



JAPAN P&I NEWS

外航組員各位

トルコー海洋汚染規制強化と高額過怠金について

トルコ当局は海洋環境保護の強化を目的として、海洋汚染に関する規制を年々厳格化しており、違反者には高額な過怠金を科しています。トルコ水域を航行・作業する船舶は、海洋汚染防止のため、以下の点に十分ご留意ください。

トルコの過怠金制度の特徴

トルコの過怠金制度は、海洋汚染物質の種類や流出量ではなく、流出させた船舶の総トン数に基づいて基準額が決定される点が、他国と大きく異なります。また、毎年基準となる料率は増額されており、とりわけ 2025 年 1 月 1 日からは、2024 年の料率から約 44% も増加しています。

2025 年の料率は以下のとおりとなります。

船種および汚染物質	Gross Tonnage	過怠金額
タンカーによる石油および石油製品の海上流出	1,000総トンまで	(a) 1トン当たりTL4,583.90
	1,001総トンから 5,000総トンまで	(b) (a)に加えて 1トン当たりTL1,146.01
	5,000総トン超	(a)、(b)に加えて 1トン当たりTL114.55
タンカーによるダーティバラストの海上流出	1,000総トンまで	(a) 1トン当たりTL835.15
	1,001総トンから 5,000総トンまで	(b) (a)に加えて 1トン当たりTL166.61
	5,000総トン超	(a)、(b)に加えて 1トン当たりTL26.44
船舶およびその他の海上輸送手段による石油製品ならびにダーティバラストの海上流出	1,000総トンまで	(a) 1トン当たりTL2,291.94
	1,001総トンから 5,000総トンまで	(b) (a)に加えて 1トン当たりTL458.40
	5,000総トン超	(a)、(b)に加えて 1トン当たりTL114.55
船舶およびその他の海上輸送手段による廃棄物および排水の海上流出	1,000総トンまで	(a) 1トン当たりTL1,146.01
	1,001総トンから 5,000総トンまで	(b) (a)に加えて 1トン当たりTL229.21
	5,000総トン超	(a)、(b)に加えて 1トン当たりTL26.44

上述の料率は、船舶の総トン数に応じた基本的な過怠金額であり、最終的に決定される金額ではありません。最終的な過怠金が決まるには、事案の内容により以下の要素が加味されます。

- ①危険物質を含む場合：基準額の 10 倍
- ②流出地点が環境保護区に該当する場合：基準額の 2 倍
- ③法人所有の船舶が流出させた場合：基準額の 3 倍

しかしながら、トルコの主要港は全て環境保護区に該当し、外航船のほとんどが法人所有であることから、少なくとも基準額の 6 倍（上記②および③）に相当する過怠金が常に科されることとなり、危険物質を含む（上記①）と判断された場合には、最大 60 倍もの過怠金が適用される可能性があります。

実務上の手順

海洋汚濁物質を排出した場合、船舶の出港前にトルコ当局に対して、30 日以内に暫定的な過怠金額の支払を保証するトルコ当局の意向に沿った文言の保証状の差入が必須となります。過怠金を送金次第、保証状の返却を要求し回収することができます。

過怠金額の正式な通知から 30 日以内に早期支払いを行うことで、25%の減額が適用されます。また、流出後に自発的に効果的な回収・清掃作業に努めた場合には、さらに過怠金額の 1/3 が減額されます。

詳細については、トルコのコレスポンデント **Kalimbassieris Maritime A.S.**から入手した添付資料をご参照ください。

また、最新の情報につきましては、現地代理店にお問い合わせください。

以上

添付資料：Turkey pollution fines 2025 - Kalimbassieris



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TÜRKİYE POLLUTION FINES 2025

As stated previously in our annual Circulars regarding pollution fines, the fine amounts are updated each year based on the inflation adjustment rate. The Directorate of Revenue Administration under the Ministry of Treasury and Finance has announced the inflation adjustment rate in the Official Gazette dated 27 November 2024. The rate has been set at 43.93%, meaning that fines in 2025 will increase by 43.93% compared to the fine levels applied in 2024, effective from 1st January 2025.

The revised 2025 rates are outlined in the table below.

A- ARTICLE 20 (i) (1) Petroleum and petroleum products including but not limited to crude oil, liquid fuel, greasy waste, oily mud, slop, sludge by tankers

GROSS TONNAGE	Rates valid from 01.01.2025
Up to 1000 (inclusive) GT	TRY per GT (Base) 4,583.90
1001-5000 (inclusive) GT	TRY per GT (Additional) 1,146,01
5001 and up	TRY per GT (Additional) 114.55

B- ARTICLE 20 (i) (2) Dirty ballast discharged by tankers

GROSS TONNAGE	Rates valid from 01.01.2025
Up to 1000 (inclusive) GT	TRY per GT (Base) 835.15
1001-5000 (inclusive) GT	TRY per GT (Additional) 166.61
5001 and up	TRY per GT (Additional) 26.44

C- ARTICLE 20 (i) (3) Vessels / other sea vehicles releasing dirty ballast and petroleum products

GROSS TONNAGE	Rates valid from 01.01.2025
Up to 1000 (inclusive) GT	TRY per GT (Base) 2,291.94
1001-5000 (inclusive) GT	TRY per GT (Additional) 458.40
5001 and up	TRY per GT (Additional) 114.55

D- ARTICLE 20 (i) (4) Vessels and other sea vehicles discharging/releasing solid waste garbage/ domestic wastewater/ sewage/ detergent water/ foam/ scrubber water or similar wash water, etc.

GROSS TONNAGE	Rates valid from 01.01.2025
Up to 18 (inclusive) GT	TRY 25,419.48
18-50 (inclusive) GT	TRY 50,843.27
50-100 (inclusive) GT	TRY 101,686.55
100-150 (inclusive) GT	TRY 152,531.26
Up to 1000 (inclusive) GT	TRY (Base) 1,146.10
1001-5000 (inclusive) GT	TRY (Additional) 229.21
5001 and up	TRY (Additional) 26.44

¹ In this circular, units denoting the next thousandth are denoted with a comma (",") and units denoting TRY cents are denoted by a full stop (".").



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* According to the provisions of the Environment Code (Article 23), the repetition of the same act by the same vessel within the next three years after the service date of the first fine will result in doubling the fine amount for the next pollution event and tripling for the following ones.

** If any hazardous waste or similar nature or of its substance is released / dumped to the sea, the fine to be imposed is 10 (ten) times of the announced tariffs under the category of "A" above.

*** If the vessel or the sea craft (offender) cleans the pollution caused by its own, by using her own means and efforts, the administrative fine shall be 1/3 of the total amount.

**** Payment of the fine within 30 days as of the service date provides an advantage of 25% discount over the total amount.

***** The above rates are tripled if the owner of the vessel, which caused pollution is a legal entity registered in Turkey.

***** The above rates will be doubled for the pollution incurred at Special Environment Protection Zones. The special zone covers the Marmara Region and Straits which also cover the Marmara Region and Straits (contains all ports and anchorage areas within Istanbul, Kocaeli, Yalova, Bursa, Balıkesir, Canakkale, Tekirdağ).

***** Gross tonnage limitation has been introduced for additional amount per GT applicable for vessels exceeding 5,000 GT under article 20 (i) (4). Accordingly, the following table would be used and for tankers, ships and other marine vehicles which are larger than GRT 100,000, an administrative fine shall be imposed on the basis of those for GRT 100,000.

Statements and Sampling Process

When a pollution allegation arises, the vessel is detained by the Harbor Master, and the following procedure is initiated:

Coastguard personnel usually board the vessel to take crew statements, and if deemed necessary, will also collect samples from onboard the vessel. The Authorities may take samples from the polluted area (if possible) and from the open sea (clean area) during their inspection for comparison purposes. It is important to note that this procedure may vary depending on the specific case or region.

When samples are collected by the Authorities, they are sent to The Scientific and Technological Research Council of Turkey (TÜBİTAK) for analysis.

Once the analysis is complete and if presence of pollutant in samples is confirmed, the Authorities will then issue a fine.

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Payment and Objection Procedures

For the purpose of releasing the vessel from detention while the procedures, as explained above, are completed, the Authorities will request security from the vessel's interests in the form of Club Letter of Undertaking or Bank Guarantee issued by a Turkish bank.

In most cases, a Letter of Undertaking (LoU) from the vessel's P&I Club is usually acceptable. However, the LoU wording requested by the Turkish Authorities for pollution cases differs from the standard wording of a Club LoU. It is essentially an agreement to accept payment within 30 days after the fine is issued and to date, Authorities have not shown any sign of flexibility to accept amendments to this wording.

Once the Authorities formally issue a fine for the alleged pollution incident, it must be paid immediately, within 30 days. As outlined above, if the fine is paid within 30 days, a 25% discount will be applied.

Objections to fines can be filed with the Administrative Court within 30 days of receiving the fine notice. It should be noted that payment of the fine does not prejudice the Owner's right to appeal the fine within the given timeframe.

In this regard, in the event of an allegation of marine pollution, prompt appointment of P&I local correspondent is essential to ensure the efficient management of procedures with the Authorities from the outset of the matter for best possible protection of the vessel's interests.

Should you have any queries relating to this update, please contact Kalimbassieris Maritime Istanbul Office by email: istanbul@kalimbassieris.com or Tel: (+90) 2164575600.

Yours Sincerely,

Kalimbassieris Maritime A.S.

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