

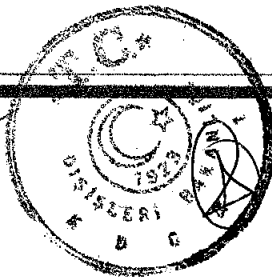
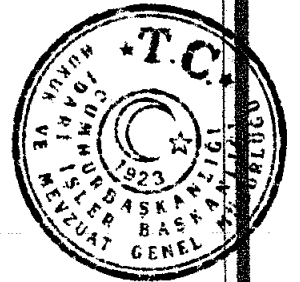
**MARITIME AGREEMENT**

**BETWEEN**

**THE GOVERNMENT OF THE REPUBLIC OF TURKEY**

**AND**

**THE GOVERNMENT OF REPUBLIC OF DJIBOUTI**



The Government of the Republic of Turkey and the Government of the Republic of Djibouti hereinafter referred to as the Parties,

Aiming to develop the relations between the two States and to enhance their co-operation in the maritime field according to the principles of equality and mutual benefit,

In accordance with the principles of equality, mutual benefit, reciprocity and assistance,

Have agreed as follows:

#### Article 1

The aims of this Agreement are:

to regulate and develop the relations between the two States in the maritime field;

to promote co-ordination in the field of maritime trade and enhance safety and security of navigation;

to contribute in general to the development of commercial and economic relations between the two States.

#### Article 2

For the purposes of this Agreement:

The term "vessel of a Party" means any vessel registered in the shipping register of the State of the Party and flying the flag of that State in compliance with its national laws.

This term does not, however, include:

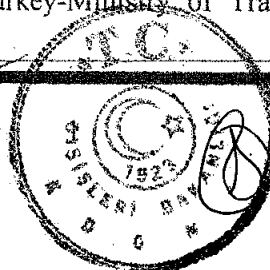
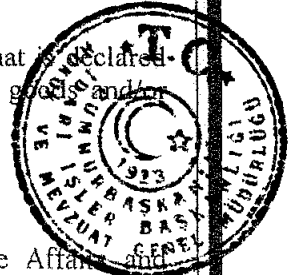
warships and other government vessels operated for non-commercial purposes;  
fishing vessels;  
hydrographic, oceanographic and scientific research vessels;  
sport and pleasure vessels;  
vessels carrying hazardous waste.

The term "crew member" means the master and any other person, actually employed for duties on board during a voyage in the working or service of a vessel and included in the crew list;

The term "Port of a Party" means any seaport in the territory of a Party that is declared open to international shipping for loading, unloading or transshipment of goods and passengers by that party.

The term "competent authorities" means:

- in respect of the Republic of Turkey-Ministry of Transport, Maritime Affairs and Communications.



- in respect of the Republic of Djibouti - the Ministry of Equipment and Transport.

In case the competent authorities are changed the Parties shall notify each other in writing through diplomatic channels.

### Article 3

1. According to the rules and regulations of the respective Ports of the two Parties, each Party shall accord to the vessels of the other Party on the condition of reciprocity the same treatment as it accords to its own vessels engaged in international maritime transport in respect of free access to ports, allocation of berths and use of port facilities for loading and unloading cargoes, transshipment, embarking and disembarking of passengers, use of services intended for navigation.

2. The provisions of paragraph 1 of this article:

(a) shall not apply to ports not open to the entry of foreign vessels;

(b) shall not apply to maritime cabotage and to other activities reserved by each of the Parties;

(c) shall not oblige a Party to extend to vessels of the other Party exemptions from compulsory pilotage requirements granted to its own vessels.

### Article 4

The Parties shall cooperate and exchange views and experiences on the following subjects and encourage their own public and private maritime sectors to involve in this cooperation mechanism:

a) Construction and development of ports,

- Establishment of joint ventures for operation and/or management of ports

b) Ship and yacht building, ship maintenance and repair, ship recycling and construction of shipyards,

-Ship and yacht building, ship maintenance and repair, ship recycling and creation/application of modern technologies,

-Construction and modernization of shipyards on both sides.

c) Professional training in the field of;

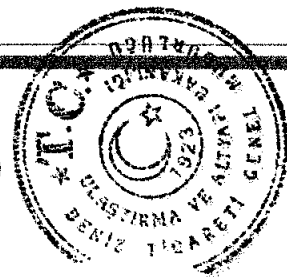
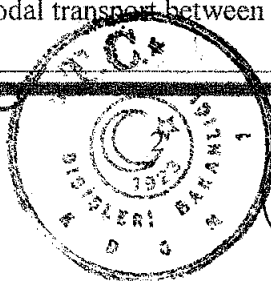
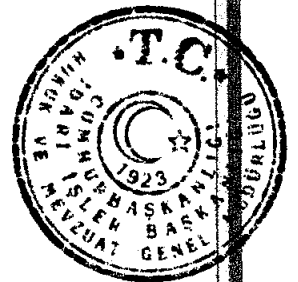
- Maritime safety and security

- Prevention of marine pollution

- Port and fleet management,

- Ship building, ship maintenance, repair and recycling services.

d) Development of the multimodal transport between the Parties.



#### Article 5

The Parties shall, within the framework of their legislation, port regulations as well as of their obligations under international law, take the appropriate steps to reduce as far as possible unnecessary delays to vessels in the ports of their States and simplify the administrative, customs and health formalities in force in those ports.

#### Article 6

1. The documents, certifying the nationality of vessels and other documents of the ship issued in accordance with national legislation or recognized by one of the Parties, in accordance with the relevant international regulations and the legislation of its State shall be recognized by the other Party.
2. The vessels of each of the Parties bearing international tonnage certificates, issued in accordance with the International Convention on Tonnage Measurement of Ships, 1969 shall not be subject to re-measuring of tonnage in the ports of the State of the other Party.
3. The tonnage certificates of vessels below 24 meters issued by one of the Parties in accordance with the legislation of its State shall be recognized by the other Party.

#### Article 7

Each Party shall recognize the seafarer's identity documents duly issued by the appropriate authorities of the other Party in accordance with the relevant international regulations and the legislation of its State and shall grant the holders of such documents the rights referred to in Articles 8 and 9 of this Agreement on the conditions stipulated therein.

The said identity documents are:

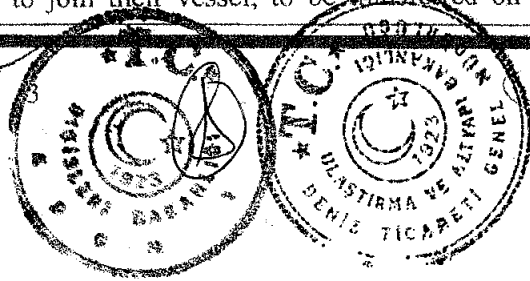
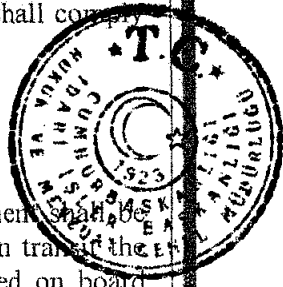
- for the Republic of Turkey : " the Seaman's Book and/or Certificate of Seafarers"
- for the Republic of Djibouti- Livret Professionnel Maritime "Djibouti Seaman Book".

#### Article 8

1. Crew members of the vessel of one Party holding an identity document referred to in Article 7 of this Agreement may go ashore and stay for temporary shore leave without visas during the stay of their vessel in a port of the State of the other Party provided the master had submitted the crew list to the competent local authorities.
2. Both on going ashore and on returning on board the vessel, such persons shall comply with the established national legislation, frontier and customs controls.

#### Article 9

1. Holders of the identity documents referred to in Article 7 of this Agreement shall be entitled, irrespective of the means of transportation used, to enter or pass in transit the territory of the State of the other Party to join their vessel, to be transferred on board



another vessel, to return to their own State or to travel for any other purpose approved by the authorities of the other Party, subject to completion of the appropriate entry and exit procedures of that Party.

In such cases, according to the legislation of the State of the respective Party if visas are required they shall be granted within the shortest possible time.

2. If the holder of the seafarer's identity document referred to in Article 7 of this Agreement is not a national of the State of either Party, the visas specified in paragraph 1 of this article shall be granted to the holder provided that return to the territory of the State of the Party, which had issued the seafarer's identity document is guaranteed.

3. Where a crew member, holding the identity document referred to in Article 7 of this Agreement is disembarked at a port of the State of the Party for health reasons or for other reasons recognized as valid by the appropriate authorities, the latter shall permit the person concerned to remain in the territory of its State and to return to his country of origin or proceed to another port of embarkation by any means of transportation.

4. Without prejudice to the provisions of Article 7 of this Agreement and also paragraphs 1-3 of this article the provisions in force in the territories of the States of the Parties relating to entry, stay and departure of foreigners shall remain applicable.

5. Each Party reserves the right to deny entry to the territory of its State to any person possessing the above-mentioned seafarer's identity document whom it considers undesirable.

#### Article 10

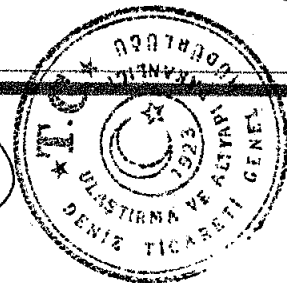
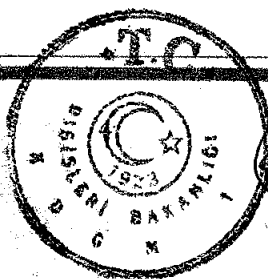
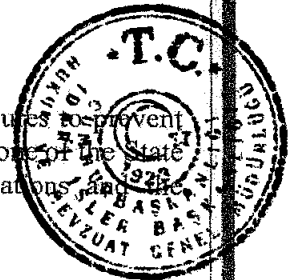
1. If a vessel of one of the Parties suffers shipwreck, runs aground, is cast ashore or suffers any other accident in the internal waters or territorial sea of the State of the other Party, the vessel shall enjoy in the territory of that State the same treatment which is accorded to its national vessels.

2. The crew, passengers and the cargo on board the vessel referred to in paragraph 1 of this article shall be granted at any time help and assistance to the same extent as in the case of a national vessel.

3. The cargo and articles unloaded or saved from the vessel referred to in paragraph 1 of this article, provided that they are not delivered for use or consumption in the territory of the State of the other Party, shall not be liable to any customs duties.

#### Article 11

1-The vessels of the Each Contracting Party shall take all necessary measures to prevent environmental damage within the territory as well as exclusive economic zones of the State of the other Party in accordance with the relevant international regulations and the legislation of the other Party.



2-Vessels of each Contracting Party, in the territory of the other Contracting Party, shall be liable, according to the latter Contracting Party's legislation in force in the field of environmental protection.

3-In case of a marine pollution caused by a vessel of one of the Contracting Parties in the territory as well as exclusive economic zone of the State of the other Contracting Party, the polluting vessel will be responsible according to the legislation of that Contracting Party and relevant international conventions

#### Article 12

Representatives of the competent authorities of the Parties shall meet as necessary alternately in the Republic of Turkey and in the Republic of Djibouti to hold consultations on matters concerning the implementation of this Agreement and on other maritime transport matters of mutual interest.

#### Article 13

1. The Parties shall not hinder the participation of the vessels of one Party in sea-borne trade between the ports of the State of the other Party and the ports of third States to the extent that it is in conformity with the legislation, practices and policies of the States of the Parties.

2. The provisions of this article shall not affect the right of the vessels of third States to participate in sea-borne trade between the ports of the States of the two Parties to the extent that it is in conformity with the legislation, practices and policies of the States of the Parties.

3. The Parties shall support the participation of vessels of both Parties in cargo transportation in bilateral trade and especially encourage the establishment of liner services in accordance with the principle of mutual benefit.

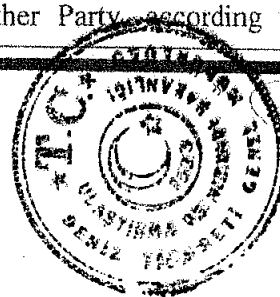
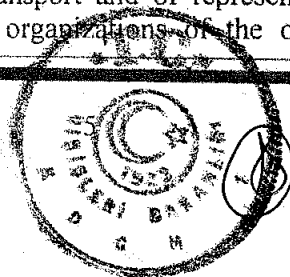
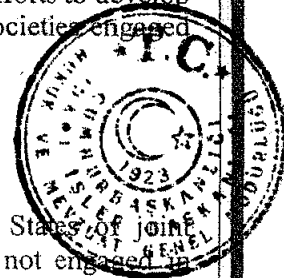
4. The parties shall make maximum efforts in order to establish joint liner services mentioned in paragraph 3 of this article. In this respect, The Parties shall establish Ad Hoc Working Groups with the participation of the related stakeholders for the implementation of paragraph 3 of this article.

#### Article 14

The Parties shall make, within the limits of the legislation of their States, efforts to develop co-operation between their commercial organizations and classification societies engaged in maritime transport and ship building and their competent authorities.

#### Article 15

The Parties shall support the establishment in the territories of their States of joint enterprises engaged in maritime transport and of representative offices not engaged in commercial activities of shipping organizations of the other Party according to the



principle of reciprocity. The establishment and activities of such joint enterprises and representative offices shall be subject to the legislation of the host State.

#### Article 16

The provisions of this Agreement shall not affect the rights and obligations of each of the Parties arising from other international agreements to which the Republic of Turkey and the Republic of Djibouti are parties.

#### Article 17

Any dispute between the Parties relating to the interpretation or application of this Agreement shall be settled by direct negotiations between the competent authorities of the Parties in a spirit of mutual understanding. If the said authorities fail to reach an agreement the dispute shall be settled through diplomatic channels.

#### Article 18

The present Agreement shall enter into force on the date of the receipt of last written notification by which Parties notify each other, through diplomatic channels, of the completion of their internal legal procedures required for the entry into force of the concerned document.

This Agreement may be amended by mutual written consent of the Parties at any time. The amendments shall enter into force in accordance with the same legal procedure prescribed under Paragraph 1 of Article 18.

This Agreement shall remain in force for a period of five (5) years. Either of the Contracting Parties hereto may terminate this Agreement at any time upon notification of its intention to terminate this agreement in writing through diplomatic channels to the other Contracting Party at least six (6) months prior to the effective date of termination.

This Agreement will be automatically renewed for consecutive periods of five (5) years unless either Contracting Party notifies its intention to terminate this agreement six (6) months prior to the expiration of this Agreement in writing through diplomatic channels.

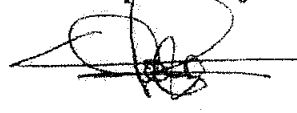
Done at Djibouti on 24 January 2015 in two original copies, each in the Turkish, French and English languages, all texts being equally authentic. In case of divergence of interpretation, the English text shall prevail.

For the Government of  
the Republic of Turkey



Mevlüt Çavuşoğlu  
Minister of Foreign Affairs

For the Government of  
the Republic Djibouti



Moussa Ahmed Hassan  
Minister of Equipment and Transports

