AKKUYU NÜKLEER ANONİM ŞİRKETİ

Annex

APPROVED BY
Order of AKKUYU NÜKLEER ANONİM ŞİRKETİ
No.*351* dated *August 6, 2020*

GUIDELINES
for Vessel Handling at the Eastern Cargo Terminal

RMG.11.74.0001-2020

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APPROVAL SHEET

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1 PURPOSE AND SCOPE OF APPLICATION

1.1 These Guidelines on vessel handling at the Eastern Cargo Terminal (hereinafter referred to as the "Guidelines") shall establish the requirements with regard to safety assurance during cargo operations at the Eastern Cargo Terminal based on compliance with international and national requirements applicable to the activities of sea ports, operation of hydraulic structures, to sea and river vessels, including requirements for the structure and qualification of crews.

1.2 An ECT Operator shall exert best efforts aimed at ensuring the safety of cargo operations, compliance with the requirements of safety of navigation, safety of vessel service in the port, industrial, fire, environmental safety, and environmental protection.

1.3 An ECT Operator shall pursue the policy of harmonizing its requirements with those of stevedoring companies.

1.4 This Guidance is developed taking into account geographical features, climatic conditions of the port, design features of hydraulic structures of quays, experience of quay operation and shall not replace the "Mandatory Regulations in the Seaport of ECT" and other legal acts.

1.5 The Guidelines is released for the first time.

1.6 The Guidelines shall be known by the:

- COMMT;
- DCOMMT.

1.7 Personnel of the subdivisions of the ECT Operator, other persons involved in the operation of the ECT, and the vessel arriving for the first time at the berths of the ECT, who shall be familiarized with these Guidelines and for which compliance with the Guidelines shall be mandatory:

- Deputy Chief Technology Officer for Common Plant Facilities;
- vessel's captain and crew;
- participants of the process on servicing sea vessels at ECT quays and performing cargo operations.

2 REFERENCES

The references to the following documents shall be used in these Guidelines:

- International Convention for the Safety of Life at Sea, 1974 (COJIAC/SOLAS);
- International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 (MARPOL 73/78);
- International Convention on Civil Liability for Oil Pollution Damage (CLC). Concluded in Brussels, November 29, 1969, amended on November 27, 1992.
- International Labour Organization Convention No. 152 On Occupational Safety and Health at work in ports (ILO-152). Concluded in Geneva June 25, 1979.
- International Ship and Port Facility Security Code (SPFS Code) Accepted on December 12, 2002, amended on May 20, 2005;
- International Maritime Solid Bulk Cargoes Code (IMSBC). Accepted on December 4, 2008.
- Regulatory act No.26326 On Implementation of the Law On Emergency Response and Compensation for Damage Caused by Pollution of Seas and Coastal Area with Oil and Other Harmful Substances dated October 21, 2006 (No.26150 dated April 26, 2006);
- Law No.5312 On Emergency Measures and Principles of Compensation for Damage to Marine Ecosystem as a Result of Pollution by Oil and Other Harmful Substances, No.5312 dated March 3, 2005;
- Environmental Protection Act No. 2872 dated August 11, 1983;
- Regulation on Safe Transport of Radioactive Materials; Official Gazette No.25869 dated July 8, 2005;
- Customs Code, Official Gazette No.23866 dated November 4, 1999;
- Health and Safety Guidelines in the Republic of Turkey, Official Gazette No.28339 dated

June 30, 2012;

- United Nations Recommendations on the Transport of Dangerous Goods;
- Pilotage and Towing Support Rules No.30642.4 dated December 31, 2018;
- The Operating Procedure of the Eastern Cargo Terminal, Akkuyu NPP, REG.11.74.0002-2020;
- Regulations on the organization of work with management documentation of major processes of AKKUYU NÜKLEER AŞ, REG.11.62.0001-2018;
- Physical protection system of the Eastern Cargo Terminal. Instruction on

access control. Order on implementation No.428-K dated October 31, 2019;

- Document management. Requirements for executing management documents (revision 0), , GD.AKU.4.2-11.62-0130-2018.

3 TERMS AND DEFINITIONS

The following terms with corresponding definitions shall be used in these Guidelines:

3.1. **Agent:** a person authorized by the vessel owner/manager, appointed by the vessel owner/manager for direct servicing of the vessels owned by it/him/her in a certain port or ports, to assist the vessel's captain in relations with cargo owners, port and state authorities, and to reduce the vessel's lay days in the port.

3.2 **Act of unlawful interference (AUI)** an illegal action (inaction), including a terrorist act that threatens the safe operation of the transport complex (vehicle), which caused harm to life and health of people, material damage or created a threat of such consequences.

3.3 **General cargo**: unit type of multi-feature, usually expensive products, which require individual packaging, packaging materials, or reinforced cargo spaces for transportation. Unlike other types of cargo, its transportation requires careful preparation - reliable fastening of cargo places.

3.4 **Cargo district**: area of the ECT quays No.1, No.2 and adjacent territory,
which are used for cargo works and temporary storage of cargoes.

3.5 **Security zone**: this is the entire water area (water part) and the coastal area of the ECT with the adjacent territory, for which a special regime is established for the passage of individuals, transport vehicles, carry through (transport) a cargo, hand luggage, personal belongings, as well as critical elements of the transport infrastructure facility and other restrictive measures applied at the transport infrastructure facility;

3.6 **Classification Society**: an organization engaged in the registration of vessels and assessment of their quality with the help of the institute of surveyors based on the rules for the construction of different types of vessels developed by companies.

3.7 **Client**: any natural or legal person who:

- is the owner of cargoes delivered to the ECT, or forwarder officially nominated by the cargo owner;
- is the owner, captain or crew member of a vessel entering the ECT, or its passenger;
- is the maritime agent or official agent of the maritime container carrier(line), or uses, or intends to use, equipment, mechanisms, or any services provided by the ECT.

3.8 **LAYCAN**: the period of time, during which the vessel must arrive at the port for handling;

3.9 **ECT seaport by-laws**: documents of the ECT / AKKUYU NÜKLEER ANONİM ŞİRKETİ regulating the work of the terminal.

3.10 **dangerous cargo**: the cargo that is defined in the following documents:

- International Maritime Dangerous Goods Code (IMDGC, as amended by 28-96);
- International Convention for the Safety of Life at Sea, 1974 (COJIAC/SOLAS-74);
- MARPOL 73/78 (International Convention for the Prevention of Pollution from Ships);
- United Nations Recommendations on the Transport of Dangerous Goods.

3.11 **Port operator**: AKKUYU NÜKLEER ANONİM ŞİRKETİ, the holder of the permit for the temporary operation of the shore facility.

3.12 **Quay:** a hydraulic structure, which is under the operation of the ECT Operator, which manages the infrastructure facilities of the seaport that are technologically related and carries out cargo transshipment, maintenance of vessels and other vehicles.

3.13 **ECT Area**: natural and man-made areas of land established within the boundaries specified in Section 6 of these Guidelines, which include: platforms for unloading and storage of goods, roads, parking lots, warehouses, office and administrative buildings and structures, engineering networks and communications.

4 ABBREVIATIONS

ECT - Eastern Cargo Terminal;

DCOMMT - Deputy Chief Operating Manager of Marine Terminals

ISPS Code - International Ship and Port Facility Security Code

COMMT - Chief Operating Manager of Marine Terminals

PPD - Physical Protection Department

VTS - Vessel Traffic Service

V - Vehicle

VHF - very high-frequency waves

5 GENERAL PROVISIONS

5.1 These Guidelines for Handling Vessels at ECT Quays have been developed in accordance with the requirements of international conventions and treaties, legislation of the Republic of Turkey (codes, laws, other regulations and rules) related to the operation of maritime transport, hydraulic structures, as well as the activities of the seaport, including, but not limited to: organization of cargo operations, maintenance of vessels in the port and ensuring industrial, fire, environmental, anti-terrorist security, safety of navigation, safety of hazardous production facilities.

5.2 These Guidelines are intended to familiarize the vessel captains arriving for service at the quays of the ECT or located in the safety zone of the quays of the ECT, as well as all participants in the process of servicing vessels at the quays of the ECT and cargo operations in order to ensure the safety of mooring and cargo operations.

5.3 The Guidelines shall specify the procedure and conditions for safe operation of the ECT quays when vessels approach these quays and are handled on them.

5.4 The official language used on the ECT quay shall be: Turkish/English.

5.5 On the ECT Area, there is a customs controlled area and a section of the state border crossing point - sea port. The procedure of state control at the sea point of the ECT shall be carried out on the basis of the Customs legislation of the Republic of Turkey and other applicable provisions of the current legislation of the Republic of Turkey.

5.6 The activities of freight forwarding, agency, surveyor companies and other organizations related to the servicing of vessels at the ECT quays shall be carried out on the basis of contracts, an integral part of which shall be these Guidelines, "System of Physical Protection of the Eastern Cargo Terminal", the Instruction on access control, and other regulatory documents of the ECT, which regulate the procedure of activities in the quay safety zone. A reference in contracts to port rules and regulations shall include a reference to the above documents.

5.7 It shall be illegal to pollute the waters of the Republic of Turkey in any form. In case of illegal discharge of pollutants of any kind, the captain and the owners of the vessels may be brought to administrative or criminal responsibility by the authorities.

5.8 These Guidance shall be sent via the agent to the vessel arriving for the first time at the ECT quays to inform the vessel captain in order to implement the provisions of these Guidelines and the relevant contracts. The fact of the vessel captain familiarizing with these Guidelines shall be evidenced by the vessel captain signing the Confirmation of Receipt of the Vessel Handling Guidelines at the ECT Quays (by Annex A). The vessel captain shall send a copy of a Confirmation of receipt of the Guidelines to the COMMT independently or through an agent with a set of

information documents sent to the stevedore prior to the ship entry. The vessel captain shall hand over the original of this confirmation to the COMMT directly or through an agent.

5.9 The vessel captain under any circumstances shall be personally responsible for the safety of his/her vessel and crew, safety of navigation, cargo operations, for compliance with all relevant laws, rules, and requirements, on the grounds provided for by the laws.

6 INFORMATION ON TERMINAL

6.1 General Information

General information on the ECT terminal is given in Table 6.1.

Table 6.1

1	Facility operator	AKKUYU NÜKLEER ANONİM ŞİRKETİ
2	Name of facility	Eastern Cargo Terminal Cargo terminal “Vostochny”
3	Facility location	Construction site of Akkuyu NPP
	Address	: 53A Akkuyu st., Buyukeceli village, Gulnar, Mersin.
4	Facility geographical coordinates	36°08'13.6"N (36.137121), 33°32'35.1"E (33.543092)
5	Facility geographical location	: Mediterranean region
6	Border check-point (Yes/No)	: Yes
7	Customs control zone (Yes/No)	: Yes
8	Types of handling operation	: Cargo lifting equipment of a vessel; Mobile cranes
9	Full name of the Person in charge	 Cpt. Okan BOZKURT (COMMT)
10	Tel. / Fax	0-324-7533005 0-312-4426000 (5151)/ 0-312-4426016
11	E-mail	reception@akkuyu.com o.bozkurt@akkuyu.com
12	Vessels' type allowed	Dry cargo Ro-Ro Ship
13	Open storage area	34,000.00 (m^2)
14	Warehouse area	No
15	Waste storage capability	No

Information on Taşucu Port Authority is given in Table 6.2.

Table 6.2

Location	Taşucu
Port name	Port of Taşucu
Address	Seka Limani Tasucu, Silifke Turkey
Port master, tel.	90 324 741 40 04
Telephone	90 324 741 25 91
Fax	90 324 741 4997
E-mail	sekaak@tt.net.net.tr

6.2 Business days

The ECT quays shall handle the goods during working hours from 8.00 a.m. to 5.00 p.m. unless otherwise stipulated by the prior agreements. On weekends and holidays, the terminal shall not operate unless otherwise provided by prior agreements. Quays services shall be subject to weather conditions.

6.3 Climate and weather conditions and hydrological factors at the port

The port of Akkuyu is located in the North-Eastern part of the Mediterranean sea on the South coast of Turkey in the area of operation and management of the port of Taşucu, approximately

10 miles to west from the port of Yeşilovacik. The navigation in the water area and the adjacent water is all-the-year-round.

The weather conditions in the port area are generally favorable for entry and handling of vessels except for the periods with winds and waves of the western and south-western direction with the intensity of 13 meters per second and the wave height of more than 1.3 m. Entry of vessels into the port of Akkuyu shall be prohibited at these wind and/ wave parameters (Table 7.2).

Annual wind rose is given in Figure 6.1.

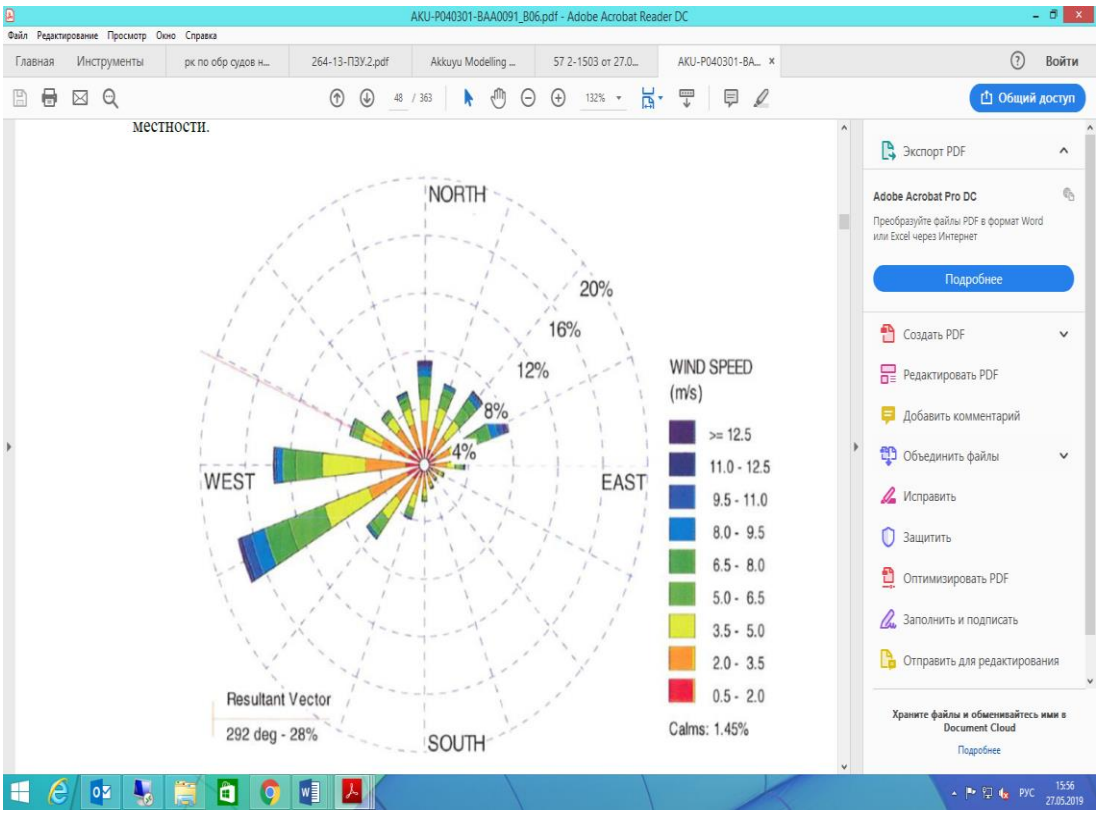


Figure 6.1. Annual wind rose

Frequency histogram of frequency of winds considering all the directions is given in Figure 6.2.

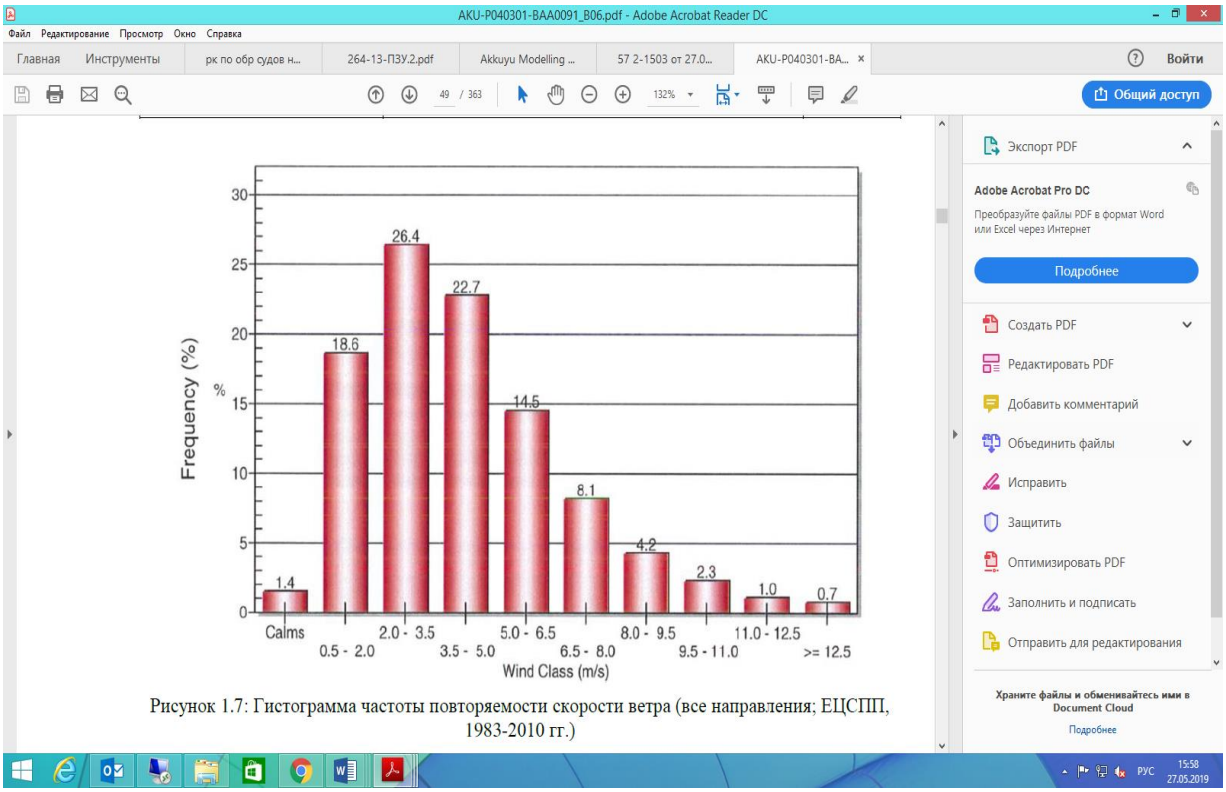


Рисунок 1.7: Гистограмма частоты повторяемости скорости ветра (все направления; ЕЦСПП, 1983-2010 гг.)

Figure 6.2: Frequency histogram of the frequency of winds considering all the directions

The north-directed current (the offshore current) caused by the power plant water intake should be taken into account upon entry to the inner harbor and on the way to quays 1 and 2 of the Eastern Cargo Terminal. The water intake area of coverage is shown with blue arrows in Figure 7.1 (this paragraph shall be applicable only after commissioning of the NPP).

6.4 Hydrographic characteristics

The characteristics of water level values are given in Table 6.3:

Table 6.3 - Water level values

Maximum	0.58 m
Minimum	-0.27 m
Mean Sea Level	+0.17 m
Average Daily Amplitude	0.28 m
Maximal Daily Amplitude	0.5 m
Minimal Daily Amplitude	0.09 m

Data on tides are given in Table 6.4:

Table 6.4 - Data on tides

Tide-gauge station	Sea tide LAT (m/CD)	Mean lower low waters, MLLW (m/CD)	Mean sea level, MSL (m/CD)	Mean higher high water, MHHW (m/CD)	Sea tide, HAT, (m/CD)
Antalya	-0.31	-0.13	-0.04	0.06	0.18
Boyazy	-0.10	0.07	0.19	0.32	0.52
Taşucu	-0.07	0.10	0.23	0.37	0.58
Erdemli	-0.12	0.07	0.20	0.34	0.56

The static data results of longstanding wave measurements are given in Table 6.5:

Table 6.5 - Wave measurement data

Probability of exceedance (hours per year)		ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W
1	Hso (m)	3.44	2.63	1.70	1.86	1.20	2.15	3.77	5.14	7.74	4.97
	Ts (sec)	7.52	6.57	5.28	5.53	4.44	5.95	7.88	9.20	11.28	9.04
5	Hso (m)	2.80	1.92	1.13	1.12	0.79	1.46	2.74	3.96	6.28	4.10
	Ts (sec)	6.78	5.61	4.32	4.28	3.59	4.90	6.71	8.06	10.16	8.21
10	Hso (m)	2.52	1.61	0.89	0.80	0.61	1.16	2.30	3.44	5.66	3.72
	Ts (sec)	6.44	5.14	3.83	3.62	3.16	4.36	6.15	7.52	9.64	7.82
20	Hso (m)	2.25	1.30	0.65	0.48	0.43	0.86	1.85	2.93	5.03	3.35
	Ts (sec)	6.08	4.62	3.26	2.80	2.67	3.76	5.52	6.94	9.09	7.42
50	Hso (m)	1.88	0.89	0.33	0.05	0.20	0.46	1.27	2.26	4.20	2.85
	Ts (sec)	5.57	3.83	2.32	0.93	1.81	2.76	4.56	6.09	8.31	6.85
100	Hso (m)	1.61	0.59	0.08		0.02	0.16	0.82	1.74	3.58	2.48
	Ts (sec)	5.14	3.11	1.18		0.59	1.64	3.68	5.35	7.67	6.38

6.5 Technical capacity

6.5.1 The ECT quays shall accept vessels with maximum length (LOA) of 140 m and a maximum loaded draft of up to 8.8 meters. Vessels with bow thrusters are recommended for entering and mooring to quays. Mooring to the quays 1 and 2 of the ECT shall be carried out with the starboard side.

6.5.2 Information on actual waterway depths at the ECT quays, maximum permissible drafts as well as their changes shall be communicated by the ECT management to mariners annually.

6.5.3 The permissible loads on the quay during unloading and placement of goods on the quay, moorage shall be:

– constant evenly distributed loads: the structures are designed for a constant evenly distributed load of 200 kPa/m2;

– travelling loads of the hoisting crane: mobile harbor cranes shall be used as the hoisting equipment for performing the cargo operations. The design hoisting capacity of a mobile crane may be 1,000 kN. The load distribution plan for the terminal shall be submitted to the ECT administration for approval in order to use cranes with higher hoisting capacity;

– the loads on the mooring sites.

6.6 Location of quays

6.6.1 The layout of the quays is presented in the Annex B hereof.

6.6.2 The ECT quays are located within the boundaries of the water area 36008.217’ N, 033032.477’ E. The ECT is a sea port located in the North-Eastern part of the Mediterranean Sea, on the Northern side of Sulusalma Cape.

6.6.3 The ECT water area is ice-free. The ECT may operate round the clock.

6.7 Safety zone of the quays

6.7.1 Safety zone shall be the area of quay No.1, No.2 of the inner harbor, where the ECT operates and ensures operational safety of the specified facilities, as well as the implementation of the requirements of their environmental safety (Annex C).

6.7.2 The safety zone of the ECT in the water area of the Inner Harbor shall be defined by the quayage,

where the ECT shall carry out its operations and, and the adjecent water area. The location of the hydraulic berthing facilities forms a narrow basin of the water area, used for safe maneuvering during mooring operations of vessels.

6.7.3 In order to ensure the safety of quays, vessels entering the safety zone for

carrying out the mooring operations at the quays of the ECT shall be performed upon their approving with the COMMT (DCOMMT).

6.8 Facilities at the terminal

6.8.1 Mooring facilities are given in Table 6.6:

Table 6.6 - Characteristics of mooring facilities

Quay number	Quay length, m	Min depth, m	Max depth, m	Deadweight DWT, t.
Quay No.1 (Annex 1, Facility 21)	Total - 260/ Effective -	9.3	10.0	13,017

	260			
Quay No.2 (Annex 1, Facility 25)	Total - 205/ Effective - 165	9.3	10.0	13,017

6.8.2 Designation of quays: handling of general, heavy-tonnage and outsize cargo, as well as cargo in containers.

6.8.3. Canal draft at the quay shall be established by the Order of COMMT (DCOMMT) and may be subject to change.

6.8.4. Round-the-clock control over all technological operations at the terminal shall be carried out by the COMMT (DCOMMT) and the administration of the Port of MEDCEM (depending on the area of responsibility) in accordance with the approved operation process charts and interaction regulations.

6.9 Cargo information

6.9.1. Vessels entering for unloading and loading to the ECT prior to the commencement of cargo operations shall provide all necessary cargo information and the COMMT (DCOMMT) shall provide the quay information.

6.9.2 The main types of goods handled on the ECT shall be: package cargo (general cargo), equipment and machines, containers. Transshipment of dangerous goods classified by the International Maritime organization may be carried out with the appropriate certificate.

6.10 Personnel responsible for unloading/loading

6.10.1 The personnel responsible for organizing and controlling unloading/loading operations at the ECT shall be:

– the COMMT (DCOMMT) who has all the authorities with respect to maritime operations and unloading vessels, shall carry out coordination for interaction between all the participants of the vessel handling process;

– a cargo assistant on the vessel, who is a responsible representative of the vessel, appointed by the captain, shall personally ensure carrying out cargo operations on the vessel. shall maintain regular communication with the COMMT (DCOMMT). shall provide carrying out cargo operations in accordance with the vessel's regulations for unloading/loading, unloading/loading plan of the vessel, these Guidelines.

6.11 Anchorage

6.11.1 The vessel, while waiting for handling at the ECT, may be located at anchorages specified in accordance with the instructions of the pilot station of the MEDCEM/Yeşilovacik port in the area not closer than 1 mile from the entrance to the inner harbor of the ECT.

6.11.2 The anchorage shall be requested and indicated by the port of the Yeşilovacik Port. Communication shall be carried out on the 16th VHF channel.

7 CONDITIONS FOR VESSEL ENTRY AND HANDLING

7.1 General provisions

7.1.1 All services provided by the ECT Operator or on its behalf at the terminal itself or in the safety zone of the ECT quays, regardless of whether or not a request for payment is made, shall be provided in accordance with the current legislation of the Republic of Turkey, as well as in accordance with these Guidelines.

7.1.2 In the seaport of the ECT (unless otherwise stated, the "port" means the ECT port), there shall be the permissive order of movement and mooring of vessels in force in accordance with the schedule of movement and mooring of vessels in the seaport (hereinafter referred to as the "Daily schedule").

The Daily schedule shall be approved by the COMMT (DCOMMT), as necessary, on the basis of information about the vessel's entry, transmitted in accordance with the terms of delivery of goods to the ECT and the terms and condition of contracts for the supply of goods.

The vessel captain or his/her representative before submission of the application for entering of the vessel into the Daily schedule shall have confirmation of the COMMT (DCOMMT) about readiness of mooring constructions to accept the vessel in certain dates.

7.3.1 The movement of vessels in the waters of the Akkuyu Bay and operations for anchoring of vessels and their sailing shall be regulated in accordance with the Daily schedule of the VTS of the MEDCEM (Yeşilovacik) Port. Before the movement, the vessel must request permission of the VTS for the beginning of the movement. The VTS shall inform the COMMT (DCOMMT) about transfer of the permission for the beginning of movement to the vessel.

7.1.4 At the seaport of the ECT, the pilotage shall be carried out in accordance with the Pilotage and Towing Support Rules No.30642.4 dated December 31, 2018.

7.1.5. Acceptance of vessels to quays of the ECT for handling, mooring, and other operations shall be made on the basis of contracts (agreements) only after the COMMT (DCOMMT) preliminary approve and confirm the readiness of quays for mooring of vessels.

7.1.6 Changing the vessel moorage place at a quay shall be carried out after notifying the captain of the vessel by the COMMT (DCOMMT) not less than two hours before change of the vessel moorage place.

7.1.7 Mooring the vessels for handling provided taking into account the "Laycan" dates confirmed by the COMMT (DCOMMT), order of entry of vessels, and the releasing the berths, where the handling shall be provided. Arrival of a vessel earlier than confirmed "Laycan" date shall not entitle the vessel to a priority mooring in case they are occupied.

7.1.8 If the vessel arrives later than its confirmed "Laycan" dates, the right and priority to mooring will be lost. The term of mooring of such vessel shall be agreed between the captain/agent of the vessel and the COMMT (DCOMMT).

In the case the quay is occupied at the time of the confirmed arrival of the vessel at the "Laycan" date, the vessel shall not lose the right to primary mooring to the vacant quay even if the quay is released later than the confirmed "Laycan" date.

All the subsequent arriving vessels shall be put to the quay in accordance with the "Laycan" dates in order of priority.

7.1.9 Mooring of liner container vessels with a capacity of not more than 1,000 TEU shall be carried out in coordination with the COMMT (DCOMMT) in accordance with the mooring windows.

7.1.10 If the Client is unable to secure the arrival of its vessel at the agreed "mooring window" or if the vessel arrives within the designated "mooring window", but taking into account the standard of container handling at the ECT, the end of its handling is beyond the "mooring window", the vessel shall be considered to be late and shall not be put for handling upon arrival at the port. In this case, the vessel may be handled within the next available period. Any changes in the EOSP schedule for handling at the ECT shall be agreed by the vessel's captain or the agent with the COMMT (DCOMMT) to specify a new date and time of entry and putting the vessel for handling.

7.1.11 The Client shall be obliged to ensure the approach for handling of container vessels with dimensions in accordance with requirements of these Guidelines.

7.1.12 If the vessel is included in the Daily schedule, but at the specified time the vessel's captain refuses to go to mooring for any reason, except for adverse weather conditions (if available an official ban on mooring operations from the COMMT (DCOMMT), the ECT Operator shall have the right to exclude this vessel from the daily fleet handling schedule, this vessel shall lose its position of reception, will be considered late and its further handling will be considered additionally after handling of vessels on the schedule.

7.1.12 The ECT Port Authority shall not be liable for the time lost by the vessel or for losses due to its unavailability to unmoor on time for another voyage caused by any delay or interruptions in the handling of vessels for reasons beyond the control of the ECT.

7.1.14 If the vessel discharges or spills oil in or near the safety zone of the ECT, the ECT Operator shall have the right to take any action that may be necessary to contain and clean up the contaminated area. Such an area shall include not only the sea water area, but also the shore, the vessels, and any other facilities or property affected by the above discharge or spill.

7.1.15 The ECT Operator shall have the right at its own discretion to settle any claims and actions of third parties arising from such discharge or spill. All costs and expenses incurred by the ECT in connection with the cleaning up and settlement of claims shall be borne by the vessel and its owners at the time of the above discharge or spill. The ECT Operator shall be entitled to compensation by the above-mentioned owners for any costs and expenses incurred in connection with the settlement of such third party claims and actions.

7.1.15 The conditions stipulated in cl. 7.1.12 - 7.1.14 shall apply in accordance with the laws of the Republic of Turkey and the vessel and its owners shall be subject to the jurisdiction of the judicial system of the Republic of Turkey and the applicable norms of the International Maritime Law.

7.2 Information on arrival of a vessel

7.2.1 The Client shall send to the ECT a request for the technical possibility to accept the proposed vessel for handling with indication of the full characteristics of the vessel, the approaching date, the name of the vessel owner and its operator, the name of the freighter and any information provided for by the corresponding agreement within the time specified by the agreement.

7.2.2 The ECT shall be obliged to confirm acceptance of the vessel for handling or provide a justified refusal within the time limits specified in the agreement. The ECT may also offer the Client to take the vessel for handling with other dates of approach.

7.2.3 For the vessels, moving for handling to the ECT, the vessel's captain or its agent shall be obliged to provide information initially 20 days (or as soon as the vessel has left the previous port of call) and specified information 72, 24, and 4 hours before the expected time of arrival of the vessel to the port specifying the following:

- name of the vessel;
- vessel owner/vessel freighter;
- vessel IMO;
- clarified time of arrival;
- vessel berthing draught and preliminary sailing draught, its length (LOA);
- number and location of cargo hatches, availability of lifting equipment (their number, location, lifting capacity, boom overboard), cargo plan;
- location of cargo and its characteristics, complete information on availability of documents of title, and no sanitary and other restrictions preventing the vessel readiness for handling and other information about the vessel and cargo including dangerous cargo ensuring normal vessel handling;

– the vessel captain or agent shall be obliged to provide the ECT Operator with the confirmation of the receipt of the Guidelines (Annex A) prior to beginning of the loading/unloading works.

7.2.4 The captain or his/her agent shall be obliged to provide the following additional information regarding the vessels arriving at the terminal with cargo not intended for unloading at the ECT:

– type and characteristics of the loaded cargo, and if it belongs to the category of dangerous goods, its class and properties;

– quantity of cargo loaded in previous ports of loading;

– layout and fastening of the loaded cargo in the holds;

– availability of empty holds.

7.2.5 The ETC, in each case, shall confirm the acceptance of such a vessel for handling or refuse to accept it within 24 hours of the receipt of the request for acceptance of the vessel.

7.2.6 In case of any failure to provide the information specified in the Sub-Clauses 7.2.2, 7.2.3, and 7.2.4 to the full extent, the ECT shall reserve the right to reject the vessel for handling.

7.2.7 The captain shall immediately inform the ECT about any delays on the way that may cause the vessel to come late in comparison with the specified time of expected arrival.

7.3 Filing a Notice of Readiness

7.3.1 The Notice of Readiness shall be submitted to the ECT upon arrival of the vessel in accordance with the Charter agreement.

7.3.2 The Notice of Readiness shall be accepted by the representative of the ECT or the representative of the Shipper/Consignee.

7.4 Communications

7.4.1 The captain of the vessel, moving to the quay, shall inform on the expected time of arrival (ETA) to the ECT.

7.4.2 The vessels at anchorage of the sea port in anticipation of mooring at the ECT quays and at the quays of ECT shall be on constant radio watch on the 16th VHF communication channel.

7.4.3 At anchorage in the port, the following emergency telephones shall be used for communications with the emergency

services:

– Safety Administration - 155

– Garrison command - 156

– Fire Department of Akkuyu NPP - +90 53 88 45 08 93.

7.5 Approach to the point of reception of the pilot

7.5.1 Pilotage in the Bay of Akkuyu shall be provided by the pilotage service of the Medcem (Yeşilovacik) Port. The pilot shall be called on VHF ch. 16-11 with the phrase “MEDCEM PILOT”. After communication with the pilot station, the place of anchoring for reception of the pilot shall be indicated for the vessel.

7.5.2 It is recommended to use official maps and pilot charts issued by the GUNiO (Chief Directorate for Navigation & Oceanography) of the MOD of the Russian Federation or equivalent Hydrographic Agencies of other countries for the approach to the ECT quays:

– Map No.242 UKHO (the Mediterranean Sea, South Coast of Turkey, Approaches to Yeşilovacik and Taşucu).

– the pilot chart of the Mediterranean Sea No. ASD NP 49.

7.5.3 The point of reception of the pilot shall be given with the instructions of the pilot station of the MEDCEM (Yeşilovacik) Port in the area not closer than 1 mile from the entrance to the inner harbor of ECT. The pilot shall be called on the VHF ch 11-16 with phrase "MEDCEM PILOT".

7.6 Arrival to the point of reception of the pilot

7.6.1 The vessel shall obtain permission from the port of the MEDCEM (Yeşilovacik) Port to proceed to the pilot reception point.

7.6.2 The pilot shall meet the vessel at the pilot reception point 36 08.N 33 30.E.

7.6.3 The means of access to the vessel shall be prepared in accordance with the requirements of SOLAS-74/78. At night, the access point shall be well lit to ensure safe approach and boarding.

7.7. Landfall to Eastern Cargo Terminal quays

7.7.1 The pilot shall inform the vessel captain about the features of work at the ECT quays, such as:

– characteristics of navigation equipment, sea depth, availability of navigation and other hazards;

– mooring procedure, emergency towing procedure;

– on actions in the event of fire (Annex F) or oil products spill

7.7.2 The vessel's captain shall be obliged to ensure the availability of competent personnel at the vessel's posts in accordance with the vessel's crew schedule for mooring operations.

7.7.3 The COMMT (DCOMMT) shall agree the plan of mooring operations with the vessel's captain before their commencement.

7.8 Towage, emergency response vessels

7.8.1 Towing support and emergency response vessels, regardless of the year of construction, shall meet the requirements of Classification societies approved in the Republic of Turkey and the safety requirements of Maritime transport facilities, with the Pilotage and Towing Support Rules No.30642.4 dated December 31, 2018, operating on the territory of the Republic of Turkey.

7.8.2 When mooring operations are performed, the ropes used on towing support vessels shall comply with the requirements established by the Classification Society:

– the breaking load of the cable shall correspond to the design load of the deck equipment used on all vessels participating in the mooring operation;

– the cable shall be long enough to perform the mooring operation and have no slices and joints;

– the conformity of the cable used on the vessel mooring shall be confirmed by a certificate of the Classification Society.

7.8.3 The ECT Administration shall have the right to request the documents from the owners of auxiliary vessels engaged in activities for the maintenance of vessels that came to carry out cargo operations on the ECT quays, in order to verify the compliance of these vessels with the requirements of the approved Classification Societies and safety requirements of the Maritime transport facilities. In case of violations of the above-mentioned requirements, the COMMT (DCOMMT) shall inform the harbour master of higher instance (the Taşucu Port) in order to take appropriate measures by the harbour master to limit the activities of these vessels in the safety zone of the ECT quays.

7.8.4 Provision of towing support for mooring operations of incoming vessels by the ECT shall be carried out in accordance with the concluded agreement, subject to the requirements of these Guidelines with the right of the ECT to attract the third parties directly engaged in towing support of mooring operations.

7.8.5 Mooring operation support tug-boats are designed to assist vessels during emergencies that may occur on board of the vessel as a result of loss of speed, steering failure, fire and oil/oil product spill or other emergencies.

7.8.6 In order to ensure the safe operation of the ECT quays, the number and total capacity of tug-boats for mooring operations on the ECT quays shall be determined taking into account the data given in Table 7.1:

Table 7.1 - Quantity and total capacity of tug-boats for mooring operations

	Gross registered tonnage	Type of vessel	Required number of tugboat (Minimum)	Total Bollard power (Minimum)	Explanation
1	500 - 2,000	All Vessels	1	16	At least 16 tons each
2	2,000 – 5,000	All Vessels	2	16	At least 16 tons each
3	5,001 – 15,000	All Vessels	2	32	At least 16 tons each
4	15,001 – 30,000	All Vessels	2	60	At least 30 tons each
5	30,000 – 45,000	All Vessels	2	75	At least 30 tons each

7.8.7 When the vessel enters the safety zone of the ECT, the tug-boats for the mooring operation shall be in the designated positions according to the mooring plan proposed by the pilot and agreed by the COMMT (DCOMMT) and the vessel's captain and shall accompany the vessel to the quay with fixed ends (Annex D).

7.8.8 When carrying out the mooring operation of the vessel on the quays of the Inner Harbor, the vessel captain shall be guided by the information given in Table 7.1 when deciding on the number and total capacity of tug-boats.

7.8.9 At the end of the mooring operations, the towing support vessels shall join the emergency response vessels, ensuring the constant availability of fire-ships, tug-boats, oil garbage disposal vessels and boom making vessels, which shall be ready in emergencies to take the vessels away from the quays, to provide assistance for the vessel in fire fighting, oil/oil product spill response.

7.8.10 On the territory of the water area and the terminal, security shall be provided by the units of the Company and specialized organizations of the Republic of Turkey to be involved in emergency situations.

7.8.11 These units shall be designed to solve the following issues:

- the PPD for protection of the ECT and anti-terrorism security of the facility;
- the Special Security Squad for fire fighting at the ECT;

– the Designated Organization of the Republic of Turkey aimed for fire fighting at the ECT (if necessary) and in the ECT water area;

– the Designated Organization of the Republic of Turkey aimed for provision with towage means;

– The Designated Organization of the Republic of Turkey aimed for oil product spill containment and response;

7.9 Weather criteria for carrying out works

7.9.1 Weather information about ceiling values of hydrometeorological characteristics, limiting the ability of the approach to the quays of the ECT are given in Table 7.2.

Table 7.2 - Ceiling values of hydrometeorological characteristics

Cargo type	Operation stopping	Unberthing	Swell
For out of gauge cargoes (include 40' cont.)	10 meter/second	15 meter/second	1.3 meter
For general cargoes	13 meter/second	15 meter/second	1.3 meter

7.9.2 If the wind increases in the Western and South-Western directions more than 10 m/s and a wave height of 1.3 m, cargo operations shall be suspended.

7.9.3 In case of wind increase up to 15 m/s and more, and/or wave increase up to the height of 1.3 m and more, the moored vessels shall order the tug escort and a pilot for the vessel unmooring and getting off the harbour in order to move to a safe place.

7.9.4 Weather conditions shall be monitored and measured continuously. If the wind increases, it is necessary to order pilot and towing support in advance (not less than 2 hours before the expected departure) for the taking the vessels away from the ECT quays.

7.10 Mooring

7.10.1 Mooring operations shall be carried out only during daylight hours, depending on weather conditions and visibility, in accordance with the traffic schedule and arrangement of vessels, as approved by the COMMT (DCOMMT).

7.10.2 The coastal mooring operations in the territory of the ECT quays shall be carried out exclusively by forces and means of the ECT employees.

7.10.3 For mooring vessels to the quays of the ECT, the COMMT (DCOMMT) shall allocate at least 4 mooring masters regardless of the gross capacity of the vessel.

7.10.4 Mooring operations of vessels to quays shall be carried out according to the mooring plan in compliance with the requirements of these Guidelines.

7.10.5 Mooring of vessels by the second hull to the vessels standing at quays shall not be allowed.

7.10.6 The general plan of the internal water area of the ECT quays is shown in Figure 7.1.

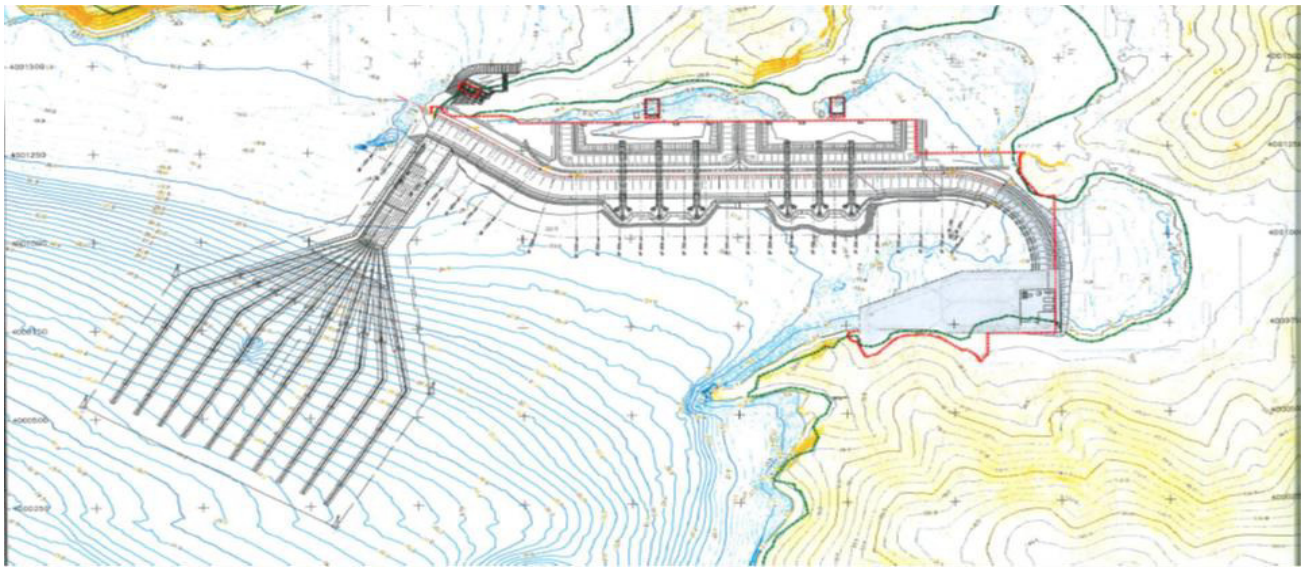


Figure 7.1. General plan of the inner water area of the ECT quays.

7.10.7 Mooring operations of vessels to quays No.1 shall be provided under the following conditions:

– the approach of the vessel to the quay shall be carried out by the general course of 40 degrees at a speed of no more than 4 knots, followed by a decrease in speed to 1.5 knots. Since then, the maneuvering of the vessel shall be carried out with the help of the tugs working in the bow and stern of the vessel. The vessel path is shown in Figures 7.2-7.4;

– tug-boats shall exert minimum force to control the movement of the vessel.

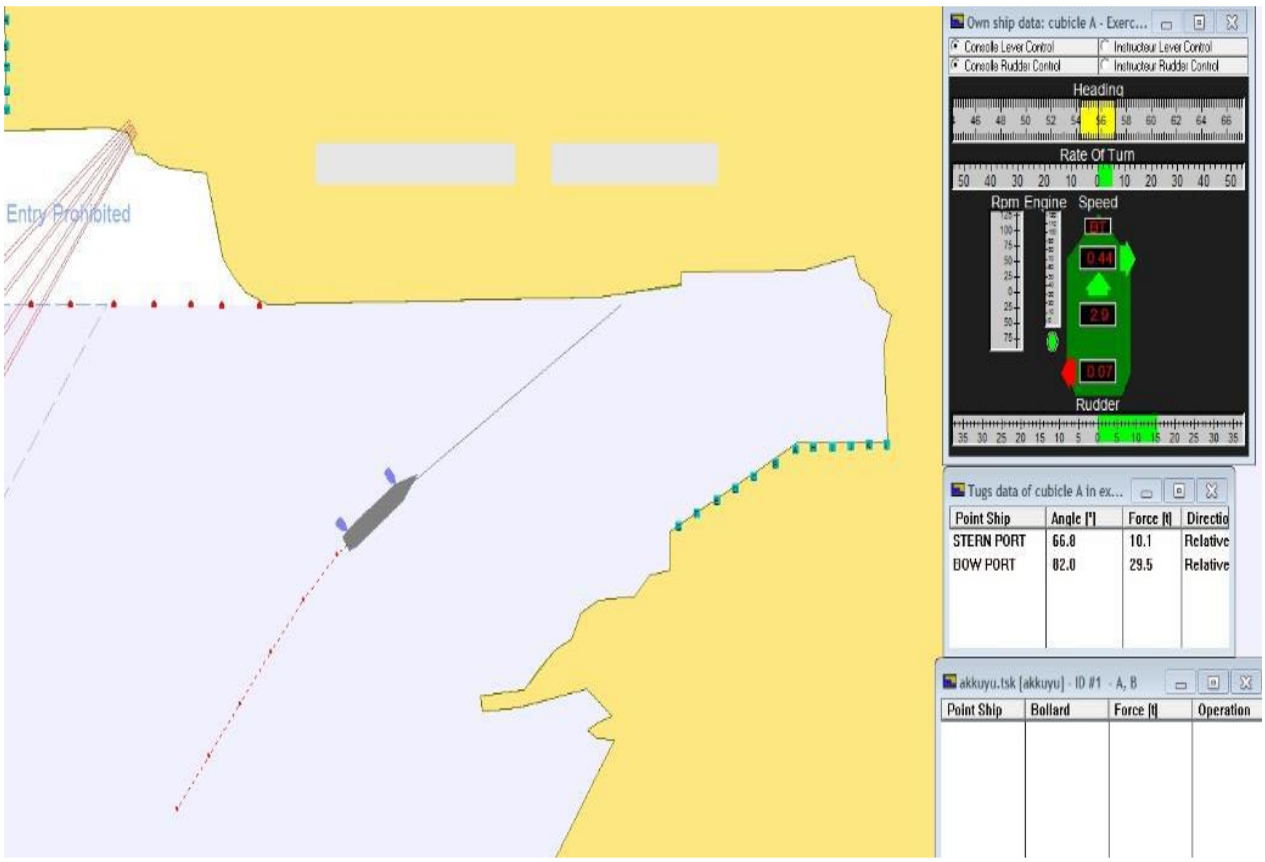


Figure 7.2 - Vessel path

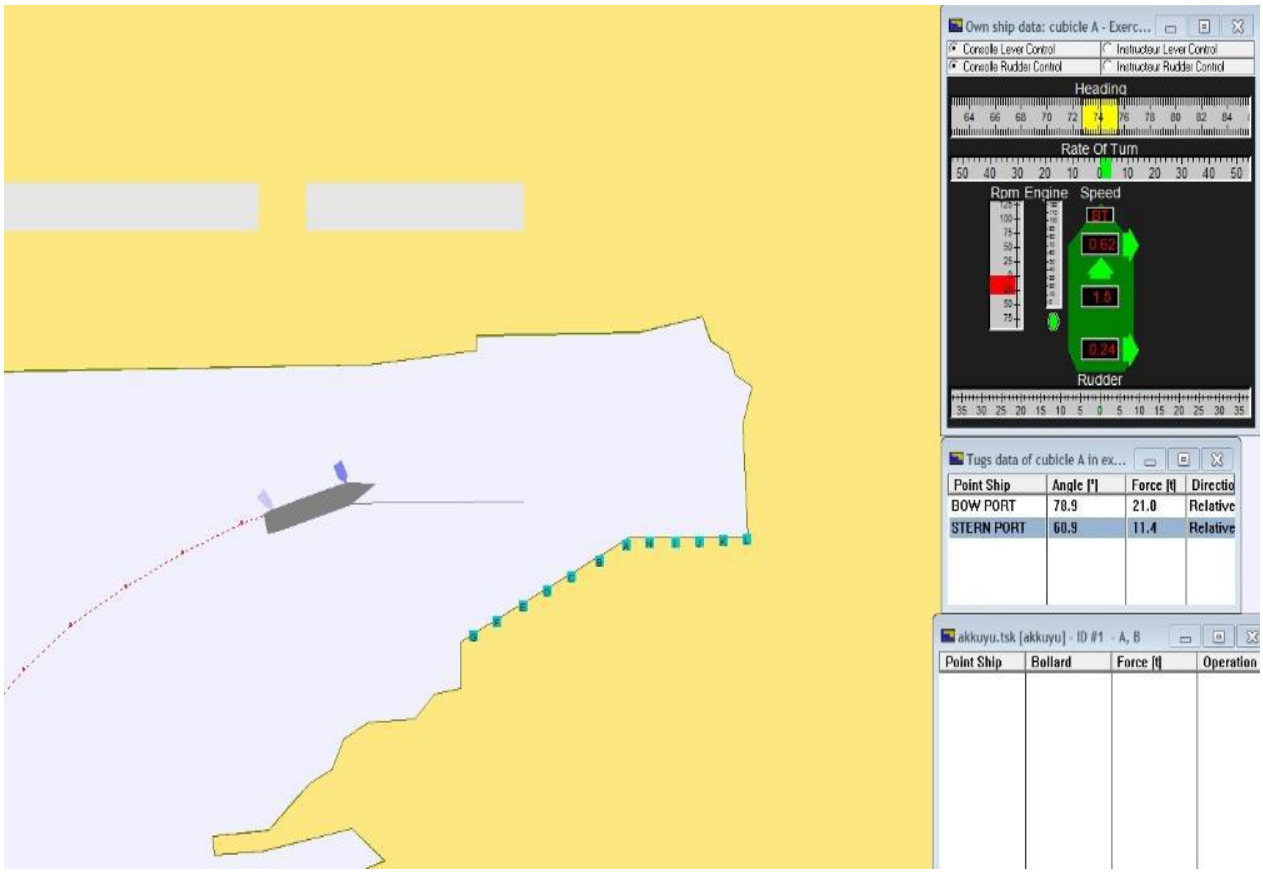


Figure 7.3 - Vessel path

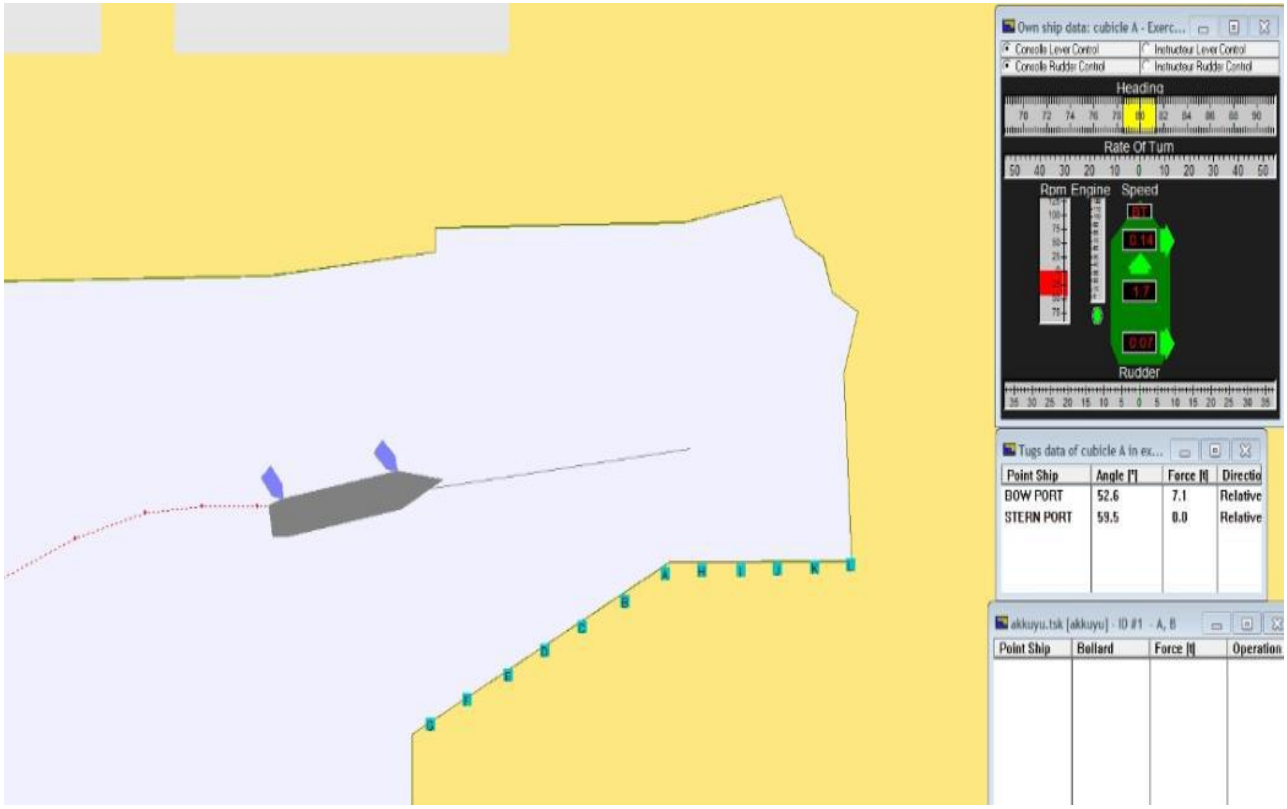


Figure 7.4 - Vessel path

– after the vessel approaching the quays, the first forward breast rope shall be fed, which shall be secured on the quay (Fig.7.5);

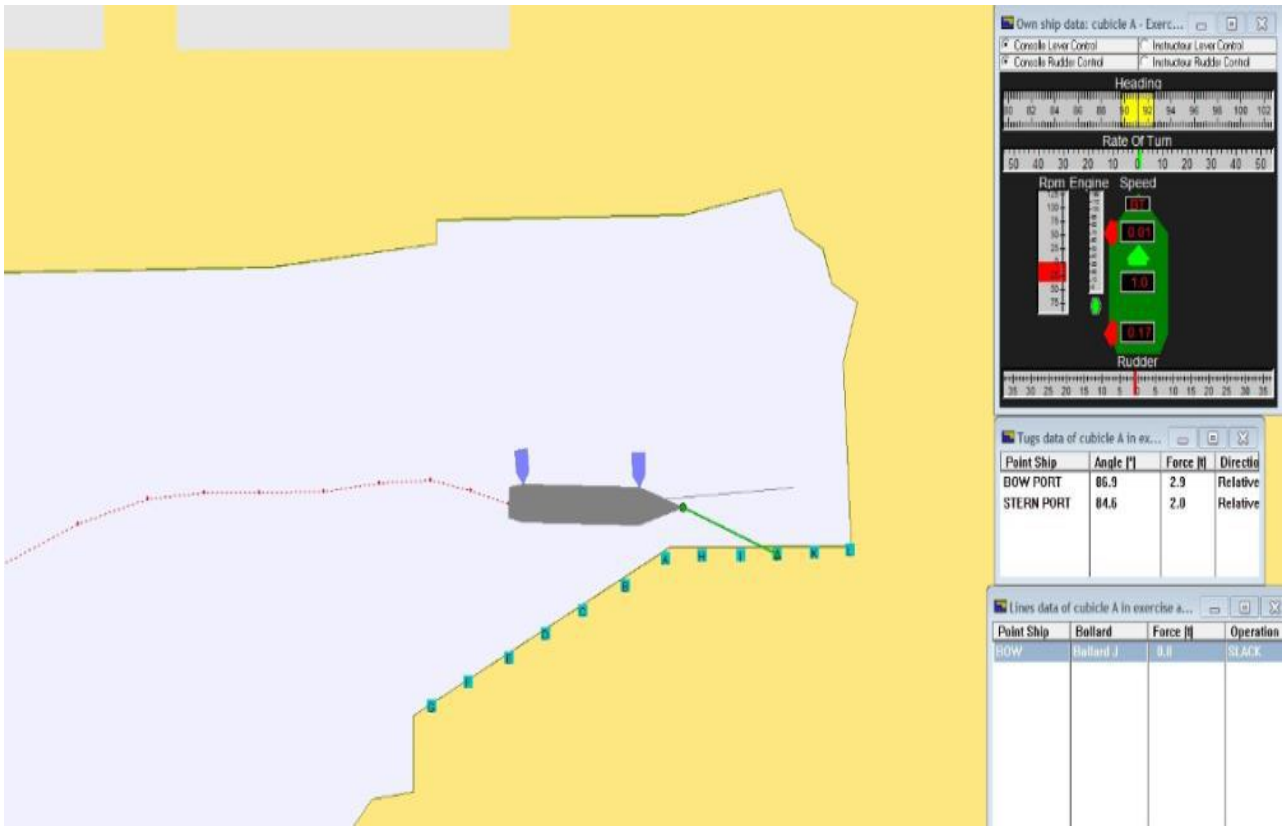


Figure 7.5 - Vessel path

– further approach of the vessel to the quay shall be carried out with the help of tug-boats parallel to the quay;

– as it gets closer to the quay, the other mooring ends shall be fed and fastened (the total number of mooring ends shall be at least six: three at the fore and three at the aft). The dangerous area at the mooring ends at the quayside shall be enclosed and marked with appropriate signs, Figure 7.6.

– at this point, the mooring shall end, Figure 7.7.

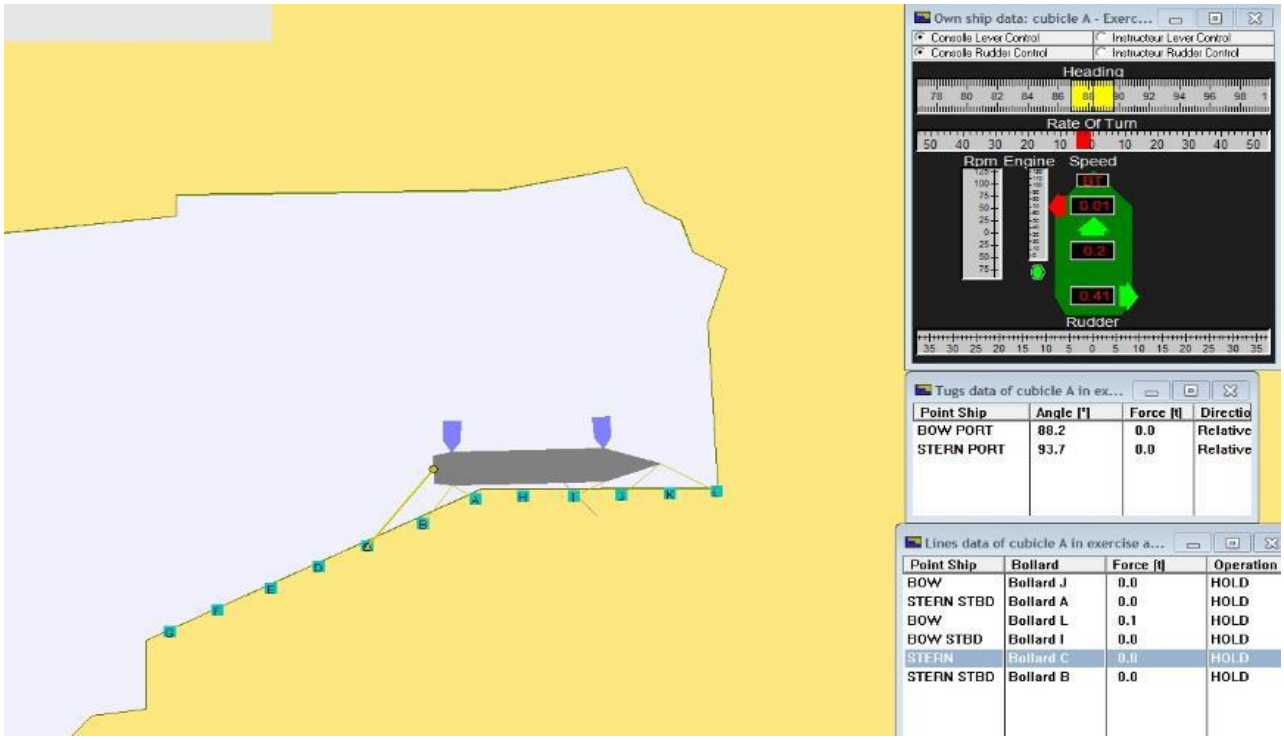


Figure 7.6 - Vessel mooring

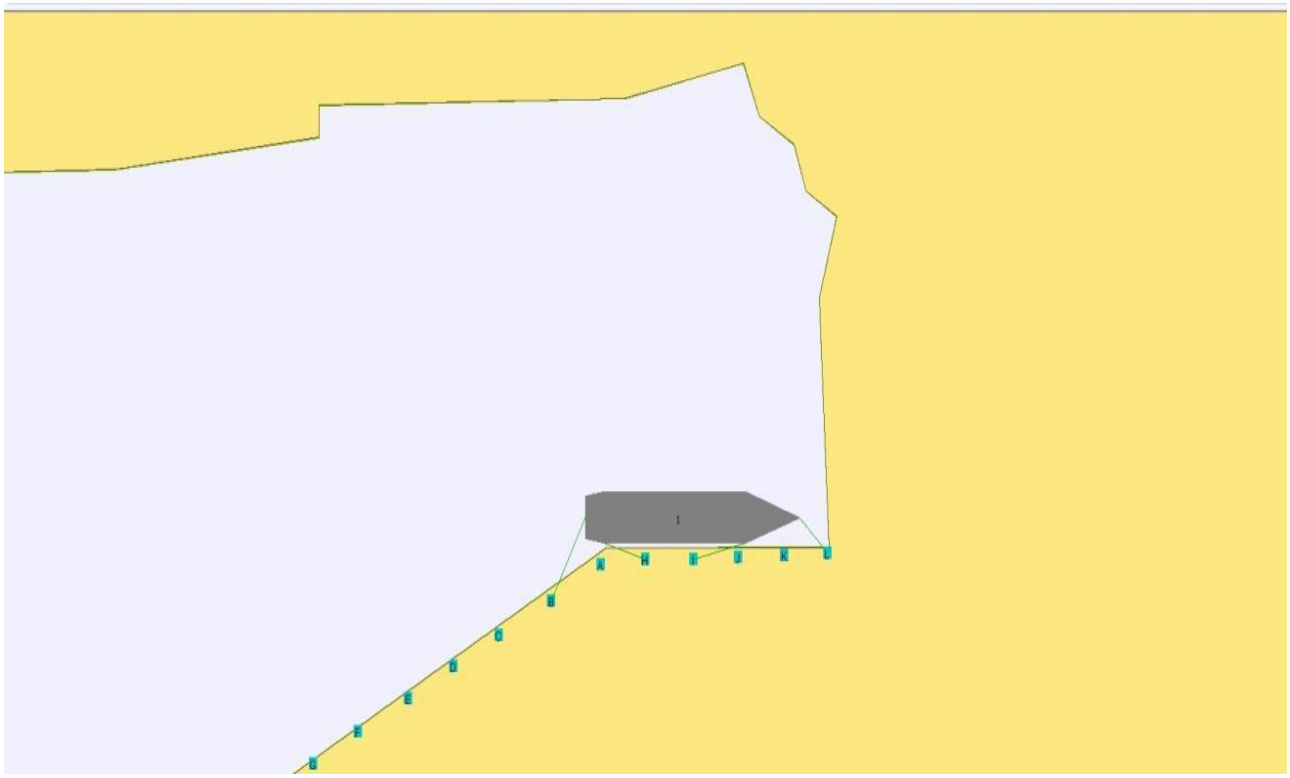


Figure 7.7 - End of mooring

7.10.8 During strong wind of the Western and South-Western directions, the mooring operations scheme shall have the following features:

– progressively with the vessel approaching the quays, with a further decrease in speed, the tugs shall be secured to the vessel at fore and aft on the portside and prevented the driftage of the vessel in the northerly direction (Figure 7.8, 7.9, 7.10), caused by the flow formed by the water intake on the North side of the port and strong wind blowing from the South-West or West;

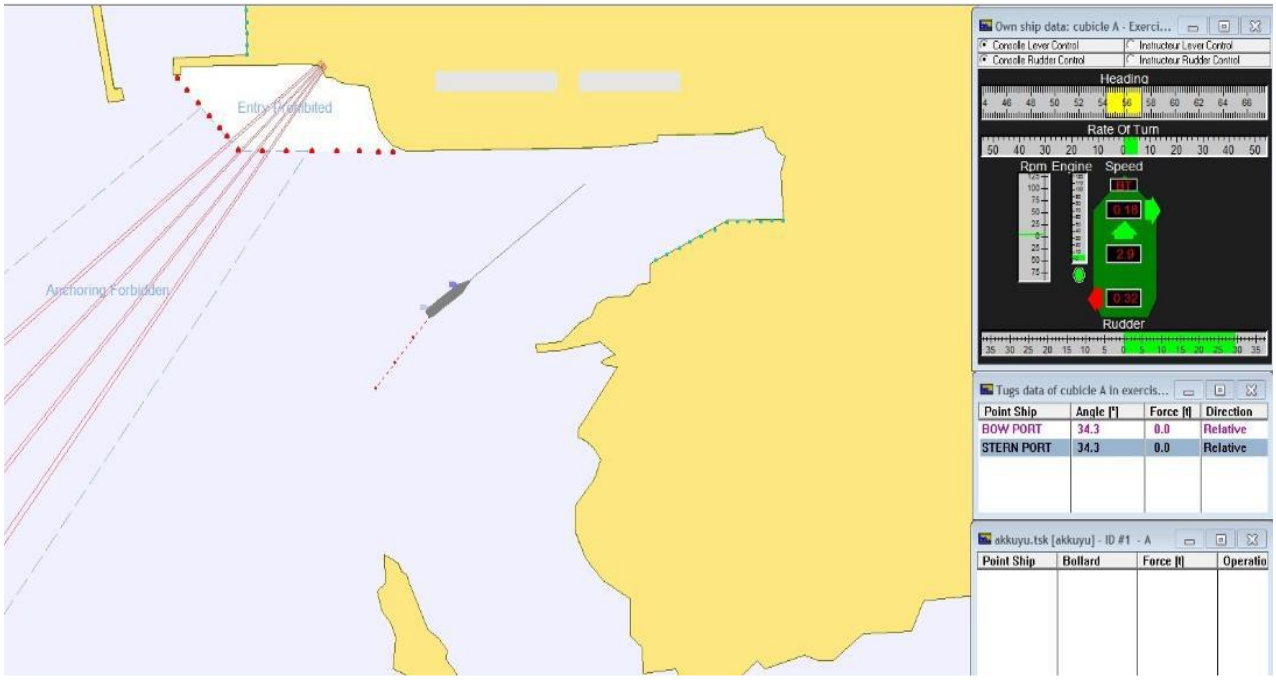


Figure 7.8 - Vessel path

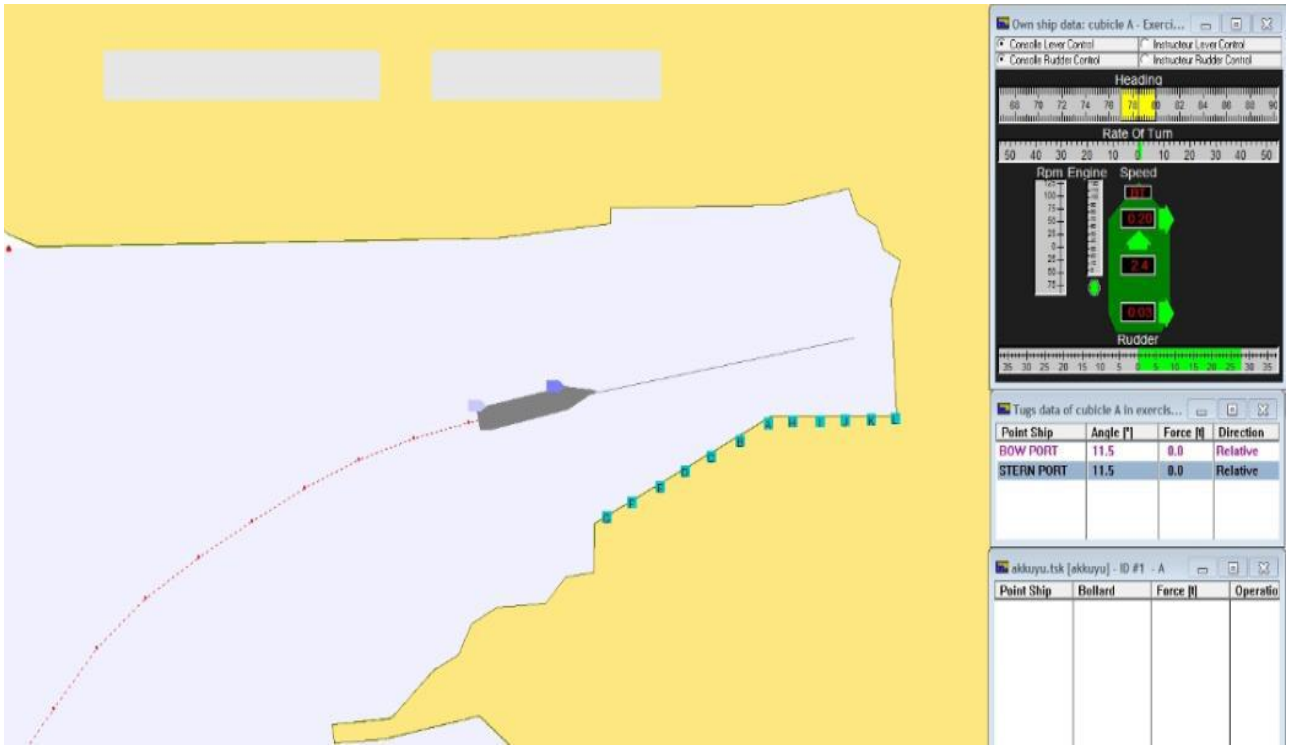


Figure 7.9 - Vessel path

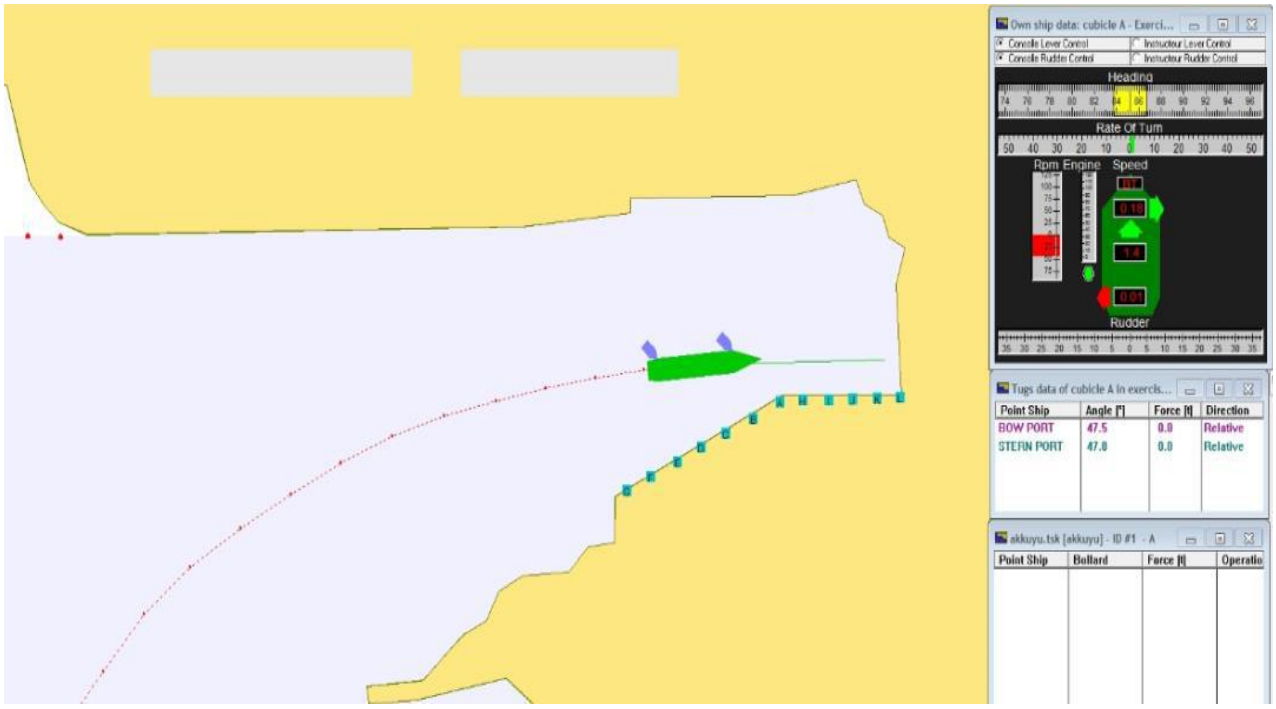


Figure 7.10 - Vessel path

– tug-boats shall effectively push the vessel in the southerly direction (Figure 7.10).

– after reducing the speed of the vessel to zero, from the bow of the vessel the forward breast rope and spring line which are attached to the berth, shall be fed to the quay.

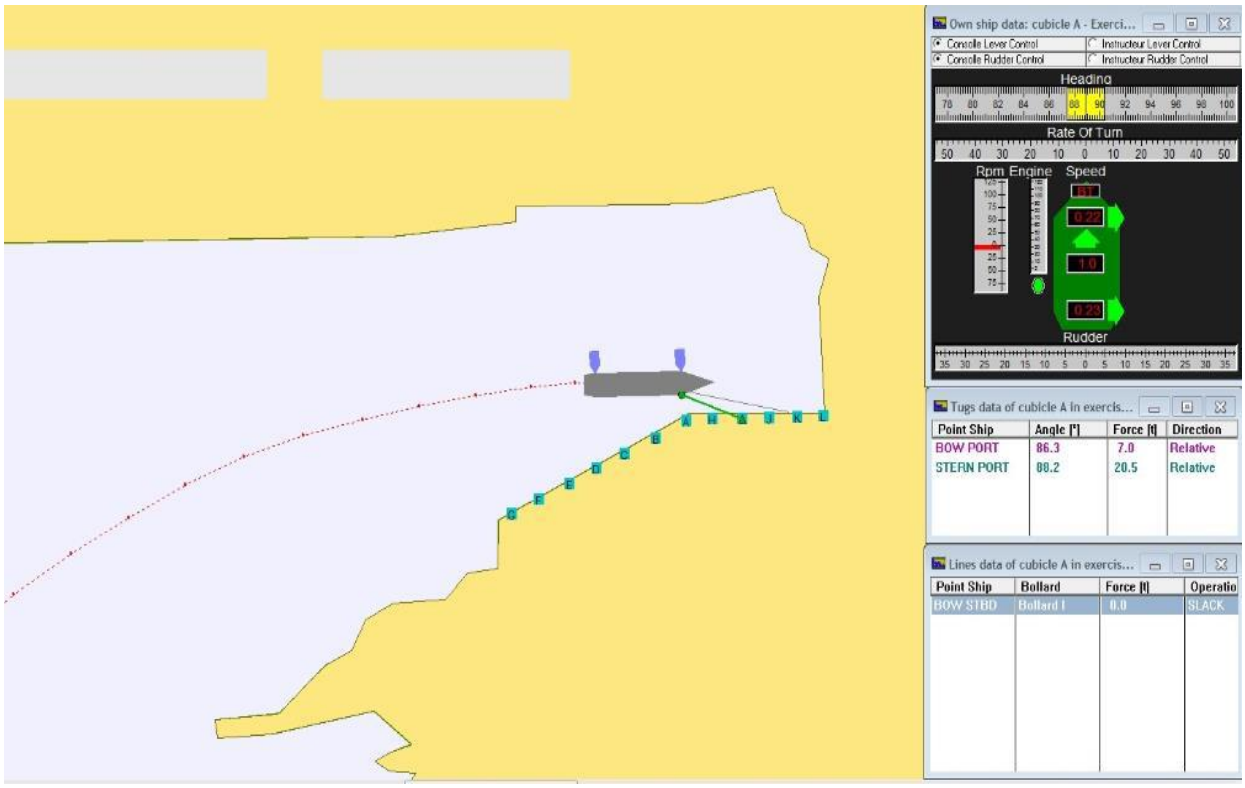


Figure 7.11 - Vessel path

– at this time, tugs operating from the bow and stern of the vessel shall direct the vessel in a parallel to the quay (Figure 7.12);

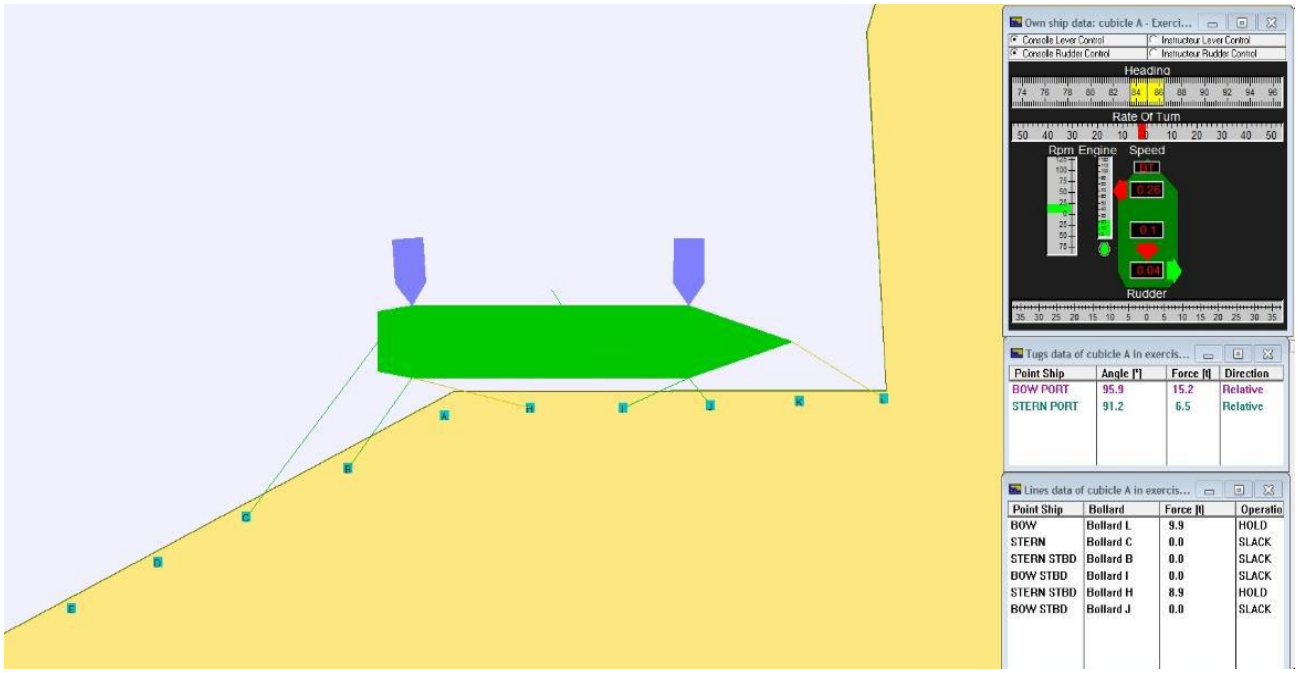


Figure 7.12 - End of mooring

– further approach of the vessel in parallel with the quay shall be carried out with the help of tug-boats parallel to the quay.

– as approaching the quay, the other mooring ends shall be fed and fastened (the total number of mooring ends shall be at least six: three at the fore and three at the aft). The dangerous area at the mooring ends at the quay shall be enclosed and marked with appropriate signs. After mooring, tug-boats may move away from the vessel.

7.11 Registration of vessel berthing and sailing

All vessels shall comply with the official requirements for processing port entry and exit in accordance with the Notification forms issued by vessels arriving at Turkish ports or leaving Turkish ports.

7.12 Unmooring

Unmooring the vessel shall begin after the end of unloading/loading. (The list of activities depends on the type of cargo and the purpose of unmooring).

7.13 Ballast handling

7.13.1 The vessels for handling shall be only accepted with isolated ballast that does not require its disposal on land or hauling overboard.

7.13.1 In accordance with the requirements of the MARPOL-73/78 Convention, the vessels entering the ECT shall arrive with sufficient ballast and trim necessary for safe manoeuvring during mooring operations.

7.13.2 Operations for discharge of ballast within the boundaries of the seaport of the ECT shall be prohibited.

7.14 Cargo operations Vessel handling procedure

7.14.1 Acceptance of vessels to the quay for handling, moorage, and other operations shall be made on the basis of contracts (agreements) only after preliminary approval and confirmation of the COMMT (DCOMMT).

7.14.2 Mooring the vessels for handling shall be carried out taking into account the "Laycan" dates confirmed by the COMMT (DCOMMT), the order of approach of vessels and the releasing the quays of the ECT, where the handling shall be provided, the remaining daylight time. The arrival of a vessel previously confirmed "Laycan" date shall not entitle for priority mooring at the quay.

If the vessel EOSP is later than their confirmed "Laycan" dates, the right and the order of mooring of the vessel shall be lost.

In the case the quay is occupied at the time of the confirmed arrival of the vessel at the "Laycan" date, the vessel shall not lose the right to primary mooring to the vacant quay even if the quay is released later than the confirmed "Laycan" date.

All the subsequent arriving vessels shall be put to the quay in accordance with the "Laycan" dates in order of priority.

7.14.3 The required time of berthing shall be calculated as the sum of the time of cargo operations and the time of berthing in anticipation of the Ship Commission and mooring works.

The time of cargo operations shall be calculated as the ratio of the number of containers or other corresponding cargoes declared for loading/unloading to the handling rate.

Berthing time in anticipation of the Shipping Commission (entry and exit) and mooring works shall be equal to 8 hours from the moment the vessel arrives at the anchorage.

7.14.4. The captain shall be obliged to hand over the Notice of Readiness of the vessel for unloading or loading to the COMMT (DCOMMT) after the vessel obtained the free practice (after

registration of arrival, customs and sanitary inspection, and also after the end of unloading in case if the vessel passes for loading).

7.14.5 The Notice of Readiness of the vessel shall be received and accepted by the time of actual readiness of the vessel in all respects for loading or unloading of the planned cargo through all hatches of the vessel to be handled at the ECT quay. The vessel readiness in accordance with the ECT quay's requirements for safe performance of cargo operations shall be reported in the Certificate of Readiness for cargo operations signed by the COMMT (DCOMMT) and the vessel's captain (mate) (Annex E).

7.14.6 Cargo spaces of the vessel according to the NOR shall be ready for the beginning of handling and provided with everything that is necessary for safe access of the personnel of port to the place of packing of cargo. The structural elements of the holds which may be damaged in the course of cargo operations shall be adequately protected.

7.14.7 In necessary cases readiness of the vessel for cargo loading/unloading shall be confirmed by the relevant state inspecting or supervising organization (Commission) to be called on the request of the shipowner/carrier or the consignee. The COMMT (DCOMMT) shall put the corresponding mark on the captain's NOR after check of readiness of holds with indication of time of readiness of the vessel for safe production of cargo works according to the relevant Certificate provided by the inspecting organization.

7.14.8 If, during the mooring in the port due to bad weather conditions or other factors, the vessel ceased to comply with the requirements of the ECT quay in terms of safety of cargo operations (snow and ice on the decks, gangways, marine cargo handling equipment, etc.), the administration of the vessel shall be obliged to ensure the readiness of the vessel for safe cargo operations in the shortest possible time.

7.14.9 The vessel captain shall hand over the cargo within the ECT's business hours unless any other vessel handling schedule is agreed with the COMMT (DCOMMT) in advance with free-of-charge provision of electric power, lighting, compressed air, winches, cranes, and any other devices required to unload or load the cargo. The hoisting equipment shall be checked in advance and set ready for operation in accordance with the requirements of the Technical Operation Rules and the technical documentation of the vessel.

7.4.10 Vessel derrick booms and cranes, if loading by port cranes is intended, shall be lifted and fixed in such a way as not to interfere with the operation of coastal cranes.

7.4.11 In the case of the shipment of goods from the ECT, the vessels provided for the loading of the goods shall have a "Manual for securing the goods". Loading of goods to the vessel shall not be performed until the "Declaration (Information) on the cargo" is provided, and in order

to obtain a permission for departure, the vessel shall have a "Certificate of safe stowage and securing of the cargo".

7.14.12 The Captain (first mate) before the start of cargo operations shall be obliged to inform the COMMT (DCOMMT), the representative of stevedore company working at the ECT, about all design features of the vessel capable of influencing cargo operations. The ECT Operator shall bear no liability for any damage inflicted to the vessel in the course of handling operations due to failure of the vessel to take proper measures for protection of the structural vessel components (gangways, ramps, hatches, covers of the ballast tanks, framing, guard railing etc.) prior to commencement of the handling operations.

7.14.13 Prior to the beginning of cargo operations on loading the vessel the captain must provide the cargo plan taking into account loading in the previous and subsequent ports for approval of the ECT quay (to the representative of the stevedoring company working for the ECT). At the same time, the ECT shall reserve the right to insist on changing the cargo plan, taking into account the specifics of the cargo to be loaded, the safety of workers and the safety of the equipment of the ECT quay.

7.14.14 The ECT shall perform placement and stowage of cargo in the holds of vessels according to the cargo plan approved by the captain, agreed with the ECT quay, within the current technology, technical capabilities of equipment, and rules of labor protection in seaports. Prior to loading and stowage of cargo on the deck of the vessel, the captain shall present to the ECT the cargo stowage and securing scheme approved by the COMMT (DCOMMT) and the client. Loading of cargo on deck shall be carried out under the written consent of the cargo owner.

7.14.15 In case of carrying out ballast operations (without rolling ballast overboard) on the vessel during cargo operations or in the absence of cargo operations, but in the presence of loaded cargo onboard, the responsibility for damage to the cargo in case of fall, displacement, etc. and associated damage to the vessel shall be rested upon the administration of the vessel. Rollback of ballast during the stay of the vessel at the quays and in the inner water area of the ECT port shall be prohibited.

7.14.16 Cargo acceptance and delivery from/ to the vessel shall be arranged near the shipboard by the ECT tallymen and the vessel tallymen with mandatory issuance of the tally certificate in accordance in the relevant format by each party. In this case each lifting operation and the total quantity of the loaded/unloaded cargo per a shift shall be confirmed by mutual signatures of the tallymen. Any changes to the tally certificates may be introduced only by mutual agreement of the parties with the relevant written confirmation by the ETC and vessel tallymen.

7.14.17 Introduction of any conditions to the mate's receipts, consignments, and other shipping documents shall be based on the conditions specified in the tally certificates. Conditions introduced by the vessel unilaterally to the tally certificates and the mate's receipts shall be deemed void and invalid.

7.14.18 In case the vessel does not provide its tallymen, the tally of the ECT tallymen shall be accepted regardless of whether the information on the quantity of loaded or unloaded cargo has been presented to the captain; in this case the shipping documents issued on the basis of the ECT tally shall be signed by the captain without any reservations. The vessel captain shall be obliged to ensure the delivery of the goods as per B/L. Additional costs associated with the unloading of the cargo, which is sorted under a bill of loading, shall be charged to the client's account.

7.14.19 In case of any pauses in the loading/unloading of any cargo as well as in case of bad weather, the vessel administration shall arrange closing and opening of the lower holds. In case the ECT onshore cranes are used for this purpose, the ECT expenditures shall be paid additionally by the ship owner.

7.14.20 The cost of quay downtime caused by the reasons depending on the vessel (malfunction of the vessel's cargo facilities, lack of steam, lighting, etc.) shall be paid by the vessel at the respective rates applicable at the ECT quay on the day of downtime, and the time lost for cargo operations for these reasons shall be excluded from the laytime.

7.14.21 The administration of the vessel shall be responsible for the correct placement, stowage, fastening, separation, and safety of cargo in the cargo areas of the vessel. The ship administration shall be granted with the right to suspend cargo operations until the identified violations are eliminated. Claims made to the ECT Operator after the end of the work shift, during which there was a violation, shall not be accepted. The shipowner shall be responsible for the separation of the bill of lading lots on the vessel and, together with the cargo owner, for the quality of the separation provided. All costs resulting from improper loading of the vessel shall be borne by the shipowner.

7.14.22 Works on fastening/unfastening of cargo (except for special fastening, unless otherwise provided in the contracts) in cargo spaces and on the deck of the vessel shall be performed by the ECT on the basis of the terms of contracts and agreements concluded by and between the shipper and the consignee, as well as in accordance with the cargo plan and schemes of placement and fastening of goods, approved by the captain and approved by the ECT and the client.

7.14.23 Special fasteners, as well as the provision of materials for these purposes when sending special and dangerous goods, shall be provided by the ECT at the request of the client and at its expense.

7.14.24 Delivery of wooden separation and fixing materials to the vessel by third parties shall be made only after prior notification of the ECT. The ECT Operator shall not be responsible for the quality of such separation and its compliance with quarantine regulations.

7.14.25 Shifting of the vessel associated with its handling and maintenance, shall be made in daylight hours when weather conditions allow.

7.14.26 At the request of the ECT, the vessel shall vacate the quay after 2 hours from the moment of notification of the Agent by the ECT Dispatch Service, if weather conditions do not prevent it (official ban on mooring works from the COMMT (DCOMMT)) and/or prohibition by authorized controlling authorities (customs authorities, border control authorities, the harbour master of the Taşucu Seaport). In case of failure to comply with this requirement, the vessel shall be liable in the manner and in the amounts specified by the ECT Operator. The penalty time shall be counted after 2 hours from the date of official delivery of the notification to the Agent of the vessel's withdrawal from the ECT quay.

7.14.27 If for reasons related to the safety of navigation, not dependent on the ECT, the vessel's exit from the port is impossible, the vessel's captain shall be obliged to perform shifting of the vessel to a safe quay specified by the COMMT DCOMMT), in compliance with the procedure of shifting, as established by applicable regulations.

7.14.28 The additional costs associated with loading/unloading of substandard cargoes and cargoes in faulty packaging shall be for the account of the cargo owner.

8 REQUIREMENTS FOR SECURITY

8.1 General requirements

8.1.1 This section shall contain a description of the conditions and procedure for execution of safety rules based on application of the COJIAC -74 , ISPS Code, MKBK, IMDG Code, and was designed to reduce the possibility of accidents associated with fire, explosion, or other hazard in the process of loading operations.

8.1.2 These Guidelines shall not, in any way, relieve vessel captains from their responsibility to comply with normal safety, fire prevention, safety, and security requirements.

8.1.3 The COMMT (DCOMMT) shall be entitled to require the vessel's captain to take additional measures to ensure the safe performance of work in accordance with the situation.

8.1.4 The COMMT (DCOMMT) shall be entitled to stop the cargo operations and initiate the unmooring of the vessel from the quay in case of violation of safety rules or in case of any other dangerous situation that poses a threat to life and health of people and damage to marine structures, equipment operating at the quay.

8.2. Fire prevention

8.2.1 On the territory of the ECT, any tool or equipment capable of causing sparking or open fire is considered as a potential source of open fire and requires special precautions when using it. In the event of a fire, it shall be necessary to act in accordance with the following instructions (Annex F).

8.2.2 Smoking and alcohol on board:

– Smoking on vessels shall be permitted only in designated smoking areas. The vessel captain shall determine the places on the vessel in which smoking shall be permitted and shall equip them with special means to prevent fire and ensure the rapid extinguishing of burning cigarette butts.

– During the whole period of berthing, the warning signs "DO NOT SMOKE" shall be placed on the vessel in clearly visible places.

– The use of alcoholic beverages as well as being in state of alcoholic or narcotic intoxication on the territory of the ECT shall be strictly prohibited. In order to monitor compliance with this prohibition, the vessel's personnel involved in cargo operations may be subject to alcohol intoxication testing by responsible representatives of the ECT Operator.

8.2.3 In the event that someone is identified or found to be under the influence of alcohol or drug intoxication, the cargo operations will be stopped and will not be resumed until the person is

removed from the vessel or isolated in a separate room where he/she is not be able to affect the safety of the berthing.

8.2.4 All exterior doors and portholes to accommodation and machinery spaces on the vessel shall be closed in the period of berthing.

8.2.5 Warning labels of the following content (in English) shall be placed at the gangway:

– "NO SMOKING!";
– "IT IS FORBIDDEN TO USE MOBILE PHONES!";
– "NO ADMITTANCE" / "OFF-LIMITS".

8.2.6 All hand lamps and other portable radio and electrical equipment intended for use on board shall be of an explosion-proof design approved by the classification society.

The vessel's administration shall inform the crew in advance about the use of portable radio and electrical equipment when berthing at the ECT.

8.2.7 The main transmitting antennas of the vessel shall be disabled for the entire period of vessel berthing. During the period of stay of the vessel at the ECT quay, the use of vessel radar stations shall be prohibited.

8.3 Vessel movement

During cargo operations, the presence of any vessels at the side of the vessel standing at the quay shall be prohibited. If it is necessary for the vessel to approach the vessel carrying out cargo operations, any vessel shall obtain the permission of the COMMT (DCOMMT) to stop cargo operations.

8.4 Restrictions for cargo operation perfomance

8.4.1 Cargo operations shall not start in one of the following situations:

– There are no WEP (work execution plan), CHOP (cargo handling operation plan) for specific type of work at the ECT;
– The equipment in actual use and the main devices (quay crane and detachable load-grappling devices) do not comply with those specified in the WEP, CHOP;
– There are no documents confirming the readiness of the equipment and devices located on the quay to perform the work in a safe manner (certificates, reports, permits, etc.);
– There are no documents confirming the staff qualification to perform a specific type of work;
– The crane has not been earthed on the quay;

– The slinging diagrams for over-sized and heavy cargo, general cargo and odd-shaped cargo have not been positioned in the in noticeable places (have not been handed over to the slingers);

– The work area has not been fenced, the relevant signs have not been installed, including the sign installation along the whole cargo transportation route from the ECT to the storage place;

– There is no safety and rescue equipment;

– There is no (arranged) duty of the fire-fighting duty equipped with required and sufficient amount of fire-fighting appliances and equipment;

– thunderstorm;

8.4.2 Cargo operations shall be stopped in one of the following situations:

– The cargo slinging diagrams in actual use do not comply with those specified in the WEP, CHOP;

– The process operations specified in the WEP, CHOP are impossible to perform or the work performance is deviated from the requirements of the WEP, CHOP;

– It is necessary to reposition or pull the vessel along the quay;

– The wave height exceeds 1.3 m and wind speed is over 10 m/s;

– The personnel does use no safety or rescue equipment;

– Thunderstorm;

– Fire on a vessel or any other vessel in the vicinity of it;

– Spill of petroleum products or waters containing refined petroleum products on board a vessel or in the water area of a seaport;

– Occurrence of the emergency situation that poses a potential threat to the vessel, the infrastructure of the ECT, or the environment;

8.4.3 If the above-mentioned nonconformities are detected, any of the employees directly or indirectly taking part in the vessel processing works shall immediately inform the COMMT (DCOMMT) on the detected nonconformity.

8.4.4 Upon the fact of the revealed nonconformity, the COMMT (DCOMMT) shall make a decision on prevention of the beginning of the work performance or on its stopping and further actions aimed at elimination of the revealed nonconformity.

8.5 Requirements for cargo operations with dangerous, general, and heavy-tonnage outsize cargo

8.5.1 All safety measures, including any relevant international, national regulations or requirements, shall be observed prior to and during unloading, carriage of general and outsize/heavy-tonnage cargo.

8.5.2 Before unloading/loading, the vessel captain shall obtain from the shipper, the consignee or its designated representative the relevant details of the characteristics and properties of the cargo. For example, chemical hazards, radiological hazards, corrosiveness, dimensions and weight characteristics, maximum permissible load per unit area, etc. in order to take all necessary safety precautions during cargo operations and during transport.

8.5.3 The vessel's administration shall monitor the stability of the load during the unloading/loading process. Leaving the cargo in an unstable position shall not be allowed. For safety reasons, the administration of the vessel shall:

– provide control over observance of the specified order of unloading/loading and fastening of cargo;

– during cargo operations the angle of heel of the vessel shall not exceed 5°;

– make sure that the vessel does not roll after unloading/loading onto the deck;

– prior to the vessel's departure, inspect the cargo and means of fastening, check the degree of tension of the knights with a visual inspection and operation of the locking devices of semi-automatic locks. Results of inspection shall be reflected in the vessel log.

9 MEASURES FOR PROTECTION OF TERMINAL/PORT FACILITIES

9.1 Vessels, to which the requirements of the International Ship and Port Facility Security Code (ISPS) apply, shall comply with the requirements of Chapter XI-2 "Special Measures to Enhance Maritime Security" of the SOLAS-74 Convention. The control over the fulfillment of the requirements of Chapter XI-2 of the SOLAS-74 Convention and ISPS Code shall be entrusted to the CCOMT (DCOMMT).

9.2 The need for registration and completion of the Declaration of protection shall be specified in accordance with the provisions of Chapter 5 of the ISPS Code.

9.3 In observing the requirements of the ISPS Code, the COMMT (DCOMMT) shall:

– control the provision of information on vessels and their levels of protection. In the absence of information about the vessel less than 72 hours before the approach to the agreed place of anchorage/reception of the pilot or to the reception buoy - immediately, through the Agency companies take appropriate measures;

– on the arrival of vessels at the ECT, communicate and organize the interaction with officials of the command staff responsible for the security of the vessels.

9.4 Access to foreign shipping vessels shall be provided only by special passes issued for the employees of the AKKUYU NPP Physical Protection Department.

9.5 Crew members of foreign vessels, Turkish vessels of foreign navigation, being at the ECT quays, may go from vessel to shore, be in the territory of the quay zone and return to the vessel. The exit from the ECT shall be possible only in case of emergency according to the requirements of the instruction "The Physical Protection System of the Eastern Cargo Terminal". The Akkuyu NPP Instruction on Access Control

9.6 Foreign delegations, as well as representatives of foreign government agencies, companies, firms, and organizations shall be allowed into and out of the controlled zone accompanied by a representative of the AKKUYU NPP Physical Protection Department on a preliminary request provided at least ten calendar days prior to the date of the visit to the ECT.

10 MEASURES FOR COUNTERACTION OF ACTS OF UNLAWFUL INTERFERENCE

10.1 These measures shall apply to:

– security officers responsible for safety of vessels, port facilities, and shipowner officials acting on the basis of Clauses 11, 12, 17 of Part A of the ISPS Code;

– vessels flying any national flag that arrive at a port with dangerous goods or are loaded with dangerous goods, whether or not they have an International ship security certificate issued in accordance with the provisions of part A of the ISPS Code;

– port facilities, including any quays, piers to which the vessel can moor for the loading or unloading of the goods, and any other facilities and/or installations and/or structures used as major, supporting or additional facilities for operations with the cargoes.

10.2 Types of threats:

– Threat of seizure – the possibility of seizure of vessels (hereinafter referred to as the "Vehicles"), ECT facilities, establishing control over them by force or threat of use of force, or by any other form of intimidation;

– Threat of explosion – the possibility of destruction of the Facilities/Vehicles, causing them and/or the health of personnel and other persons damage by explosion;

– Threat of placement or attempted placement of explosive devices (explosives) on the Facilities/Vehicles - the possibility of placing or performing actions for the purpose of placing explosive devices (explosives) on the Facilities/Vehicles in any way that can destroy the Facilities/Vehicles;

– Threat of hazardous substances – the possibility of contamination of the Facilities/Vehicles or their most important elements with hazardous chemical, radioactive or biological agents that threaten the life or health of personnel, visitors, and others;

– Threat of seizure of the most important element of the Facilities/Vehicles – establishing control over them by force or threat of use of force, or by any other form of intimidation;

– The threat of placing or attempting to place explosive devices (explosives) on the most important element of the Facilities/Vehicles – the possibility of placing or carrying out actions for the purpose of placing the explosive devices (explosives) in any way on the most important element of the Facilities/Vehicles that can destroy the most important element of the Facilities/Vehicles or cause damage to them that threaten the safe functioning of facilities, life or health of personnel, and other persons;

– Threat of restriction on activities – the possibility of creating an obstacle that makes it impossible to move or restrict the functioning of the Facilities/Vehicles, threatening the life or health of personnel, visitors, and others;

– The threat of theft – the possibility of theft of elements of the Facilities/Vehicles, which can lead them into an unusable condition that threatens the life or health of personnel, visitors, and others.

10.3 In case of detection by any crew member of suspicious persons or objects, foreign boats in the area of loading and unloading operations, in case of threat of acts of unlawful interference (AUI), the vessel administration shall carry out actions according to the vessel's Ship Security Plan.

Developed by:
Head of Marine Terminal
Operating Service Okan Bozkurt

Annex A

Confirmation of the receipt of the Vessel Handling Guidelines at the Eastern Cargo Terminal (ECT) quays

For the attention of: Vessel CAPTAIN

_____

Date: _____

Dear Sir, _____

For a guide to action, we send You a copy of the "The Vessel Handling Guidelines at the Eastern Cargo Terminal".

You should review this document and familiarize your crew with the provisions applicable at our terminal.

Representatives of the ECT are ready to assist you and provide the necessary information.

Representatives of the ECT terminal have the right to stop operations in case of non-compliance with the provisions of the "The Vessel Handling Guidelines at the Eastern Cargo Terminal" or unsafe working conditions.

CONFIRMATION: I, the captain of m/v _____ specify the name and surname_____ acknowledge the receipt, understanding of "The Vessel Handling Guidelines at the Eastern Cargo Terminal" and agreement to follow the provisions of these Guidelines.

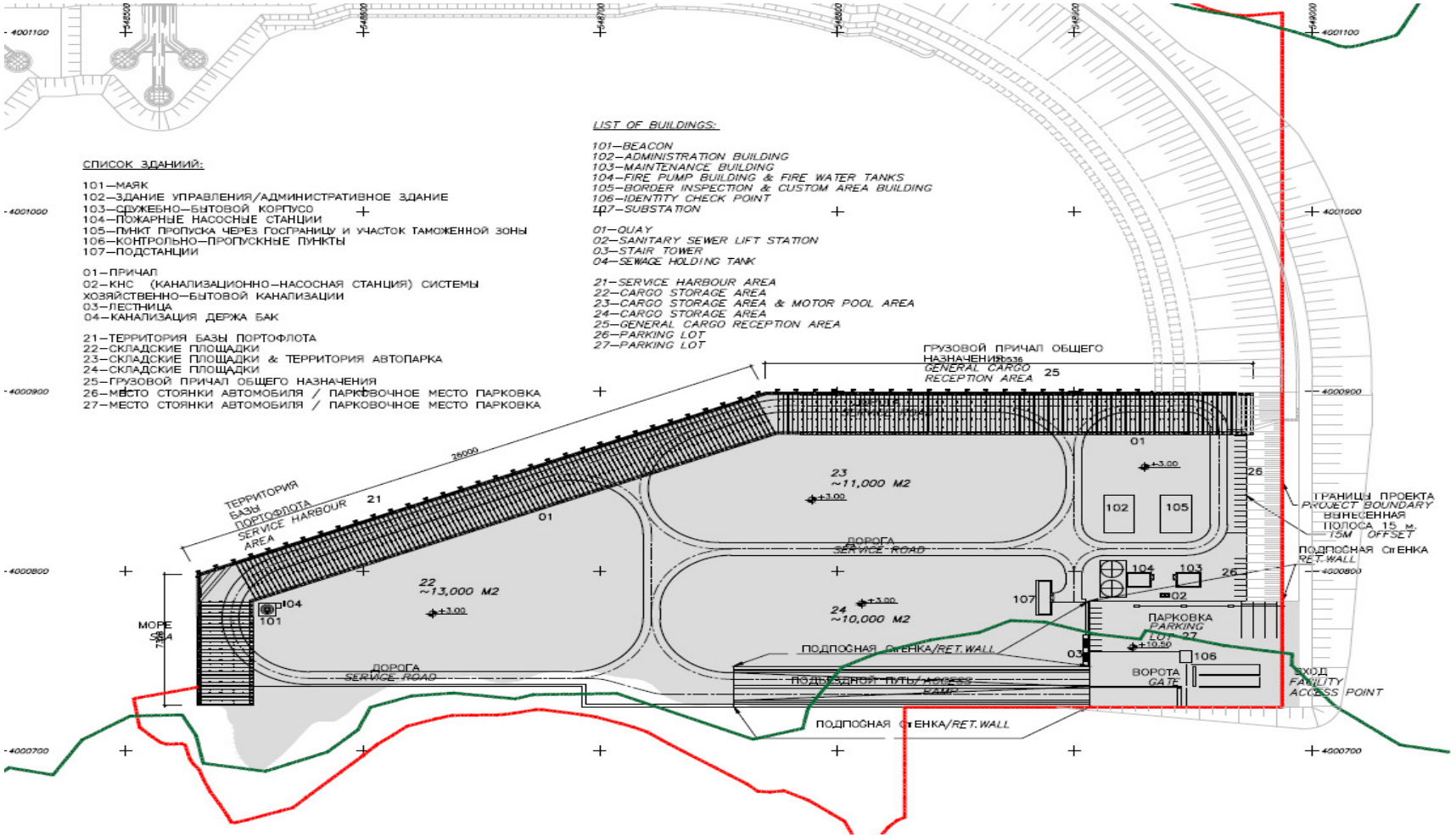
Signature _____

Date _____

Seal

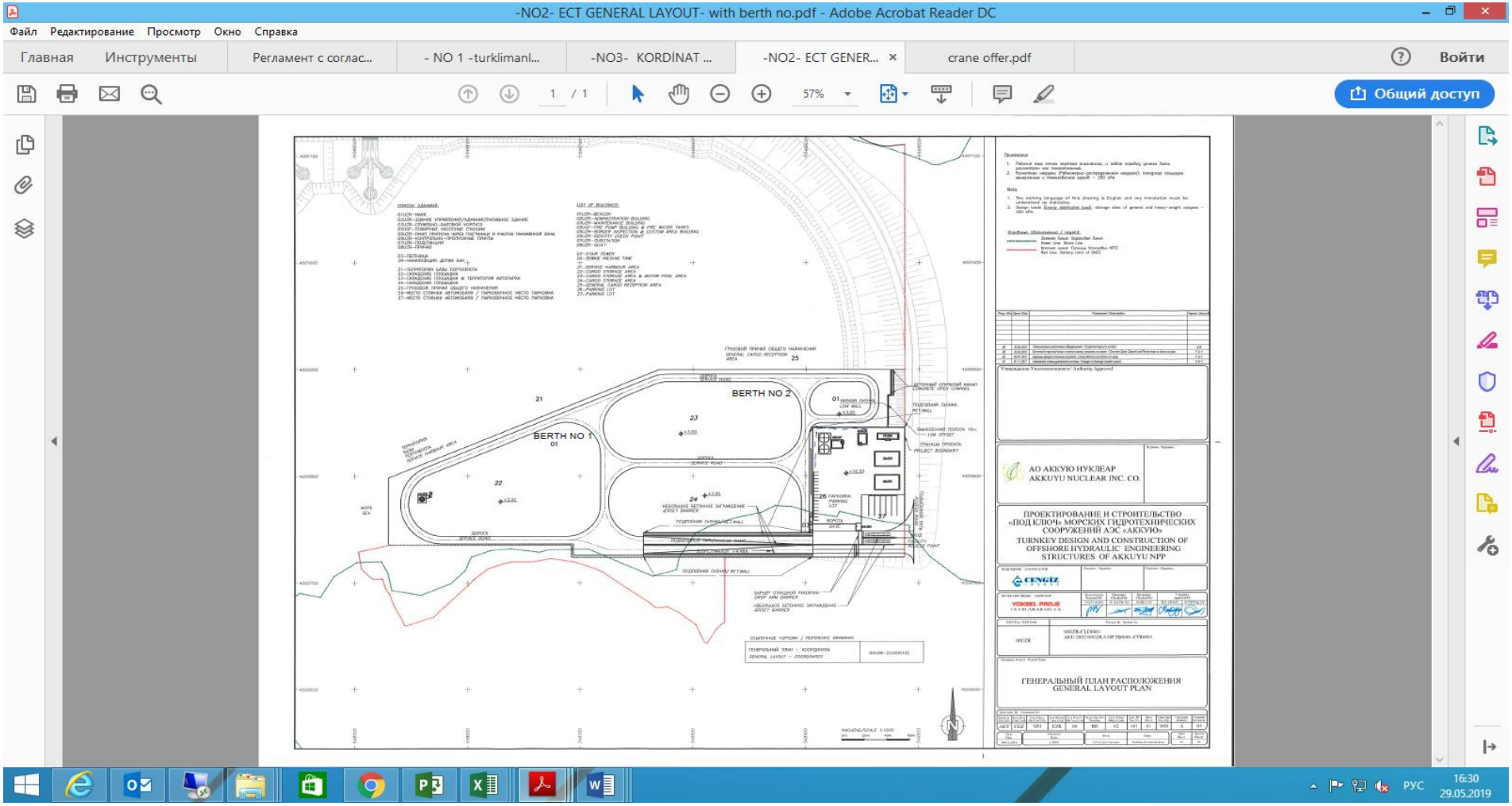
Annex B

General Layout of the Eastern Cargo Terminal Quays



Annex C

Scheme of Safety Zones and Quay Numbering



Annex D

Pilotage Plan

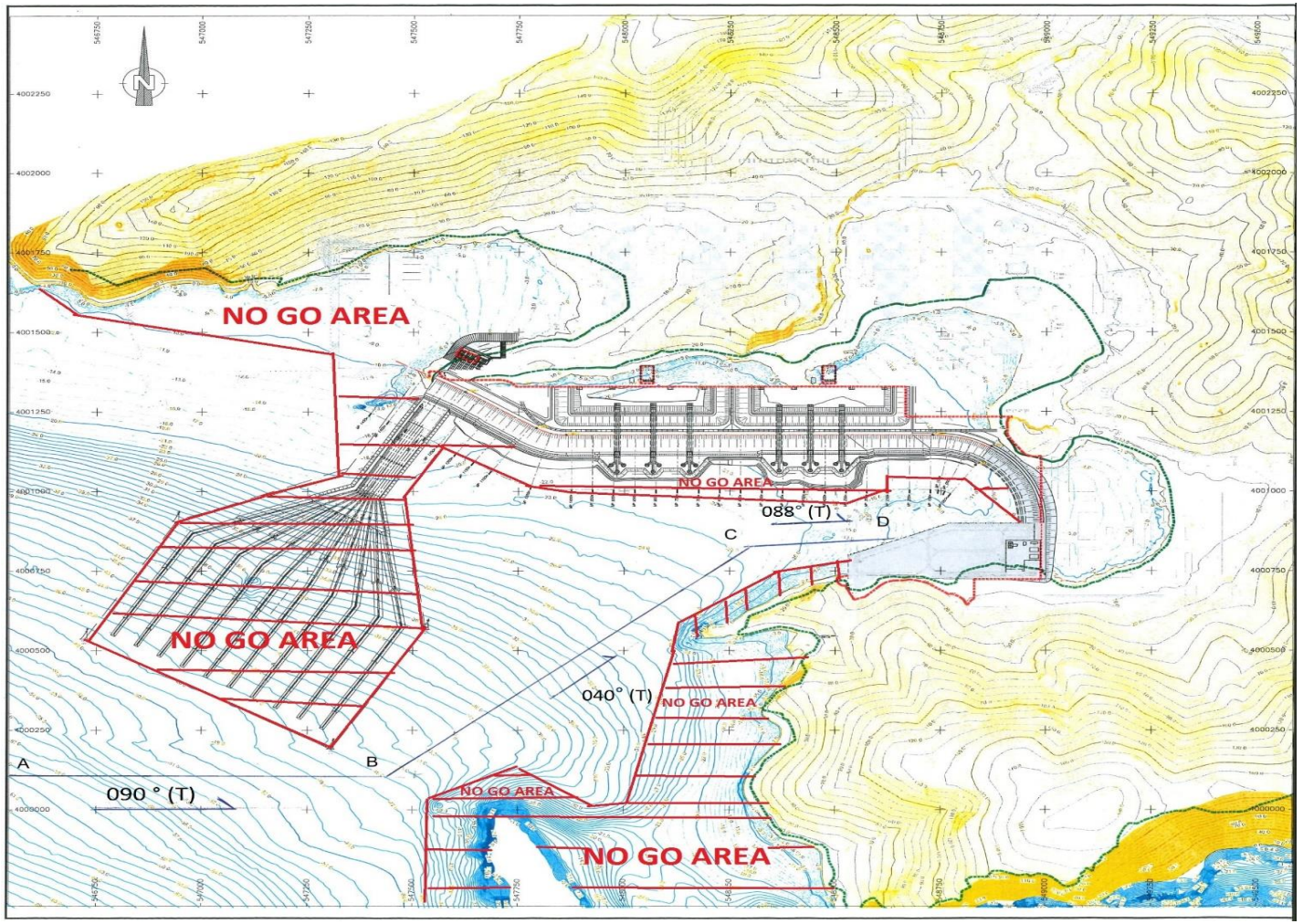
All ships entering the port are recommended to follow general courses, as indicated on the plan.

Segment A-B
general course – 90°

Segment B-C
general course – 40°

Segment C-D
general course – 88°

Ships in the area must navigate at a safe speed, with their engine on stand-by.



Annex E

The Certificate of Readiness for Cargo Operations

_____ _____20 **Quay No. _____**

This Certificate is drawn up in that, guided by the "Safety Rules of Labor in the Seaports of the Republic of Turkey", the Commission, the structure of which is specified below, checked the readiness of the m/v _____ for the safe cargo operations and identified the following:

1. Ramps, gangways, walkways, etc. (valid shall be kept, delete as appropriate) are
   Serviceable
   Defective (specify where) _____
   _____
2. Passage ways (delete as appropriate) are
   Empty
   Cluttered, littered (specify exactly where) _____
   _____
3. Fences of decks, platforms, passages, etc. (delete as appropriate) are
   Serviceable
   Defective (specify where) _____
   _____
4. Availability of hatches open holes, openings on the decks (delete as appropriate)
   N/A
   Yes (specify where exactly) _____
   _____
5. The condition of the vessel's cranes, booms (delete as appropriate)
   In operating condition
   In non-operating condition
6. Vessel electrical equipment (delete as appropriate)
   Does not create danger to others
   Creates a danger to others (specify exactly where) _____
   _____
7. Other vessel devices: _____
   _____
   _____

Vessel for safe cargo operations is:

Ready

Not ready
The following remarks shall be corrected before the start of the cargo operations:

_____
_____
_____
_____

The ECT Representative _____
The Vessel Representative_____

Annex F

Fire Insturctions

IN THE EVENT OF FIRE IMMEDIATELY RAISE THE ALARM.

The Fire alarm at the ECT Quays – siren long signal.

1 In case of a continuous fire alarm system, one or more beeps, lasting at least 10 seconds each, shall be given by the ship's siren.

2 To call the ECT Dispatch Service (Captain Okan Boskurt) via:

– tel. +905316808352

– VHF channel: 16

3 In case of fire on your vessel:

– Give a general vessel alarm;

– Stop all cargo operations;

– Start extinguishing the fire and prevent its propagation with the efforts and means of the crew in accordance with the "Muster list" and "Fire response plan" (if available). The vessel captain shall be the firefighting director;

– Make the engines ready to be started and prepared for unmooring;

– Inform the management of the ECT about their actions and situation in the fire;

– Follow the instructions of the Emergency Response Manager.

4 In case of fire on a nearby vessel or quay:

– By order of the Head of the Port Operation Department to stop all cargo operations;

– Make the engines ready to be started and prepared for unmooring;

– Follow the instructions of the Emergency Response Manager.

REVISION SHEET

Sq.No.	Sheet (page) numbers				Total sheets (pages) in the doc.	EI Number	Incoming number of the supporting documents and its date	Signature	Date
	Rev.	Repl.	New	Cancelled					