

22.08.2025

**Subject:** Restrictions on Israeli-Flagged, Israeli-Operated Vessels and Prohibition of Turkish-Flagged Vessels Trading with Israel

Dear Sir/Madam,

We wish to urgently bring to your attention that, in light of the current developments in Türkiye–Israel relations, meetings have recently been held under the coordination of several Regional Port Authorities in Türkiye. During these meetings, it has been clearly indicated that no official written notification will be issued.

Nevertheless, according to reliable local sources, it has been firmly emphasized that a number of restrictive measures are to be applied without delay. As these measures are expected to have a direct and significant impact on vessels calling Turkish ports and engaging in trade with Israel, we deemed it essential to promptly inform yourselves of the situation.

In light of the information gathered, the following restrictions have been indicated as being put into practice with immediate effect:

1. Israeli-flagged vessels will not be permitted to enter Turkish territorial waters, nor to receive any supply, service, or contact.
2. Transit passages through the Turkish Straits remain unaffected, in accordance with the Montreux Convention.
3. Regardless of flag, any vessel owned or operated by Israeli nationals will be denied entry to Turkish ports and will not be permitted to receive services or supplies.
4. Regardless of flag, if the operator or any partner/shareholder is resident in Israel, the vessel will likewise be denied entry, services, and supplies at Turkish ports.
5. Imports and exports between Israel and Türkiye will not be permitted, and no commercial trade may be conducted.
6. Vessels calling at Israeli ports will not be allowed to perform cargo operations at Turkish ports. Any cargo must remain onboard as transit cargo; no discharging, handling, or unloading into the port area will be permitted (particularly relevant to container vessels).

7. Vessels carrying IMDG Class 1 ,IMDG Class 7 or military cargo with Israeli affiliation or port calls will not be allowed to enter Turkish ports, even for partial cargo operations or additional cargo loading.
8. All Turkish-flagged vessels are prohibited from entering or trading with Israel.
9. For issuance of delivery orders, authorities will request BIMCO SHIPMAN 2009 documentation.
10. For any contact, supply, crew change, or similar transaction (even during transit) submission of the attached Declaration of Undertaking (together with CSR, ISM, and BIMCO SHIPMAN 2009 documents) will be required.
11. There are no restrictions for Israeli seafarers or passengers onboard vessels.
12. Agents failing to comply with these requirements will be subject to administrative fines under Article 9/1(c) of the Ports Regulation, ranging from TL 12,160 (minimum) to TL 482,333 (maximum).

### **Force Majeure Exceptions**

In cases of force majeure, the relevant Port Authority must be notified, and the attached Declaration of Undertaking must be submitted in order for the necessary actions to be granted.

### **CONCLUSION**

To summarize, we wish to bring the following key points to your urgent attention:

- Vessels with any affiliation to Israel, regardless of their flag, are subject to severe restrictions on entering Turkish ports, receiving services, or engaging in commercial trade.
- Turkish-flagged vessels are strictly prohibited from trading with Israel.

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- Non-compliance with these directives will result in significant administrative fines for agency.

In light of this situation, we strongly urge you to be fully aware of these restrictions and their implications for your vessel operations. Should your vessels have any port calls or affiliations that might be affected by these measures, we highly recommend that you contact vessel's agents and/or us for clarification and guidance before entering Turkish territorial waters

Yours faithfully,

Ahmet Can Bozkurt & Berfin Unaner

Omur Marine Ltd.

## **DECLARATION AND UNDERTAKING**

We hereby declare and undertake that the Owner/Operator/Technical and Commercial Managers of the vessel have no affiliation with Israel, and that there are no IMDG Code Class 1 or Class 7 cargoes, nor any military vehicles or equipment onboard the vessel destined for Israel.

In the event that any breach of the above is determined, we accept that all port expenses and all legal liabilities shall be borne by our Agency. ....//...../2025