



PORT OF BANDIRMA

PORT FEATURES

Besides taking place among the country's most important ports due to its location, the Port of Bandırma is capable of handling all types of cargoes in combined transportation owing to its connection to the nationwide railway.

At the port's 20 docks with a total length of 2,973 meters and with depths ranging from 6 to 12 meters, the facility handles bulk cargo, general cargo, project-related cargo and services Ro-Ro ships. Loading and unloading services at the quay are carried out by high-technology mobile cranes, excavators and conveyor system.

The port has two breakwaters, one with a length of 1,000 meters and the other 500 meters, with a clearing of 225 meters between the two.

The piloting and towing services, the provision of which is mandatory under the Port Operations Regulations, are provided at the Port of Bandırma by two tugboats, one pilot boat and one mooring boat, all of which are commanded by experienced, well-trained and licensed pilots.

The Port of Bandırma boasts the capability to meet the needs of all types of cargoes with two mobile cranes with a capacity of 100 tons, six mobile cranes with capacities of 7-18 tons, two excavators with a capacity of 4 tons, 12 dock cranes with capacities of 5-10 tons, five forklifts with capacities of 3-42 tons, two stackers with carrying capacities of 45 tons, one side lifter with a capacity of 8 tons, three mini-loaders, two loaders and other equipment.



PORT LOCATION

Latitude	40° 21' 45" N
Longitude	27° 57' 50" E
Time Zone	GMT + 2
International Port Code	TR BDM
TSHOD	2941
Admiralty Chart Number	1006

PORT ANCHORAGE AREAS

ANCHORAGE AREA NO 1 DESIGNATED FOR DRY CARGO SHIPS

40°21'31" N
27°57'34" E

40°23'07" N
27°57'48" E

40°23'36" N
27°59'59" E

40°22'22" N
27°59'59" E

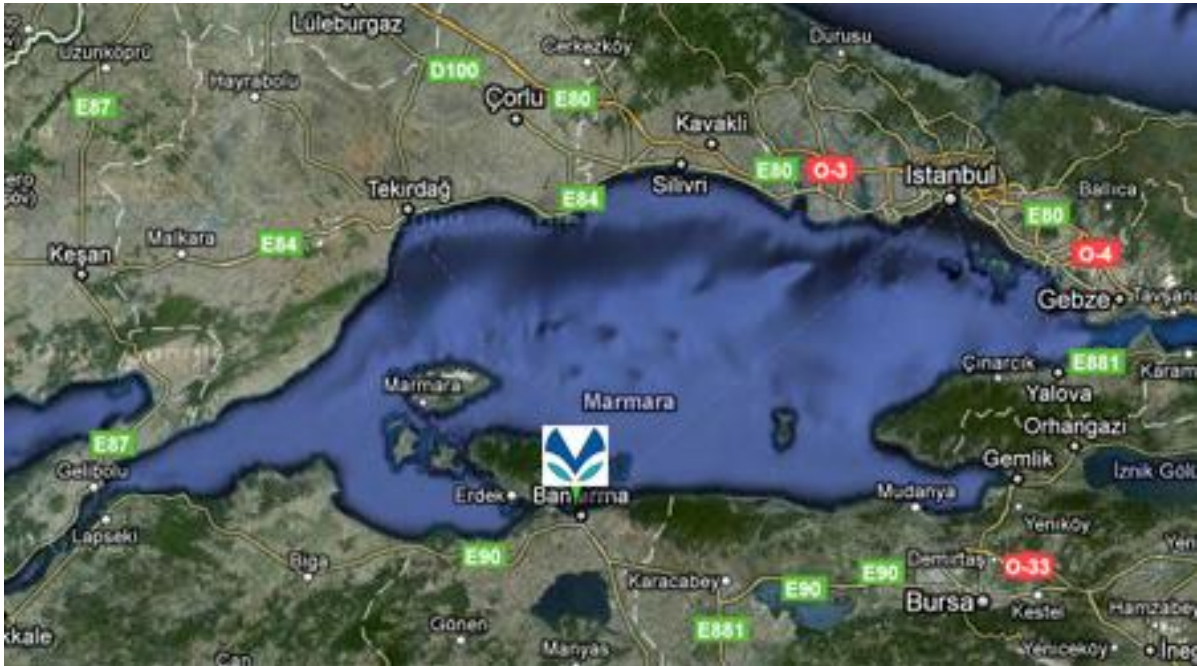
ANCHORAGE AREA NO 2 DESIGNATED FOR TANKER SHIPS

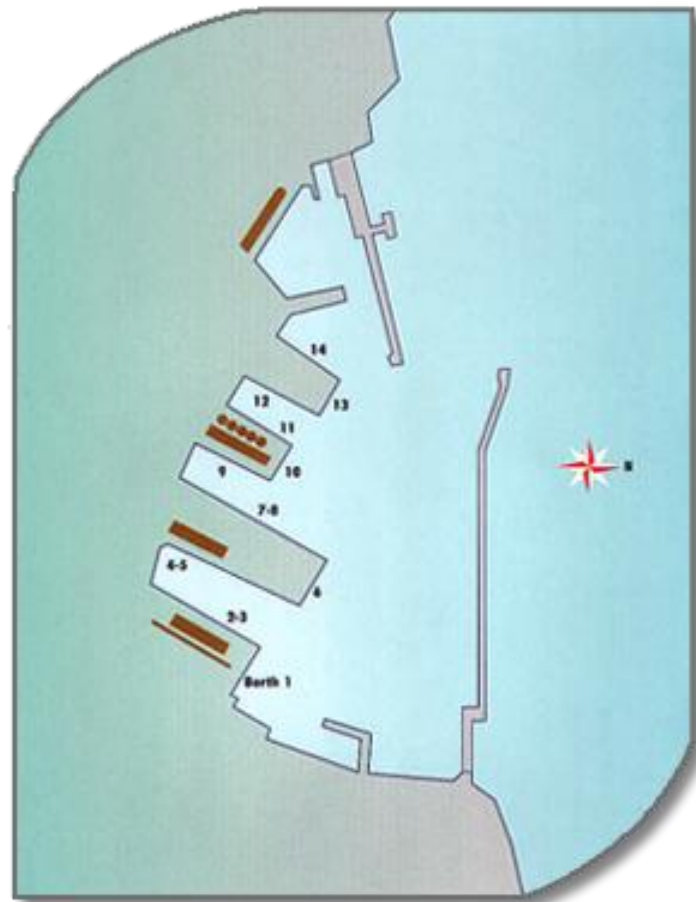
40°23'42" N
28°00'32" E

40°24'09" N
28°02'28" E

40°22'38" N
28°02'29" E

40°22'37" N
28°00'30" E





DOCKING

Dock/Pier Number	Length (m)	Depth (m)
1	130	8.25
2 - 3	284	10
4 - 5	324	10
6	130	10
7 - 8	379	12 - 10
9	203	10
10	100	10
11	190	10
12	182	10
13	79	10
14	180	8.25
15	140	4
16	130	4
17	120	4
18	215	4
19	87	4
20	100	4



CAPACITIES

Area Capacity

Total Port Area (m²)	268,348
Total Storage Area (m²)	215,569
Customs Area (m²)	268,348
Equipment Parking Area (m²)	1,500
Container Freight Station CFS (m²)	8,000
Total Dock Length (m)	2,973

Cargo Capacity

Containers (TEU/year)	350,000
Bulk (tons/year)	10,000,000
General (tons)	1,000,000
Liquid Bulk (tons/year)	1,000,000

Storage Capacity

Containers (TEU)	4,195
Bulk / Open Area (tons)	165,000
Bulk / Closed Area (tons)	35,000
General (tons)	110,000

Vessel Acceptance Capacity

Container (vessel/year)	330
Dry Bulk (vessel/year)	3,240
Liquid Bulk (vessel/year)	216
General Cargo (vessel/year)	216
Ro-Ro (vessel/year)	13,140
Passenger Ships (vessel/year)	0



Handling Capacity

	GANG/SHIFT
Containers (loading/unloading) (TEU)	348
Bulk (unloading) (tons)	4,000
Bulk (loading) (tons)	4,000
General Cargo (unloading) (tons)	2,350
General Cargo (loading) (tons)	1,800

PFSO INFORMATION

Port Facility Security Officer (PFSO)

Contact information for Port of Bandırma's PFSO is provided below:

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Port Facility Security Personnel

Kaan Selçuk KANA Pilot
Bülent GÜN Pilot

EQUIPMENT POOL

Cranes

CRANES	NUMBER
REGGIANE MHC 200	2
TRAVELING CRANE (SENNOBOGEN 880 EQ)	1
TRAVELING CRANE (SENNOBOGEN 835 R SPECIAL)	2
TRAVELING CRANE (SENNOBOGEN 835 M SPECIAL)	3
DOCK CRANE	12
TELESCOPIC CRANE (SENNEBOGEN 305)	1



Other Machinery and Equipment

OTHER MACHINERY AND EQUIPMENT	NUMBER
LOADED CONTAINER STACKER (FANTUZZI KC)	1
LOADED CONTAINER STACKER (FANTUZZI KS)	1
EMPTY CONTAINER STACKER (FANTUZZI FDC 18 K6)	1
HEAVY-DUTY EQUIPMENT	
EXCAVATOR (SUMITOMO SH 130)	2
MINI-LOADERS (CASE)	2
MINI-LOADERS (CASE)	1
LOADER (DAEWOO LOADER)	1
LOADER (VOLVO L60E)	1
FORKLIFTS	
FORKLIFT (TOYOTA 62-7FDF30)	2
FORKLIFT (YALE KISA MASTLI H 154)	2
FORKLIFT (LANSING)	1
TRACTORS	
TRACTOR (MERCEDES AXOR 1840 LS)	50
DAMPER DORSE	50

Weighing Machines

Port of Bandırma is equipped with two electronic weighing machines capable of weighing all cargoes up to 80 and 100 tons respectively.

CARGO SERVICES

Bulk cargo operations involving unpackaged liquid and solid materials of any kind whose loading and unloading usually requires mechanical means and equipment are conducted at Port of Bandırma in compliance with *Regulations Concerning the Safe Loading and Unloading of Bulk Cargo Vessels* (nr 26040 dated 31 December 2005) published by the Undersecretary for Maritime Affairs.

In the conduct of bulk cargo services, Port of Bandırma carefully complies with measures which will minimize the risks of causing damage or excessive stress to bulk cargo vessels and which will increase vessel safety. At the same time, it also complies with published seaport facility regulations pertaining to the prevention of air pollution arising from industrial activities.

Facility emissions are identified, the contributions that such emissions make to air pollution, and air pollution (PM 10, dust, and particulate matter heavy metal content) levels are all duly measured and reported in compliance with Ministry of the Environment and Forests requirements. As is the case with all of its other port operation activities, Port of Bandırma seeks to minimize the environmental impact and harm of its bulk cargo loading and unloading operations through the measures that it takes.



GENERAL CARGO

Big bag (FIBC), baled, palletized, and bundled cargo loading and unloading services are provided at Port of Bandırma to ships that are suitable for transporting general cargo. Every effort is made to ensure that the loading and unloading of all goods that qualify as “general cargo” take place efficiently, effectively, and damage-free in accordance with cargo handling standards.

Items of general cargo that are to be loaded aboard vessels will be brought alongside by the port if they were previously surrendered to the port to be warehoused. If they were not so surrendered, it is the responsibility of the owner to bring them alongside the ship.

When goods are unloaded from a vessel, the port takes delivery of them from the vessel’s captain. If the goods are to be placed in a warehouse, they will be surrendered to their owner when they leave the warehouse. If they are to be surrendered alongside, they will be turned over to the owner when they are aboard the vehicle.

CONTAINERS

Container loading/unloading services

“Loading” consists of moving full or empty containers from a pier, the terminal area, CFS, or a truck onto a vessel that has arrived and is docked at Port of Bandırma. “Unloading” consists of moving full or empty containers from a vessel directly onto a truck and taking them to the terminal area or CFS station.

Container shifting services

“Onboard shifting” consists of moving a full or empty container from one location aboard a vessel to another on the same vessel. “Vessel/alongside/vessel shifting” consists of unloading a container from a vessel onto the dock alongside and loading it back onto the same vessel again at another time.

Lashing/unlashing services

“Lashing” consists of securing a container loaded aboard a vessel in place in line with the captain’s wishes by means of bars, bridges, or rods. “Unlashing” consists of the removal of such stabilizing restraints. Although twistlock disengagement may be regarded as a form of unlashing, a separate charge may be made for this service at the port administration’s option.

Opening/closing container vessel cargo hatch covers

Cargo hatch covers on container vessels will be opened, removed to the dock, and later removed from the dock and closed again by the port in the absence of any other agreement and provided that the covers are properly fitted for this service. A fee is charged for each cargo hatch cover.

Loading containers onto vehicles and unloading them from vehicles

In container loading/unloading services involving vehicles and ferries or ro-ro ships, loading/unloading services in which port terminal transport vehicles are used will be treated as normal loading /unloading services (which is to say as if a crane had been employed). Container loading/unloading services involving vessels and vehicles other than the port’s own will be subject to charges at the normal rates specified for vehicle loadings and unloadings.

Container packing/unpacking

At the request of owners or of customs authorities, containers arriving at the port may be transferred to the CFS station and unpacked and the contents will be turned over to their



owners or placed in storage. "Container packing" services consist of the opposite: goods taken into the warehouse area for exportation will be packed into containers after which their doors will be closed.

Once a container has been packed and sealed, it becomes the responsibility of its owner or his agent. No container that is unsealed will be accepted by the port for filling or packing and the port incurs no responsibility whatsoever on account of such actions.

The equipment and labor required for packing/unpacking containers at the port will be provided by the port and their costs will be treated part of the overall packing/unpacking charge. In other words, no separate charge will be made for equipment used in packing/unpacking containers unless otherwise stipulated.

Container contents lashing services may be provided by the port at the port's option. The lashing materials must normally be supplied by the owner. If the materials are to be supplied by the port, the person making the request will be required to pay for them. The port does not issue any certificates for container contents lashing.

Containers for which loading/unloading services have been requested will be packed/unpacked in accordance with standard rules and regulations. The port will not be responsible for any damage that is incurred by loaded/unloaded goods that have been palletized, crated, packed, or lashed etc in non-standard ways.

The port is under no obligation to fulfill packing/unpacking service requests in situations that it deems to be unsuitable.

Container interior scavenging

Agents will be responsible for the cleanliness of containers that are to be packed in the port area and of containers that arrive empty at the port. At the agent's request the interiors of containers will be scavenged (swept out) against payment of a charge.

All containers that are unpacked within the port area must be properly scavenged and the agent will be billed for the cost of this service.

Container repair

Containers that arrive in port in damaged condition will be repaired by the port against payment of charges to be specified by the port and insofar as circumstances allow. The port is under no obligation to certify compliance with international rules in the case of such repairs. The port will not allow outside parties to repair damaged containers within the port area. Damaged containers may only be repaired by others if they are removed from the port area first.

Electricity for reefers

The port will supply electricity against a charge for containers that require it both inside and outside the port area. The port maintains a supply of electricity sufficient to meet such needs and it is obliged to provide such electricity when requested by the owner of the goods or container.

Transit containers (Transshipment)

Containers which arrive by ship and are transferred from Port of Bandırma to another port or to a warehouse of a recipient that is subject to the transshipment regime as prescribed in the Customs Code and whose papers indicate that they are intended for transshipment are referred to as "transit containers".

The agent concerned must notify port authorities of all transit containers that are to arrive or leave by ship before the containers are actually unloaded into the port area. Only containers



for which such notification has been provided will qualify for transshipment rate charges, which will be based entirely on the information contained in their manifests and/or bills of lading.

Containers loaded with hazardous materials

Cargoes that qualify as "hazardous materials" or "dangerous goods" will be admitted to the port area only with the written approval of the harbormaster and appropriate public authorities and by the port's consent.

No containers with any IMDG Class 1 (explosives) or IMDG Class 7 (radioactive materials) contents will be admitted to or retained or stored within the port area; nor may they be unloaded from vessels; nor will they be handled in any way by the port, including but not limited to placing them under tackle prior to loading aboard ship.

The port is authorized to require owners to supply all documentation that will assist in correctly classifying hazardous materials.

Containers with dangerous goods in them are segregated in reserved areas. For this reason, incoming containers whose contents are classified as "hazardous" will be sent directly to such areas and measures will be taken by the port as may be necessary to ensure this.

ABOUT PILOTING

Piloting and towing services are compulsory for vessels above 500 gross tons and 2,000 gross tons, respectively; both services are provided on 24/7 basis.

For piloting, a notice must be given 1 hour in advance in arrivals, and 1 hour before the ETD (Estimated Time of Departure) in departures.

Piloting and towing services at Port of Bandırma are provided by experienced personnel under the supervision of three licensed master pilots in compliance with current laws and regulations, subject to the oversight of the Under secretariat for Maritime Affairs, and with maximum attention being given to ensuring the well-being of life, property, and the environment.

Terms and conditions

- Piloting and towing services are charged at the rates specified in the "Port Services Schedule" that went into effect as of 1 August 2003 and was published in Undersecretariat for Maritime Affairs circular number 1500 dated 31 July 2003.
- Any vessel which is incapable of moving under its own power or which cannot maneuver due to rudder malfunction or for any other reason will be subject to a 100% surcharge in the payment of all towing fees. (This rule does not apply in the case of salvaging services.)
- When vessels with gross register tonnages (GRT) or displacements specified in the port's bylaws, regulations, and directives enter or leave the harbor or change their location within the harbor for any reason whatsoever, they must take on a pilot and be towed. A 100% penalty will be charged for any vessel that fails to comply with this requirement.
- A 30% surcharge will be made in the case of piloting and towing services provided in port to tankers which have not been certified as gas-free or which are carrying fuel or any other flammables or explosives.

THIS SURCHARGE WILL NOT BE MADE IN THE CASE OF TANKERS THAT HAVE GAS-FREE CERTIFICATION PROVIDED THAT EVIDENCE OF SUCH CERTIFICATION IS GIVEN TO THE PILOTING/TOWING AGENCY BEFORE THE VESSEL ACTUALLY MOVES.



- In situations where a service is subject to a surcharge and simultaneously qualifies for a discount, (+,-) difference between the surcharge and discount rates is what will be applied to the basic charge.
- The currency unit that applies to all the charges etc specified in the rates schedule is the US dollar (USD). All payments will be billed as Turkish liras converted at the posted Turkish Central Bank foreign exchange buying rate. Actual payments may be made in Turkish liras or US dollars. When calculating the Turkish lira value of charges, the exchange rate in effect on the date a vessel moves is the one that will apply.
- Those who request any of the services specified above are responsible for the payment of the charges for such services.
- Requests to come alongside or to tie up to any dock, pier, or buoy will be fulfilled in the order that the requests are received.
- Requests for service must be made in writing at least one day in advance by 15:00 hours on normal working days or by 10:00 hours on half-days.
- Requests that are made after the times specified above will be deemed to have been made on the next day. The person making a request bears full responsibility for the consequences of not having requested service in due time.
- The access channel for requesting piloting and towing services is VHF 12. The operations channel is VHF 13.
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WATERCRAFT	GRT	TOTAL LENGTH (mt)	BOLLARD PULL (Ton)	Draft
Tugs/tows				
Sanmar 29	93.89	18.28	30	2.5
Akatak	93.89	18.28	30	2.5
Service craft				
Pilot 05/ Pilot boat	29.97	14.53		1.27
BOT XI/Mooring boat	9.72	10.35		1.5

Water Density	1.018
Additional Info	Service is provided to vessels 24 hours a day. There is a RO/RO ramp. Also there is an ore conveyor at the port
Airport	The nearest airport is in Istanbul (380 km.)



DISCLAIMER

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