



VITSAN

MÜMESSİLLİK VE MÜŞAVİRLİK A.Ş.

P & I CLUB CORRESPONDENTS

"CIRCULAR TO ALL P&I CLUBS"

Subject: Marine Pollution Claims in Georgia
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Dear Sirs,

This circular has been prepared by our colleagues as P&I Correspondent in Georgia for which it is to be of assistance and guidance to our principals for marine pollution matters in Georgia.

As per Georgian regulations, in case a marine pollution incident occurs from a vessel at Georgian ports or territorial waters, the authorities attend on board for investigation to the vessel and afterwards the Master and/or Chief Engineer of the vessel are taken to coast guard office for statement taking and then to the court house for hearing which is usually held 4-5 days after the incident and the decision for penalty is released after the hearing if the vessel is considered as committing the marine pollution.

The penalty imposed by the authorities is a fixed amount GEL.65,000 (starting from 01 October 2024 the penalty amount will be increased to GEL. 100,000) for pollution at the sea and GEL.770. for the damage to the sea) regardless the Gross Tonnage of the vessel and plus 1% bank charged are applied.

The Georgian authorities do not accept any kind of LOU or payment promise but they release the vessels only upon payment of penalty directly to the accounts of authorities. Once the payment completed, the vessels are allowed to sail and there is no further pursuit or legal matter against the Owners or vessel's crew.

For guidance purpose, we recommend the following points that should be taken into consideration by vessels while they are at Georgian ports or territorial waters:-

- The most encountered cause for marine pollution incidents is the malfunction of sewage or grey water overboard valves. The ship crew should close the overboard valves before arrival and ensure about the tightness of valves and seals should be put on the valves to prevent any accidental opening at port. Kindly note that even if the vessel is equipped with Sewage Treatment Plant, the sewage water should not be discharged into the sea and it should be collected in vessel's holding tanks.
- The ballast exchange rules should be followed and the cleanliness of ballast water should be checked during deballasting at port.

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Submitted for your kind info.

Please contact us if you have any further queries and if you / your members need our assistance, we are always at your disposal.

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Best regards,

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