

The purpose of the TP&I News is to provide the latest news for the shipowners, charterers, as well as any other maritime interests around the globe. Each issue of TP&I News will include a focused review section of several articles on a topic of current interest.¹

1. Georgia Update

1.1. Navigational fines

All Georgian ports use Vessel Traffic Services (VTS) system and controlled by vessel traffic system. All ports have its own Traffic Separation Scheme (TSS) and vessel should strictly follow such TSS zones. Even small deviation (even it will be no danger at all for traffic) will be ascertained by authorities and any breach will cause claims.

In addition to VTS system, coast guard monitors all traffic 24 hrs and in case of breach occurs, they will detain the vessel and issue a claim. The claim amount is a lumpsum fixed fee 50 000 GEL (around 17.000 USD as per present exchange rate).

Therefore, it is strongly recommended to follow VTS.

1.2. Fines for the violation of regulations for the lowering and manoeuvring of life or rescue boats

In case of launching a lifeboat by not following authorization procedure, the vessel may be detained and/or fined. This is because, the un-authorized act will be reviewed by authorities as violation of port regulations and navigational rules.

In accordance with Code of Administrative Infringements of Georgia, master of the vessel could be fined due to violation of navigational regime for the fixed amount of 50.000 GEL (about 17.000 USD).

In order to not receive any fine, Master should:

- First, to obtain permission from Port State Control (Harbour Master) prior drills to lower boat till surface of water only.



- Second, to obtain permission from Coast Guard in order lower boat into the water and manoeuvring within vessel proximity.

Master should not obtain permission directly by VHF only, but to inquire ship agent to obtain such permission from local authorities preferable in written form and double check by VHF prior to any drill operations.

Failing to obtain both permissions, will put vessel under risk of detention for the violation of navigational regime as stated above.

1.3. Covid-19 regime in Georgia

Since 02 March 2020, the Maritime Transport Agency (MTA) of Georgia has implemented different measures in order to avoid the risk of spread of the COVID-19 in Georgia.

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One of the measures that has been implemented is that Government of Georgia has put health advisories at checkpoints to inform travellers and crew on the precautionary measures.²

For the vessel's entry, all vessels calling to the Georgian ports shall need to submit at least 24 hours before maritime health declaration form together with its annexes.³ If a ship, or her crew or passengers entered the countries considered to be as high risk countries (i.e., Peoples Republic of China, Islamic Republic of Iran, Republic of Korea, Italy, Germany, France, Spain, Switzerland, Norway, Denmark or Austria) within last 21 days, they will be subject to thermal screening by the authorized officers of Customs Department of the Revenue Service of Georgia.

While ship's Master has the obligation to submit completed forms before entering Georgian ports, he/she is also responsible for observing health of crew and/or passengers. At anchorage points or in waiting areas master should communicate any suspicious cases to the Harbour Master and appropriate authorities without any delay.

1.4. Entry rules for COVID-19 vaccinated visitors

Citizens of all countries, traveling from any country are able to enter Georgia, if they:

- While traveling by plane passengers need to present the document confirming the full doses of vaccine (two doses of the recognised vaccines, one dose in case of Johnson & Johnson) at the border checkpoints of Georgia.

- While travelling by land and sea, passengers should be presenting the document confirming the full doses (two doses of the recognised vaccines, one dose in case of Johnson & Johnson) at the border checkpoints of Georgia. Except for any person traveling from the Republic of India (regardless of citizenship and full doses of vaccination

that mentioned above) as well as any persons travelled to Republic of India during the past 14 days. If answer is yes to the above, they are subject to a negative PCR test conducted in the last 72 hours prior to the visit to Georgia at the border and then - a mandatory 14-day quarantine (for foreigners, at their own expense).⁴

1.5. Entry rules for non-vaccinated visitors

Non-vaccinated visitors, at the border checkpoint should present a negative result of the PCR test conducted in the last 72 hours prior their visit to Georgia. On the 3rd day of their stay, they are obliged to undergo PCR-examination at their own expense.

Before crossing the state border, they must complete the special application form, indicating the travel history of the last 14 days, contact details (address, phone number, email etc.).⁵

1.6. Crew change

Georgia is one of the first countries to designate seafarers as "key workers" and to have allowed crew change and rotation on its territory.

The country is slowly heading towards the status of "safe hub", while representatives of the maritime industry and shipowners will be offered the possibility to safely send seafarers to access and transit through Georgia to reach the final destination.

We thank to our correspondent, George Imnaishvili, Geomar Co. Ltd., for providing this information.

² Government of Georgia implemented dedicated web page (available in Georgian and English languages) <https://stopcov.gov.ge/>.

³ http://mta.gov.ge/uploads/metxutmete_danarti-converted.pdf.

⁴ For the non-vaccinated individuals who have travelled to the Republic of India within the last 14 days will be placed in a mandatory quarantine for 14 days upon entry at their own expense. In this case, PCR-examination on 3rd day of their stay will be waived. See point 1.5.

See more detailed information at following link: <https://stopcov.ge/en/page/sazRvrvis-kveTis-regulaciebi>

⁵ https://registration.gov.ge/pub/form/8_protocol_for_arrivals_in_georgia/tk6157.

2. Passengers Carried by Sea: Compulsory Liability Insurance in Turkey

With the communiqué published by the Turkish Insurance and Private Pensions Regulation and Supervision Agency in March 2022, boats for excursion, yachts, commercial yachts, daily excursion boats, marine vehicles carrying 12 or more passengers and used in marine tourism are now covered by the compulsory liability insurance regime.

The said vessels with insufficient insurance limits are given a period of time until 1st of May 2022, to increase their coverage limits to the level required by the law and/or to take out insurance if they do not have any. In case of not fulfilling the requirements, the port authorities will not allow the voyages of the vessels that do not have the necessary insurance coverage.



3. Bunker Issues in Singapore

The Maritime and Port Authority of Singapore (MPA) was notified on 14 March 2022 that a number of ships had been supplied with High Sulphur Fuel Oil (HSFO) containing high concentration levels of Chlorinated Organic Compounds (COC) (1,2-Dichloroethane, Tetrachloroethylene) in the Port of Singapore. MPA immediately contacted the relevant bunker suppliers to take necessary steps to stop supplying the affected fuel and to also inform all the ships that were supplied with the fuel to exercise caution when using it.⁶

MPA is currently in discussions with the industry on implementing additional fuel quality checks that would screen for unacceptable chemicals. MPA also intends to submit a paper on the fuel contamination with COC to the International Maritime Organization (IMO) for the members' awareness.

Source: MPA.

We also thank to our correspondent, SPICA SERVICES (S) PTE LTD., for providing this information.



⁶ Bunker fuel supplied in the Port of Singapore must meet the international standards of petroleum products of fuel – International Organization for Standardization 8217 (ISO 8217).

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For Turkish version please visit our website.

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