

**PUBLIC ANNOUNCEMENT TEXT WITHIN THE SCOPE OF THE  
REGULATION ON PREVENTING MAJOR INDUSTRIAL ACCIDENTS AND  
REDUCING THEIR EFFECTS**

Altıntel Liman ve Terminal İşletmeleri A. Ş. is a high-level organization within the scope of the Regulation on the Prevention of Major Industrial Accidents and Reducing Their Effects and shares the following announcement with the public in accordance with Article 16 of the Regulation.

**SECTION 1**

**1. The name of the company and the full address of the organization,**

The name of the company: Altıntel Liman ve Terminal İşletmeleri A. Ş.

The full address of the organization: Dilovası Organize Sanayi Bölgesi 1. Kısım Tuna Caddesi No:12 Dilovası / KOCAELİ

**2. Indicating that the organization is subject to the provisions of this Regulation and that the notification specified in Article 7 is made using the notification system of the Ministry of Environment, Urbanization and Climate Change, and that the safety report that it is obliged to prepare in accordance with Article 11 in case of a high-level organization is prepared**

Our organization is subject to the provisions of this Regulation. We have made the declaration of the notification specified in Article 7 of the Regulation by using the notification system of the Ministry of Environment, Urbanization and Climate Change. According to the notification, our organization is a high-level organization and we have prepared the safety report that we are obliged to prepare in accordance with Article 11 of the Regulation.

**3. Explaining the activities carried out in the organization in simple language,**

- 83.000 m<sup>3</sup> current capacity
- Total of 63 tanks (total 2540 m<sup>3</sup> 2 fire water tanks)

Our company is a type A General Customs Warehouse and is a port organisation with service permission for third parties, established for the storage and handling of petroleum and petroleum-derived liquid products and chemical liquids. Altıntel Liman ve Terminal İşletmeleri A. Ş. Altıntel pier is 250 m in length & 10.5 m in width with a draft of min 6.30 & max 13.70 m.

It is suitable for the berthing of ships up to 40,000 DWT capacity on both sides.

There is a pipe bridge on the pier where fire lines, chemical and fuel lines pass.

We have multiple land tanker stations in 3 areas of our terminal. In these filling stations, loading/discharging can be done with 12 different scales on 12 different platforms.

All of our electrical equipment in the filling stations is designed as Ex-Proof for safety reasons.

Antistatic shoes and equipment are used as a safety-enhancing measure during filling and discharging operations.

**4. Known names of the substances specified in Annex-1 Sections 1 and 2 that may cause a major accident and simple explanations of the basic hazardous properties of these substances,**

There are Ethanol, Isopropanol, n-butanol, Styrene, Vinyl Acetate, Toluene, N-hexane, N-Butyl Acetate, Ethyl Acrylate, N-Butyl Acrylate, Ethyl Acetate, Xylene, Fuel Oil, Diesel Fuel, which may cause a major accident in the organisation. The main hazard characteristics of these substances are that they are flammable, toxic and harmful to the aquatic environment.

**5. Information on what to do in the event of a major accident,**

In the event of a major accident in the organisation, a response will be carried out within the scope of the Internal Emergency Plan prepared in accordance with “the Communiqué on Internal Emergency Plans to be Applied in Major Industrial Accidents. In case the Internal Emergency Plan is insufficient for the response, the provincial disaster and emergency directorate will be notified, and response activities will be carried out in accordance with the provincial disaster response plan under the coordination of the provincial disaster and emergency directorate.

**SECTION**

**2**

**1. Brief information on the scenarios of major accidents that may occur in the organisation and the measures to control them, and general information on major accident hazards, including their potential effects on human health and the environment,**

68 (sixty-eight) major accident scenarios have been studied within the scope of Article 6 of “the Communiqué on Major Industrial Accidents Document to be Prepared” in the organisation. Scenarios were studied for tanks with tag numbers of TK-02, 03, 04, 05, 06, 07, 08, 09, 21, 22, 23, 24, 54, 55, 61, 62, 63, 64, 65, 66, 67, 701, 702, 703, 704, 705, 706, 707, 708, 709, 801, 802, 806, 807, 54, 55.

All kinds of preventive and restrictive safety measures have been taken for all scenarios of major accidents. Within the scope of these measures, Process Design, Basic Process Control Systems, Process Alarms, Physical Protections (tank pool, relief equipment), Fire Extinguisher, Flame Detection and Gas Detection systems were used concerning the control of major accidents.

Thanks to the preventive measures and restrictive measures in these equipment and areas in the organisation, the frequency of occurrence of the large industrial accident scenario is lower than  $1 \times 10^{-4}$ /year, which is given as the limit value of the large industrial accident frequency in the 9th article of the Regulation.

**2. Indicating that the operator has made adequate arrangements at the facility to deal with major industrial accidents and minimize their effects, including specifically contacting emergency services,**

The organization has created emergency response scenarios. In response scenarios, information was given about internal and external resources, service group personnel, responses to be made from the alarm and control room, manual responses, and firefighting equipment to be used in order to prevent major industrial accidents and reduce their effects. Our facility has prepared the Internal Emergency Plan to be used in the event of a major accident and conducts its exercises periodically.

In case it is foreseen that the institutions providing fire and ambulance services from the Emergency services created in the organization will take part in the scenario content, these institutions are included in the drills and as a result of the drills, the institutions providing the emergency service are provided to know the facility.

In addition, within the scope of the Regulation on the Prevention of Major Industrial Accidents and Reducing the Effects, Hazardous Material Response Cards prepared for each chemical scenario in the organisation were sent to the provincial disaster and emergency directorate, provincial health directorate, affiliated municipality and/or fire brigade as a recommendation to the emergency services in case of a major accident.

**3. Indication of cooperation with emergency services units to respond to any major accident.**

Cooperation with emergency service units is made to respond to any major accident. To develop and sustain the concept of security in the organization, internal units, and units outside the organization exchange information with administrative authorities such as emergency service units, Provincial Disaster and Emergency Directorates, by petition or e-mail.