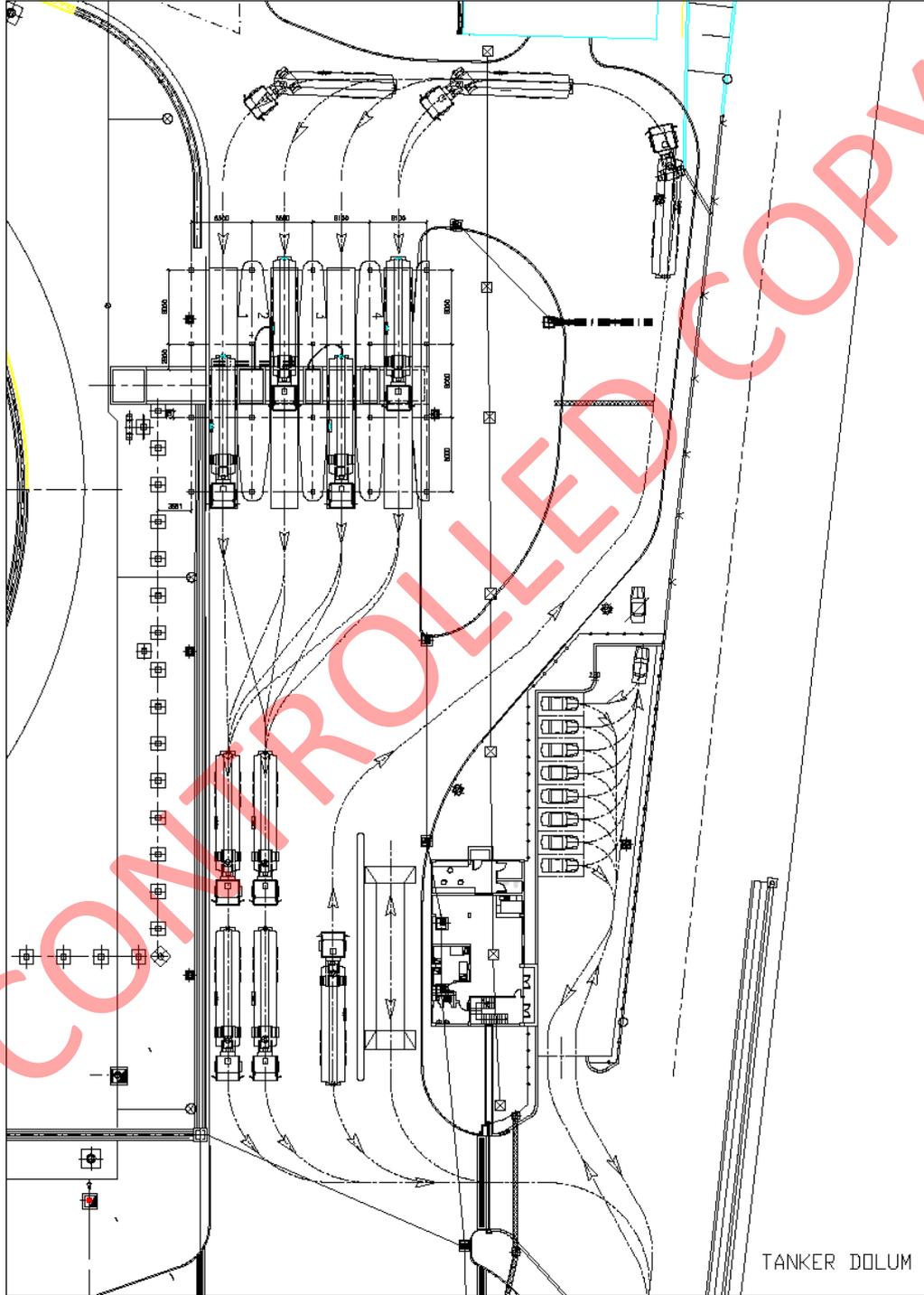
Annex-4: General site plan of the areas where dangerous goods are handled

Jetty



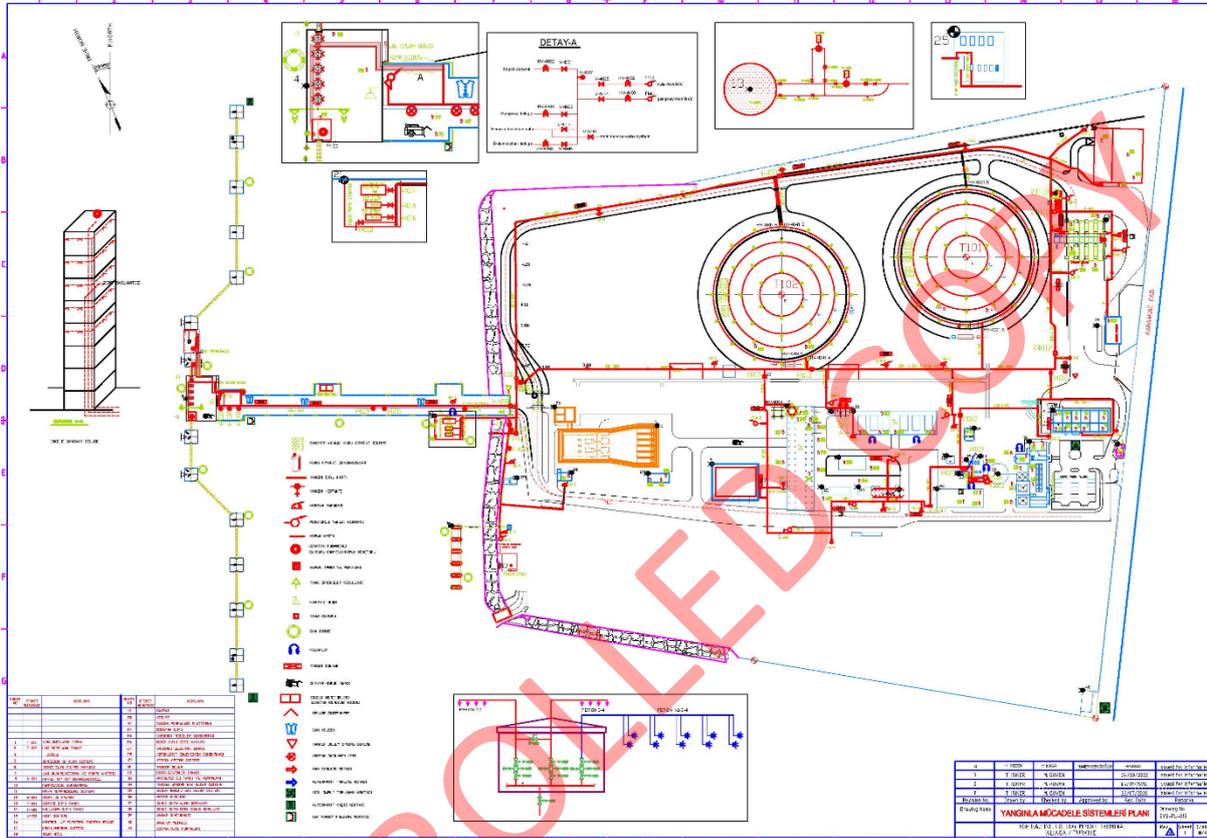
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Tanker Loading



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Annex-5/6: Fire plan of areas where dangerous goods are handled;



Annex-7: Emergency Plan applications are included in section 8.

Annex-8: Plan of emergency assembly places; When an emergency occurs, a meeting and management center, headquarters is established at the closest and safest point where this situation occurs. When the decision is made to evacuate the terminal, the first assembly area is in front of the administrative building. The forward assembly area is next to the substation located at the İlica Burnu road junction. Emergency Assembly Zones were shown in the Fire Fighting Systems Plan (IMS-PL-013).

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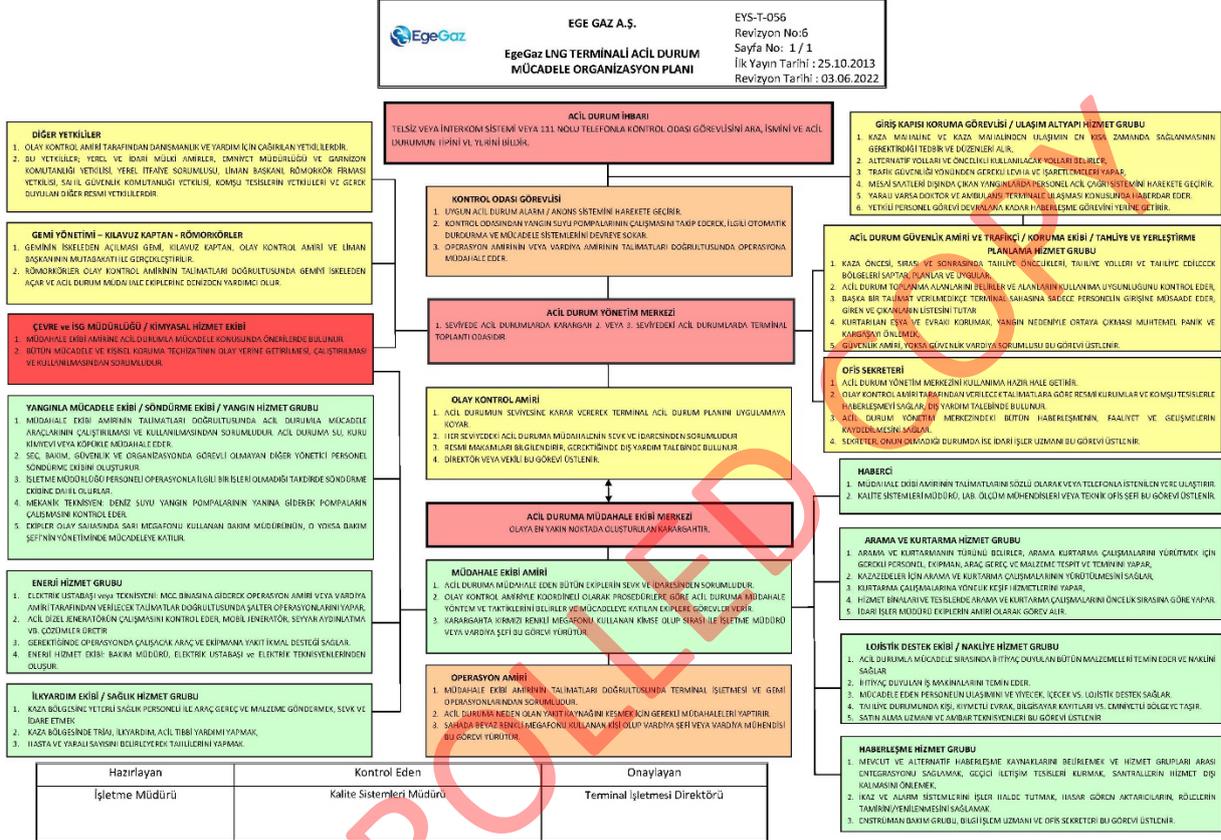


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Annex-9: EgeGaz LNG Terminal Emergency Response Organization Plan;



Annex-10: Dangerous Goods Handbook Bis included in death 5.

Annex-11: CTU and package handling are not carried out in our terminal.

Annex-12: Port Service Vessels Inventory; The list is included in the IMS-L-059 EGE GAZ A.Ş. Tugboat List document.

Annex-13: It is obligatory to obtain a guide for LNG vessels sailing within the port area. A guide will embark on board the outer harbor boundary boundary near Cape Ilıca and Rabbit Island (38 50'11"N-026 51'38"E) before the ship approaches the jetty.

Annex-14: Emergency response equipment against marine pollution in the port facility; There are 600 m intervention barrier, pads and sausage barriers. Services within the scope of Law No. 5312 are provided by UZMAR A.Ş.

Table with 3 columns: Prepared By (Operation Manager), Checked by (Quality Systems Manager), and Approved By (Terminal Operations Director).



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Annex-15: Personal protective equipment map; According to TS EN ISO 11612 standard, it is obligatory to use heat and flame protective clothing, hard hats, safety goggles, antistatic shoes within the Terminal Operation area.

Annex-16: Dangerous goods incident notification form; IMS-F-496 Coastal Facility Dangerous Goods Accident-Incident Notification Form is used.

Annex-17: Control results notification form for dangerous goods transport units (CTUs); There is no CTU handling at EgeGaz Aliğa LNG Terminal.

Annex-18: Other attachments required: Yis ok.

Annex-19: Dangerous Goods Handling Guide Additional Cargo Notification (When necessary): None.

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