



EMERGENCY EVACUATION PLAN FOR SHIPS AND SEA VEHICLES FROM THE PORT FACILITY IN EMERGENCIES

“Bagfaş Port Emergency Action Plan” will be activated in case evacuation of ships from the port is deemed as required in case of emergencies caused by hazardous substances. In this context, port personnel, ship crew and emergency response team will take charge. Bagfaş tugboats will be used to tow the ship away from the jetty in case of an emergency.

1-Emergency Segregation System Preparation

1.1 All emergencies must be notified to the Region Port Authority.

1.2 In case it is decided that the ship must be segregated urgently, it is necessary for the Port Authority to advice safe locations which the Ship can be transported to under controlled conditions.

1.3 The shipmaster and Port facility shall initiate emergency segregation operation by reaching a mutual understanding in cases which require emergency segregation, and notify such operation to the Region Port Authority as soon as possible. A representative from the Region Port Authority or Port Master, Terminal Director/Operating Officer, Shipmaster, Harbor Pilot will reach a mutual understanding regarding the time and method of segregation prior to emergency segregation as long as the severity and time of the emergency allows to do so.

1.4 Ship engines, steering gears, and Marine System cast off equipment must be ready for operation immediately.

1.5 All cargo unloading and ballast flooding operations must be stopped and must be prepared for segregation operation.

1.6 Fire circuit of the ship must be flooded with water and use of water mist must be initiated for strategic sections.

1.7 In case vent to atmosphere is required, engine room crew must be ready, all nonmandatory receiving inlets must be closed and all safety measures related to normal procedures must be taken, a warning notification must be released.

1.8 Local police or fire department must be notified immediately in case required response in all emergencies exceed the capabilities of the terminal.

1.9 While the decision to lift the ship under control is based on the principle of security of life, such decision shall include the following conditions:

- Adequacy of tugboats
- Self-lifting capability of the ship
- Existence of safe locations where a Ship may navigate to or towed to in emergencies
- Firefighting adequacy
- Proximity of other ships
- Fire Ropes

1.10 Fire ropes must be located at the seaward bow and quarter of the ship as long as the ship is berthed at the port facility. Eyelets of the ropes must be lowered to the sea level and the part above the broadside must be tightened by wrapping around the bollard at least five turns. The part of the port above the broadside must be tight starting from the bollard. A lanyard capable of carrying the rope must be tied up right before the eyelet of the rope and the eyelet of the rope must be positioned at three meters above the sea level. Eyelet of the rope must be maintained at the said level while the ship is berthed at the port facility.

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2.Performing Emergency Segregation

2.1 All of the above preparations will be reviewed and if deemed appropriate lifting procedure will be initiated urgently.

2.2 Emergency Segregation process will be based on carrying out the following procedures in the defined order.

2.3 A close coordination and cooperation between the Terminal, Ship and Region Port Authority Officials are required at each stage.

2.4 Emergency Segregation Process:

- Alarming
- Providing information about the emergency via VHF, telephone
- Initial assessment of the situation between the shipmaster and port facility official
- Suspension of operation
- Implementation of the Port Facility and ship emergency plan measures
- Deterioration of the situation and existence of aforementioned emergency segregation conditions
- Situation assessment between the shipmaster, port facility official, region port authority official or harbor master, and harbor pilot
- Decision of emergency segregation
- Informing the adjacent facilities and other ships
- Deployment of tugboats around the ship for emergency segregation, completing the preparations, and notification of readiness
- Completion of the ship preparations by the shipmaster and notification of readiness
- The official giving the approval for opening the release hooks

ATTENTION!

SHIP EMERGENCY SEGREGATION PROCEDURE SHALL BE CONSIDERED AS A LAST RESORT SOLUTION, AND THE RELEASE HOOKS SHALL NOT BE RELEASED BEFORE ALL THE MEASURES ARE TAKEN AND AFOREMENTIONED CONDITIONS ARE FULFILLED.

3.After Emergency Segregation

3.1 Decision and declaration of towing and location after segregation.

3.2 Towing / berthing the ship by tugboats or ship's engine to the designated area

3.3 Inspection of the Port Facility to identify a possible damage or deficiency

3.4 Assessment of the time when the ship and the port facility will be ready to handle goods

3.5 Sharing the problems, if any, which have occurred during emergency segregation

Pilotage and towage department and the shore facility officials have reached a mutual understanding for fire, explosion, and similar emergencies which may occur during loading/discharge.

Sufficient number of tugboats with sufficient towing capacity equipped with firefighting equipment suitable for weather and sea conditions will be sent to the scene as soon as possible in case of emergencies to quickly tow the ship away from the facility to a safe location as required by the protocol executed with the authorized company.

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