

IMPORTANT INFO & WARNING

<p>LOW SULPHUR MARINE FUELS REG.</p> <p>ACCORDING TO NEW LOW SULPHUR MARINE FUELS REGULATION, VESSELS WAITING AT ANCHORAGE AREA WITHIN TURKISH PORT BOUNDARIES AND LYING AT A BERTH IN A TURKISH PORT CANNOT BURN MARINE FUELS, WHOSE SULPHUR CONTENT EXCEEDS % 0,1 BY MASS.</p> <p>VESSELS HAVE TO CHANGE OVER TO LOW SULPHUR FUELS (LSF) WITHIN THE SHORTEST TIME POSSIBLE AFTER ARRIVAL AT A TURKISH PORT AND AS LATE AS POSSIBLE AFTER DEPARTURE FROM A TURKISH PORT.</p> <p>IF A VESSEL BERTHS UPON ARRIVAL, THEN SHE CAN SWITCH TO LSF AFTER COMPLETION OF MANEUVERING. IF THE VESSEL WILL DROP ANCHOR WITHIN PORT LIMITS TO WAIT FOR A BERTH, THEN SHE NEEDS TO SWITCH TO LSF AT THE ANCHORAGE AREA, AFTER DROPPING THE ANCHOR.</p> <p>VESSELS IN TRANSIT THROUGH TURKISH STRAITS ARE EXCLUDED FROM ABOVE REGULATION UNLESS THEY ARE GOING TO CALL A TURKISH PORT WITHIN THOSE STRAITS. VESSELS WAITING AT ANCHORAGE AREAS OF DARDANELLES AND/OR BOSPHORUS STRAITS FOR THEIR TRANSIT TURNS ARE ALSO EXCLUDED FROM ABOVE REGULATION.</p> <p>IF A VESSEL IS GOING TO CALL A MARMARA SEA PORT (I.E BANDIRMA, DERINCE, GEMLIK, TEKIRDAG ETC) AFTER PASSING DARDANELLES AND/OR BOSPHORUS STRAITS, THE VESSEL NEEDS TO SWITCH TO LSF UPON ARRIVAL TO THAT PARTICULAR PORT. IN OTHER WORDS, VESSEL CAN PASS TURKISH STRAITS BY BURNING HSF BUT SHE NEEDS TO SWITCH TO LSF UPON ARRIVAL TO THE BOUNDRIES OF THE CALLING PORT IN MARMARA SEA.</p> <p>TURKISH FLAGGED VESSELS SHALL NOT USE MARINE FUELS, WHOSE SULPHUR CONTENT EXCEEDS % 1,5</p> <p>IN SOX EMISSION DETECTION FIELDS DETERMINED BY IMO IN ACCORDANCE WITH MARPOL ANNEX – VI.</p> <p>POLLUTION</p> <p>AS PER THE LATEST REGULATION PUBLISHED IN THE TURKISH OFFICIAL GAZETTE NO 2000, ALL KINDS OF VESSELS CAUSING ANY SORT OF POLLUTION (OILS, BALLASTING, GARBAGE, PAINTING, RUST REMOVAL, CHIPPING, SCRAPPING, BILGE WATERS AND ETC) WILL BE SUBJECT TO EXTREMELY HEAVY FINES AND PENALTIES IN TURKISH PORTS AND/OR TERRITORIAL WATERS OR PASSING THROUGH THE STRAITS OF DARDANELLES AND BOSPHORUS.</p> <p>IT IS FORBIDDEN TO MAKE CHIPPING, RUST REMOVAL, PAINTING WHILE THE VESSEL IS IN PORT.</p> <p>IT IS STRICTLY FORBIDDEN TO DISCHARGE DIRTY BALLAST, DOMESTIC WASTE, BILGE WATERS, TREATED SEWAGE, GRAY WATERS AND ANY SOLID/LIQUID WASTE WHATSOEVER (EVEN ANY WATER WHICH CAN CREATE DISPUTE) DIRECTLY TO THE SEA FROM ALL KINDS OF VESSELS ENTERING AND ANCHORING AT THE PORT AREA.</p>	<p>ALL VESSELS SAILING OR ANCHORING AT THE PORTS ARE BEING CONTROLLED/MONITORED BY CONTROL AND OBSERVATION TEAMS OF VARIOUS ORGANISATIONS FROM THE SEA AND AIR (WITH DRONES AND OTHER VEHICLES) CONTINUOUSLY 24/7.</p> <p>VESSELS ARE ALSO FORBIDDEN TO POLLUTE THE SEA DURING LOADING AND UNLOADING OPERATIONS AT THE PORT.</p> <p>ALL CONTAMINANTS SHOULD BE DISCHARGED TO THE APPROPRIATE LAND FACILITIES OR STORED IN SPECIAL TANKS.</p> <p>ALL VESSELS BERTHED AT THE PORT ARE OBLIGED TO INFORM AND SHOW PROOF TO OFFICIAL INSPECTION AND CONTROL TEAMS WITH THE OFFICIAL DOCUMENTS, INCLUDING THE LOCATION, ABOUT THE DISPOSAL OF LAST BILGE WATER, BALLAST, SOLID WASTE AND OTHER CONTAMINANTS.</p> <p>LEGAL ACTIONS WILL BE TAKEN IMMEDIATELY AND HIGHEST PENALTIES AND FINES WILL BE APPLIED AGAINST ALL VESSELS WHICH ARE RESPONSIBLE FOR POLLUTING THE SEA, WHATSOEVER THE REASON.</p> <p>CREW MATTERS /SHOREPASSES</p> <p>ALL THE CREW MEMBERS SHOULD KEEP THEIR SHOREPASSES WITH THEMSELVES AT ALL TIMES AND THE SHOREPASSES SHALL BE RETURNED TO THE PORT POLICE BEFORE VESSEL'S DEPARTURE. IN CASE SHOREPASS IS LOST, A FINE OF \$ 100 SHALL BE IMPOSED FOR EACH LOST SHOREPASS.</p> <p>IT IS FORBIDDEN FOR CREW TO LEAVE THE CITY LIMITS WITH THEIR SHOREPASSES.</p> <p>ALL THE CREW MEMBERS SHOULD RETURN BACK TO VESSEL LATEST AT 22.00 HRS LOCAL TIME.</p> <p>IT IS NOT FORBIDDEN FOR CREW MEMBERS TO CONSUME ALCOHOLIC BEVERAGES IN THE CITY HOWEVER CREW MEMBERS SHOULD NOT RETURN BACK TO PORT IN A DRUNK OR INAPPROPRIATE POSTURE.</p> <p>TURKEY HAS STRICT LAWS AGAINST USE, POSSESSION AND/OR TRAFFICKING OF ILLEGAL DRUGS. IF A CREW MEMBER IS CONVICTED OF ANY OF THESE OFFENCES, HE CAN EXPECT TO RECEIVE A HEAVY FINE OR A PRISON SENTENCE.</p> <p>MISCELLANEOUS</p> <p>IT IS NOT ALLOWED TO MAKE MAJOR REPAIRS, HOT/COLD WORK, WHICH WILL IMMOBILIZE THE VESSEL ALONGSIDE UNLESS PERMITTED BY THE HARBOUR MASTER.</p> <p>NOBODY SHOULD BOARD THE VESSEL EXCEPT AGENCY OFFICERS AND CUSTOM/POLICE OFFICIALS BEFORE COMPLETION OF THE ARRIVAL CONTROLS.</p> <p>ALL VESSELS SHOULD FLY A CLEAN, WELL IDENTIFIED TURKISH FLAG DURING THEIR STAY AT THE PORT.</p>	<p>ALL VESSELS SHOULD KEEP QUARANTINE (QUEBEC/YELLOW) FLAG HOISTED UNTIL THE VESSEL IS INSPECTED BY THE SANITARY AUTHORITIES.</p> <p>ALL VESSELS SHOULD ARRANGE THEIR RAT GUARDS AS SOON AS THEY COME ALONGSIDE.</p> <p>BEFORE TAKING/DROPPING THE PILOT, ALL VESSELS SHOULD PREPARE THE PILOT LADDER STRICTLY AS PER SOLAS REGULATIONS IN ORDER TO AVOID ANY DELAY AND/OR PENALTY.</p> <p>ALL VESSELS SHOULD LEAVE THE PIER WITHIN 3 HOURS (2 HOURS FOR 'MERSIN' PORT) AFTER COMPLETION OF OPERATIONS. OTHERWISE DETENTION CHARGES (PER HOUR) WILL BE APPLIED.</p> <p>IF THE STEVEDORES STOP OPERATIONS DUE TO REASONS ARISING FROM THE SHIP (CRANE BREAKDOWN OR STOPPAGE BY SHIP AUTHORITY INSTRUCTION ETC) IDLE WAITING FINES MAY BE CHARGED TO THE SHIP.</p> <p>ALL REQUESTED PRE-ARRIVAL INFORMATION MUST BE PROVIDED TO AGENTS BY MASTER / OWNERS, AT LEAST 72 HRS BEFORE VESSEL ARRIVAL TO PORT. OTHERWISE HARBOUR MASTER WILL ISSUE "LATE NOTICE" PENALTY FEE, UP TO USD.500 SUBJECT TO CHANGE. EXACT AMOUNT WILL BE ADDED TO VESSEL'S FINAL D/A WITH OFFICIAL VOUCHER.</p> <p>WASTE REMOVAL</p> <p>VESSELS MAY DELIVER WASTE FREE OF CHARGE UPTO THE AMOUNT WITH FIXED FEE PAID/INCLUDED IN THE PROFORMA DISB/ACCT. ADDITIONAL CHARGES WILL OCCUR FOR WASTE REMOVED IN EXCESS OF THE ALLOWED AMOUNTS.</p> <p>IN CASE THE SHIP WILL BE CALLING MORE THAN ONE TURKISH PORT CONSECUTIVELY, WASTE DELIVERY (IF ANY) AT THE SUBSEQUENT PORTS, WILL BE CHARGED ON THE ACTUAL QUANTITY PER M3 (AS PER THE OFFICIAL TARIFF). THE FEES VARY ACCORDING TO VESSEL'S GRT AND TYPE OF WASTE REMOVED.</p> <p>WASTE REMOVAL WORKING TIME IS BETWEEN MONDAY - SATURDAY , 08:00 - 17:00 HOURS. THE FEES FOR WASTE REMOVAL OUTSIDE OF WORKING TIMES & DURING OFFICIAL HOLIDAYS WILL INCREASE BY 25%.</p>
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Warning about Crimean Ports

- Regardless of owners, flag or if the vessel is laden or not, vessels will not be permitted to call a Turkish port coming from a Crimean port or will not be granted sailing permission to sail to a Crimean port after departing from a Turkish port.
- For vessels arriving to Turkish ports from a port in Black Sea, vessels' journal copies, showing the records from the departure of last port of call must be presented to Harbor Master's Office before arrival of the vessel.
- Before arrival of the vessel owners / managers of the vessel must sign and stamp the below quoted letter of undertaking:

Warning about Cyprus Ports and Cyprus related vessels

- Cyprus flagged vessels, vessels registered under CYPRUS SHIP REGISTRY or vessels owned by Cypriots or even one of the shareholders or partners of the owner company is a Cypriot, vessel's will be denied to call a Turkish port.
- Regardless of the flag, vessels will not be permitted to call a Turkish port coming from a Cyprus port or will not be granted sailing permission to sail to a Cyprus port after departing from a Turkish port.
- Cyprus flagged / related vessels will not be permitted to anchor within Turkish territorial waters.
- Regardless of the flag, and the last port of call, vessels will not be permitted to call a Turkish port if carrying a cargo loaded from a Cyprus port (if cargo's country of origin is Cyprus.)
- Vessels will not be permitted to call a Turkish port if the vessel is Bare-Boat chartered from Cyprus
- Vessels which are destined to call a Turkish port ,if the vessel's managers entitled on the documentation are located in Cyprus, official agreement between owners and managers of the vessel must be presented to Harbor Master's office, and after inspection of the documents and agreements, Harbor Master's office will grant permission for port call or deny the same.