

** IMPORTANT AND PORT INFORMATION:

Pls find attached Darica / Aslan cement port info

** Port of arrival is GULF OF IZMIT, Turkey.

** Pls note that; There are no any quarantine / Presently there is no any restrictions

** Port Cargo Handled : Bulk - Dry - General Cargo

** Third Party : All port services are available for the Third Party Companies.

** IMO Port Facility No. TRIZT - 006

** Port fully ISPS code compliant and certified

** PORT SECURITY LEVEL 1

** 2 hours before arriving in Izmit Bay, the pilot makes contact

** Aslan cement port Location : 40° 45' 25 North / 029° 23' 30 East.

** Darica Entrance position : 40° 45' 24 North / 029° 21' 15 East.

** PILOTAGE: is compulsory in the Gulf of Izmit from Darica to the port and for berthing and unberthing and anchoring, provided by the Ankaş Kılavuzluk Pilot.VHF channels 12, 16.

** Pilot Embarkation/Disembarkation Points for İzmit

 ** Pilot Embarkation Position;

 40° 43' 24" N - 029° 21' 24" E

 ** Pilot Disembarkation Position;

 40° 44' 24" N - 029° 21' 24" E

** ANCHORAGE AREAS: please see "Gulf of Izmit" (Information on best location of anchorage will be given by Pilot station

** Anchorage position :1) 40° 45' 12" North - 029° 23' 27" East
(Cape Darica) / Anchoring with pilot

 2) 40° 46' 00" North - 029° 30' 57" East
(Cape kaba) / Anchoring with pilot

** Pilotage and tug are compulsory 7 / 24 hours pilotage/towage service available / No berthing and departure in the port in bad weather conditions

** TOWAGE: and/or mooring boat compulsory arranged by pilot and provided by the Sanmar A.S.

** Pls. note, Radio calls made by vts must be answered otherwise penalties are applied

** Sewage system should not be operated during the stay, both at port and anchorage. All "Grey Water" should be held on board and prevented from escaping.

** Dirty Water de-ballasting not allowed at alongside

** No beam restriction.

** Aircraft restriction : Limit 56 MT.

** Port Equipment : Mobile Crane / Excavator / Forklift / Bunker / grabs available

** No any official holidays/breaking / Will be notified if it is a public holiday

** Working hours : Operates 24 hours a day year round,

PORT WORKING TIMES: 00:00-08:00/08:00-16:00/16:00-00:00

GANG CHANGE TIME : 08:00-09:00 / 16:00-17:00
00:00-01:00

MEAL BREAK TIME : 12:00-13:00 / 01:00-02:00
19:00-20:00

** Vessels should leave the berth within 3 hours upon completion of cargo operations, otherwise idle occupation fee will be applied to the vessel's account. If the ships require staying in berth, than the permission for berth occupation shall be obtained from the Port Management via agent.

** Vessel's staff should ensure to check each hold during the cargo operation. Damage report shall be presented to the Port as soon as possible. Damages that are not being advised after mention hold loading/unloading operations completed within 2 hours or a/p charter party terms, will not be taken into consideration by port authorities.

** The vessel's cargo plan which clearly indicates the Loading/Unloading/Ballast operations shall be mutually agreed and signed by port authorities and ship's management. If any modification needed during the operation, revised plan shall be prepared by vessel authorities and approved by both parties.

** Accuracy and timing of ballast operations are very important for the safety and continuity of cargo operations. Also departure drafts of the ships must be appropriate for the safe manoeuvring.

** 7 days, 24 hours a day, 3 port manager. Loading/unloading works in all port manager There are port manager Operations Officers.

** In case of damage to the ship during discharge, the port does the damage caused by the port itself, but not the rusty and old damage caused at the loading port

** Sea water density : Generally range is between 1.017 kg/m³ and 1.018 kg/m³.

(Depending on seasonal, tidal and meteorological influences.)

** Please note that discharging will be done by shore crane but it is used on ship Crane and grabs according to port congestion, Depending on agreement btw concern parties

** Etb/Ets : Is not Clear. / Reverting with future developments will be done

** Average production (disch / load) Rate per day: Usually 3.000 mts 5.000 mts
3.000 to 5.000 meters per day depending on the number of vehicles and cranes

** Forklift is available in port operation between 20 and 40 mtons

** Stevedoring services are provided by the port.

** There is no monsoon period in Turkey, we can not say anything about wheather.

** There are bunker suppliers in the Gulf of Izmit region. Bunker supply allowed while the ship is alongside and during the operation

** For CTM transfer, please inform the transfer amount

** Gulf of izmit and international staff exchange opportunities are available.

** Garbage service is available by barge / VLSFO and LSMGO are available at the port FW is available at the port

* Garbage delivery compulsor as per waste tariff (As per p/da)

** PILOTAGE/TOWAGE/MOORING AND GARBAGE SERVICES ARE SUBJECT TO 50 PCT OVERTIME ON

WEEKEND,NATIONAL AND OFFICIAL HOLIDAYS

**FOR CUSTOMARY SAILING PURPOSES,DESTINATION OF VESSEL AFTER SAILING FM DISCHARGE PORT HAVE TO BE DECLARED AND IT SHLD BE ADVISED TO AGENTS AT LEAST

ONE DAY BEFORE VESSEL COMPLETE DISCHARGING.OTHERWISE WE WILL ARRANGE SAILING ACCORDING TO ONE MEDITERRANEAN SEA AND BLACK SEA PORT.

** FW GET PRICE (VARIES ACCORDING TO PORTS)
PLS ADVISE SUPPLY REQUEST BEFORE ARVL ORDER TO ARRANGE DELIVERY TIMELY.

** RULES AND REGULATIONS : In the port of Gulf of izmit, all ships are obliged to follow the national and international conventions and regulations.(SOLAS, MARPOL, ISPS, Ports Regulation etc.)

** AGENTS ARE NOT RESPONSIBLE FOR THE NON RECEIPT OF GARBAGE OR DELIVERY OF BUNKERS

RESULTED FROM GARBAGE BARCH BAD WATHER SEA CONDITION THE VESSEL AND SOME OF THE SERVICES MIGHT BE RENDERED WITH DELAYS.

**IF THE CARGO QUANTITY DECLARED ON THE MANIFESTS IS NOT THE SAME AS THE CARGO QUANTITY DISCHARGED AT DISCHPORT, THEN AS PER TURKISH CUSTOM LAW , THE CARRIER WILL BE HELD FULLY RESPONSIBLE FOR THE DISCREPANCY. THE CARRIER IS THEN EXPECTED TO CORRECT THE FIGURES DECLARED ON THE MANIFESTS BY OBTAINING A FORMAL LETTER OF CORRECTION FM LOADPORT AUTHORITIES. THE CORRECTION LETTER MUST BE ENDORSED BY THE LOCAL CHAMBER OF COMMERCE AT LOADPORT AND BY THE TURKISH CONSULATE AT LOADPORT. OTHERWISE THE CARRIER WILL BE FINED AN AMOUNT EQUIVALENT TO THE IMPORT TAXES/DUES/FEEES PAYABLE FOR IMPORTING THE DISCREPANT AMOUNT OF CARGO.

**IF THE VESSEL STAY AT THE ANCHORAGE MORE THAN 72 HOURS FOR ANY REASON THEN ANCHORAGE DUES IS CHARGED MONTHLY OR ANNUALY DEPENDING ON SHIPOWNERS REQUEST.

CALCULATION FOR 1 MONTH = GRT X USD 0,05 X2
1 YEAR = GRT X USD 0,10 X6

** BERTHING / DISCHARGING COMMENCED ETC / ETS 1 (ONE) DAY BEFORE INFORMATION WILL BE GIVEN BY LOOKING AT THE PORT PROGRAM.

** SHIPOWS/MANAGERS SHOULD BE AWARE OF THE SANCTIONS AGAINST CYPRUS AND CYPRUS FLAG / SOUTH CYPRUS FLAG VSL AND / OR OWNERS AND /OR MANAGER AND / OR OPERATOR NOT ACCEPTABLE.

** SHIP OWNERS SHLD ADVISE PASSANGER DETAILS IF NOT STATED ON CREW LIST BEFORE

ARRIVAL TO PORT LIMITS.

PAY ATTENTION TO FOLLOWINGS

** CREW CHANGES ARE FORBIDDEN UPTO RECEIVING FURTHER INSTRUCTIONS FM HARBOUR MASTER.

** SHIPSUPPLIES/DELIVERIES ARE NOT PERMITTED UNLESS THERE IS EMERGENCY SITUATION AND SUBJ TO RCV

PERMISSION FM HARBOUR MASTER/GOVERNER AND PROCEDURE WILL BE QUITE LONG.

** MASTER SHLD LIST THE EMBARKED/DISEMBARKED CREW LIST TOGETHER WITH DATE/PLACE.

SHL PAY ATTENTION THAT ALL CREW IS UNDER HEALTY CONDITIONS.

** ANCHORAGE AREAS: PLEASE SEE "GULF OF IZMIT" (INFORMATION ON BEST LOCATION OF ANCHORAGE WILL BE GIVEN BY PILOT STATION)

** PILOTAGE: IS COMPULSORY IN THE GULF OF IZMIT FROM DARICA TO THE PORT AND FOR BERTHING AND UNBERTHING AND ANCHORING, PROVIDED BY THE ANKAS KILAVUZLUK PILOT(ANKAS).VHF CHANNELS 12, 16.

** TOWAGE: AND/OR MOORING BOAT COMPULSORY ARRANGED BY PILOT AND PROVIDED BY THE SANMAR A.S.

- M.E. immobilisation is strictly NOT permitted at berth by Harbour master

- Port authorities DO NOT permit vsl's crew to carry out maintenance work on vsl's hull like scraping and painting
- The port authority does not allow hatch cleaning in the port
- As Agent our responsibilities and liabilities limited with local Laws/Regulations/Tariffs
- Vsl is responsible to take necessary enviromental precauttions if required
- Vsl is responsible to provide VALID SHIP & OFFICAL CREW MEMBERS certificates
- Vsl MUST BE send INT MARITIME Decleration from by mail to izmit.thssgm@saglik.gov.tr before arrival 24 hours ago.
- Turkey's standard zone time is UTC / GMT +3.
- Nationality and Turkish flag must be flown 24 hours - from arrival till departure. (Flags must comply with standards and must be clean.)
- Deck, warehouse etc. ship lighting should be sufficient for the safety of Loading/Unloading operations.
- Walking paths on the ship, all the stairs and steps etc. possible entry/exit areas must be sound and well maintained; should be free from oil and grease, clean and safe.
- If the vessel crane is to be used for the loading / unloading operation; cranes and assemblies must be undamaged and suitable for their purpose. The Cargo Gear Booklet must be submitted to the port authorities before the operation. If the crane will not be used for the operation; the cranes must be turned in the opposite direction of the approaching side and positioned so as not to be located in the area of the harbor cranes.
- Ship plan indicating loading / unloading / ballast operations should be signed by reaching an agreement between ship and port authorities. If the plan changes during the operation; the revised plan should also be approved by the parties.
- Correct and timely performance of ship ballast operations is important to ensure that your loading/unloading operation is sustained and safe. In addition, the departure drafting of the ships must comply with the maneuvering safety.
- Ships whose loading / unloading operations have been completed must leave the dock within 3 hours; otherwise Unlawful Detainer shall apply. Ships who wish to stay at the dock must obtain permission from the Port Authority through their agents before the end of the loading / unloading operation.

- TURKISH FREIGHT TAX :There is a freight tax on vsls/owners/operators account which is 5,055 pct on total earned freight for the vsls which load any kind of cargo fm any Turkish ports and as per Turkish tax regulation in force that the vsls' agents are responsible for collecting and paying this tax to the local tax office timely.

- As from 1st Jan 2012, all vessels calling to Turkish ports for loading/discharging must use LSMGO (max sulphur 0.1%) while the vessels are in Turkish inland waterways including anchorage/berths.
- Fyr easy reference. vessels have to change over to LSMGO within the shortest time possible after arrival at a Turkish port and as late as possible after departure from a Turkish port.

- If a vessel gets alongside to berth upon arrival, then she can switch to LSMGO after completion of berthing maneuver. However, if the vessel will drop anchor within port limits to wait for a berth, then she needs to switch to LSMGO at the anchorage area, after dropping the anchor.

- Vessels in transit through Turkish Straits (Dardanelles and/or Bosphorus) 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 for their transit turns are also excluded from above regulation.

- Please note low sulphur fuel oil consumption at port.

**** All vessels within Turkish Port limits must consume LSMGO even if they are at anchorage position either at berth. Vessels have 2 hours changeover opportunity from high sulphur bunker to low sulphur bunker both on entry & exit port limits.

**** In this respect, vessel has to consume LSMGO on all below positions.

**** At Anchorage

**** From Pilot station or anchorage to terminal/berth

**** During discharging/loading operation

**** From terminal to pilot point/open seas.

- Please kindly informed that fuel oil consumption is forbidden after change over till departure so fuel oil quantity which is declared to customs on arrival should be same as on departure. So, vessel has to use LSMGO for M.E. till departure.

- Pollution : According to Marpol Regulations, it is strictly prohibited for all vessels to discharge any kind of sewage or dirty ballast or throw garbage in to the sea while calling any Turkish ports's or passing Transit Marmara Sea.

- The following is a guideline for avoiding risk of pollution and subsequent fine ;

**** All overboard discharges should be closed and the Valves secured/sealed in close position

**** All scuppes are to be closed/plugged.If possible,continuous deck-edge plates should be fitted;

**** Sewage system should not be operated during the stay,both at port and anchorage.All "Grey **** Water" should be held on board and prevented from escaping.

- Marine environment protection boats are working 24 hours at Turkish Coastlines and the vessels polluting sea are exposed to being detained and heavily fined in case the video camera footage and sample are taken by coast guard.

Best Regards...