

# Merchant Marine Notice

## MMN-25-008

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**Title:** Guidelines for the New PSC Regulation in Türkiye

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**To:** Ship Owners, ISM Operators, Ship Managers, Deputy Registrars Relevant parties to be informed

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**Issuance Date:** 01 November 2025 **Revision No.:** 1.0

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**MMN Superseded:** N/A

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### 1.0 REFERENCE

- Mediterranean Memorandum of Understanding (MoU, Malta 1997) Reference 2
- Black Sea MoU (Istanbul 2000)
- IMO Resolution A. 1185 (33)
- MMN-25-006 Requirements for Handling Port State Control Inspections and Detentions

### 2.0 PURPOSE

2.1 The purpose of this notice is to inform all parties concerned of the entry into force of the Port State Control Implementation Regulation promulgated by the Ministry of Transport and Infrastructure of the Republic of Türkiye. This Regulation revises the national framework governing port State control inspections and enforcement measures within Turkish ports and offshore facilities.

### 3.0 CONTENT

3.1 The Regulation applies to all foreign-flagged ships calling at or anchoring within Turkish ports or offshore installations. Its implementation is aligned with the procedures under the Memoranda of Understanding (Bs MoU and Med MoU), of which Türkiye is a member.

3.2 Inspections shall be carried out in accordance with the procedures by IMO and the relevant Port State Control Memoranda of Understanding (MoUs). Vessels designated as “target ships” identified by MoU criteria will receive inspection priority. The priority criteria shall include the following:

- 1st Priority = Ships identified with malfunctions, accidental damage and non-compliances including ITF complaints.



- 2<sup>nd</sup> Priority = Ships currently banned by the Paris MoU.
- 3<sup>rd</sup> Priority = Ships whose keel had been laid 20 or more years and certified by a Non-IACS Recognized Organization.
- 4<sup>th</sup> Priority = Ships flagged with countries that are not included in the Paris MoU whitelist.

**NOTE:** These inspections shall include structural inspections, including holes and ballast tanks, taking all necessary safety precautions.

Clear grounds during an inspection will trigger detailed or expanded inspections.

3.3 Ships with serious deficiencies may be detained or prohibited from sailing until compliance is achieved. If a ship is detained three times or more within a 36-month period after the date of 20.09.2025, in Turkish Ports, the ship will be subject to a ban from Turkish ports for up to 24 months; further violations may incur permanent refusal of entry.

3.4 Furthermore, if a ship departs without rectifying detainable deficiencies or fails to call at the agreed repair yard, an entry ban to all Turkish ports shall be imposed for a period of six months.

**NOTE:** This information can be reached on Bs MoU's website at <https://bsmou.org> under National Arrangements for TÜRKİYE).

3.5 Owners, operators, or flag States may submit an appeal against a detention decision within one month of its issuance; however, such appeals do not suspend the enforcement of the detention order. For detailed guidance please refer to Directive 12 of the MMN-25-006: *Requirements for Handling Port State Control Inspections and Detentions*.

#### 4.0 ACTIONS REQUIRED

4.1 Shipowners, operators, and Masters of Belize-flagged vessels are hereby advised to:

- i. Review the Merchant Marine Notice 25-006: *Requirements for Handling Port State Control Inspections and Detentions*. Special attention in Directive 14 regarding reporting on accidental damage before arrival at the port.
- ii. Ensure full compliance with all applicable international conventions (SOLAS, MARPOL, STCW, MLC, ISM, ISPS, etc.) prior to entering Turkish ports.
- iii. Review vessel records, certificates, and operational readiness to avoid detention under the revised PSC regime.
- iv. Pay particular attention to the following:
  - a) Onboard conditions - Give special consideration to the structural integrity of the ship, including accommodation areas, cargo holds, and ballast tanks, etc).



- b) Safety management.
- c) Pollution prevention systems.
- d) Crew welfare.

## 5.0 PENALTIES FOR NON-COMPLIANCE

Failure to adhere to the requirements outlined in this Notice may result in disciplinary action as deemed appropriate by IMMARBE as follows:

- 5.1 An owner/operator who fails to notify IMMARBE or the RO immediately of a PSC inspection (regardless of the result) will result in a fine of USD \$1,000.00.  
(As outlined in Directive 15 of the MMN-25-006 Requirements for Handling Port State Control Inspections and Detentions)
- 5.2 An owner/operator who fails to notify IMMARBE, the RO and/or the intended Port Authority of malfunctions and/or accidental damage to the ship leading to a detention will result in a fine of USD \$5,000.00.  
(As outlined in Directive 15 of the MMN-25-006 Requirements for Handling Port State Control Inspections and Detentions)
- 5.3 Any other legal actions as specified under the Belize Merchant Ships (Registration) Act and Statutory Instrument 56 of 1999.

The Administration encourages all Shipowners, Operators, Deputy Registrars to review and comply with the contents of this Notice.

We look forward to your cooperation and assistance.

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This notice was issued in Belize City, Belize, on 01 November 2025.

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Eng. Eduardo Simon  
Director of Technical and Seafarer  
Services  
IMMARBE

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Mrs. Valarie Lanza  
Deputy Managing Director  
IMMARBE

Any queries related to this Notice shall be directed to [inspections@immarbe.com](mailto:inspections@immarbe.com); [technicalservices@immarbe.com](mailto:technicalservices@immarbe.com)