

İSTANBUL PORT REGULATIONS

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Section One: Scope, Definitions and Limits of Istanbul Port

Aim and Scope

Article 1 - The limits of Istanbul port, berthing and anchorage areas, procedures, places and times of berthing, loading and discharging of commercial goods and explosive, flammable and similar dangerous goods, the time durations of ships stay in port and other procedures relating to provision of general security and discipline are shown in this Regulations.

Definitions

Article 2 - Within the scope of this Regulation:

- a) Administration means Prime Ministry Maritime Undersecretariat
- b) Bosphorus means Istanbul Strait,
- c) Port means Port of Istanbul,
- d) Harbour Master means Office of Istanbul Harbour Master

Port Limits

Article 3 - (Amended Article: 01/08/2001 - 2001/3241 No.Reg./1. Art.)

Istanbul Port; in North; is the sea and shore area limited by lines drawn to due North Lat: 41° 16'.00 North. Long: 028° 55'.00 East position and Lat: 41° 14'.00 North. Long: 029° 16'.00 East and the adjacent Turkish territorial waters; and in South; is the sea and shore area between the lines connecting the position (Lat: 40° 54'.50 North, Long: 028° 43'.40 East) which is 3.8 NM Southern Bearing of Kefaldalyan Point (Lat: 40° 58'.30 North, Long: 028° 43'.40 East), to positions Lat: 40° 48'.40 North, Long: 029° 09'.00 East and Lat: 40° 52'.30 North, Long: 029° 13'.80 East. (Annex-1)

Section Two: The Mooring, Berthing and Anchorage Areas for Ships

Berthing Places

Article 4 - Harem berth and Haydarpaşa port are reserved to cargo and passenger ships to carry out embarkation-disembarkation and loading-discharging operations and Salıpazarı, Sarayburnu and Karaköy berths are reserved to berthing of passenger ships.

Ships having repair or dry docking works other than scrapping in the shipyards in the area are permitted to enter to Haliç. Additionally, the service ships permitted to operate in this area may freely work in this region. Harbour Master may permit other ships to enter to Haliç in the force majeure situations.

The limits and purposes of use for Keçilik, Büyükdere, Paşabahçe, Çubuklu, Tarabya, İstinye, Kanlıca, Göksu, Bebek, Arnavutköy and Kalamış bays are determined by Regulations, prepared by Administration.

Anchorage Areas

Article 5 - The anchorage areas are specified below:

- a) Foreign warships and naval auxiliaries visiting the port and Turkish warships arriving to port may anchor to the area between east of the longitude passing from Kızkulesi light and İnci point and Moda point, after notifying their arrival to Northern Sea Region Command and according to the agreement between this Command and Harbour Master. Anchoring

to other anchorage areas under inevitable situations is done in accordance with the mutual view taken by Northern Sea Region Command and Harbour Master.

- b) Passenger ships visiting the port may anchor in anchorage area or moor to the buoy designated in (Annex 2) Dolmabahçe subject to the permission. Passenger ships bigger than 10.000 GRT among them are required to notify Harbour Master one week in advance.
- c) Anchorage areas in Southern entrance to port are in (Annex 3, Annex 4 and Annex 5)
Within these anchorage areas, anchoring to closer than 2.5 cables to shore are prohibited.:

1 - Free anchorage area for ships waiting for berthing to port is the sea area determined by coordinates:

41° 00'.40 N, 028° 59'.15 E

40° 59'.39 N, 028° 58'.60 E

40° 58'.15 N, 028° 56'.50 E

41° 00'.15 N, 028° 56'.50 E

Port pilots shall be employed for anchoring and departing from these anchorage areas.

2 - Free anchorage area for ships departing from port and for long term anchorage

41° 00'.15 N, 028° 56'.50 E

40° 58'.15 N, 028° 56'.50 E

40° 56'.82 N, 028° 53'.50 E

40° 58'.92 N, 028° 53'.50 E

3 - Free anchorage area for ships carrying dangerous goods

40° 58'.92 N, 028° 53'.50 E

40° 56'.82 N, 028° 53'.50 E

40° 56'.12 N, 028° 51'.95 E

40° 55'.83 N, 028° 50'.00 E

40° 57'.48 N, 028° 50'.00 E

4 - Quarantine anchorage area

40° 57'.54 N, 028° 48'.70 E

40° 56'.10 N, 028° 48'.70 E

40° 56'.40 N, 028° 47'.40 E

40° 58'.23 N, 028° 47'.40 E

5 - (Additional sub-par: 01/08/2001 - 2001/3241 No.Reg./2.Art.) Küçükçekmece Anchorage Area (Annex-4)

40° 58'.32 N 028° 43'.50 E

40° 56'.90 N 028° 43'.50 E

40° 56'.40 N 028° 47'.40 E

40° 58'.23 N 028° 47'.40 E

6 - (Additional sub-par: 01/08/2001 - 2001/3241 No.Reg./2.Art.) Kartal Anchorage Area (Annex-5)

40° 53'.20 N 029° 11'.10 E

40° 52'.55 N 029° 09'.55 E

40° 51'.00 N 029° 10'.30 E

40° 51'.40 N 029° 12'.00 E

40° 52'.60 N 029° 13'.40 E

- d) (Additional par: 01/08/2001 - 2001/3241 No.Reg./2.Art.) Port Northern entrance anchorage areas (Annex-6)

1- Anchorage area for ships carrying dangerous goods is the sea area determined by coordinates:

41° 15'.40 N 028° 57'.45 E

41° 17'.50 N 028° 57'.45 E

41° 17'.50 N 029° 00'.00 E

41° 14'.90 N 029° 00'.00 E

2- Anchorage area for passenger and general cargo ships

41° 14'.90 N 029° 00'.00 E

41° 17'.50 N 029° 00'.00 E

41° 17'.50 N 029° 02'.37 E

41° 15'.90 N 029° 05'.00 E

41° 15'.00 N 029° 05'.00 E

(Additional par: 01/08/2001 - 2001/3241 No.Reg./2.Art.) Pilotage applications for anchoring and departing ships in other anchorage areas as specified in paragraphs (c) and (d) except anchorage area no. 1 in southern entrance to port and terms of use for all the anchorage areas are determined by the Administration.

Section Three: Safety of Navigation in Port

Rules to be Followed

Article 6 - All ships and marine craft navigating or staying in port are required to comply, together with the international regulations, to “Regulations on Maritime Traffic System for Straits and Marmara Area” and to the rules in this Regulation and to all kinds of navigation rules determined by the Administration taking the legislation about safety of navigation, life and property in force into account and to the warnings and inspections made.

Administration is authorized to regulate all kinds of actions like berthing, loading and discharging, pilotage, tugboat services and similar, taking the technical difficulties into account.

Bosphorus Bridges

Article 7 - Marine craft can not get to the legs of the bridges closer than 50 metres.

The heights and the signals on the bridges about maritime traffic are indicated in (Annex 4) for various sections of Istanbul Bosphorus Bridge and Fatih Sultan Mehmet Bridge

Pilotage Services and Compulsory Tugboat Employment

Article 8 - The Pilotage and tugboat services in the port are carried out in accordance with Article 43 of “Regulations on Maritime Traffic System for Straits and Marmara Area” and the following.

- a) Turkish ships of 1000 GRT or bigger and foreign ships bigger than 150 GRT, berthing to berths, quays, facilities and business places, mooring to buoys, or leaving such places, anchoring to anchorage areas in Paşabahçe and Dolmabahçe or departing from anchorages are required to take a pilot
- b) Harbour Master can, in cases necessitated by maritime traffic and safety of navigation, make amendments in pilot embarkation and disembarkation places and such changes are notified to mariners.
- c) Ships between 2000-5000 GRT berthing to berths, quays, facilities and business places, mooring to buoys, or leaving such places shall take one tugboat with 16 tons bollard pull, ships between 5000-15000 GRT, two tugboats of 18 tons each, ships between 15000-30000 GRT, two tugboats of 27 tons each or three tugboats of 18 tons each, ships bigger than 30000 GRT, two tugboats of 30 tons each or three tugboats of 20 tons each.
- d) Harbour Master can, in inevitable situations, make amendments in berthing places and in limitations for Pilotage and tugboat use according to the specifications of ship and cargo.
- e) Harbour Master can decrease the requirements of use of tugboat during berthing and unberthing operations for ships having bow thrusters with high manoeuvrability according to their specifications

Exemptions from Compulsory use of Pilot and Tugboat

Article 9 - The provisions of Article 8 is not applied to warships and naval auxiliaries, passenger ships used in city service and the marine craft used in the port services.

The marine craft used in the port services are required to document their purpose of use from Harbour Master.

Obligations of Passenger Ships

Article 10 - Ships carrying passengers within the port shall carry a signboard in entrance areas, in an easily visible place, showing the maximum permitted number of passengers and the number and types of the life saving craft and appliances on board.

Section Four: Entrance and Exit Operations in Karaköy and Atatürk Bridges

Opening and Closing of Bridges

Article 11 - Karaköy and Atatürk Bridges opened and closed in the mornings of Tuesday and Thursday by Bridges Directorate of Municipality of Greater City of Istanbul.

Permission Document

Article 12 - Ships entering or exiting through bridges shall apply to the Harbour Master's office at least 15 hours prior to opening of bridges and take a permission document.

Priority for Entrance and Exit in Bridges

Article 13 - Exits are first in bridges. Entrances start after the completion of exits. The sequence numbers for exits and entrances are determined and broadcasted by traffic control stations.

Compulsory Use of Pilot and Tugboat for Exits and Entrances Through Bridges

Article 14 - During exits and entrances through bridges;

- a) The Foreign ships, Turkish ships of 1000 GRT or bigger and warships and naval auxiliaries of 1000 tons displacement or bigger are required to take pilot.
- b) Ships between 1000-2000 GRT shall take a tugboat of at least 12 tons bollard pull, ships of 2000 GRT and bigger shall take two tugboats of 12 tons each.
- c) Warships and naval auxiliaries of 2000 tons displacement and bigger shall take one tugboat of at least 16 tons bollard pull.
- d) Ships with engine or steering malfunctions shall take two tugboats of at least 12 tons bollard pull.

Exit and Entrance Signals in Bridges

Article 15 - The following signals are exhibited from the bridges to indicate the beginning of exits and entrances by Bridges Directorate of Municipality of Greater City of Istanbul:

- a) During exits, green flashing light to Haliç side, red to other side; during entrances red flashing light to Haliç side and green to other side.
- b) When the bridges are open, marine craft can not cross sides in the area between Sirkeci and Karaköy berths and between two bridges.

Non Opening of Bridges

Article 16 - In cases of non opening of bridges due to unfavourable weather, technical malfunctions or other inevitable reasons, the situation is notified to ships in the port by Harbour Master's office or traffic control stations.

Opening and Closing Hours of Bridges

Article 17 - The opening and closing hours of bridges are shown below for each month, as the national time.

Months	Opening	Closing
January	05.00	06.00
February	04.45	05.45
March	04.30	05.30
April	04.15	05.15
May	04.00	05.00
June	03.45	04.45
July	03.45	04.45
August	04.00	05.00
September	04.15	05.15
October	04.30	05.30
November	04.45	05.45
December	05.00	06.00

Durations of Exit and Entrance through Bridges

Article 18 - Ships shall be standing by in time according to their sequence, ready for manoeuvring, in exit and entrance areas.

Of the time allocated for exit and entrance, first 28 minutes are reserved for exit, 4 minutes are reserved for the interval between exit and entrance and last 28 minutes are reserved for entrances. The exiting ships can not exceed the time reserved for exit and entering ships can not exceed the entrance time. Harbour Master is authorized to amend these times as to numbers of exiting and entering ships.

Passage from Bridge Openings

Article 19 - The ships passing from the openings when the bridges are closed, pass from the opening which has a green signboard during daytime and the one with green light in the dark hours.

Opening of Bridges Except Designated Times

Article 20 - Harbour Master can order opening of bridges in necessary circumstances for the safety of life, property and environment, except the times specified in Articles 11 and 17.

Section Five: Dangerous Goods

Rules to be Complied

Article 21 - Loading, discharging, carriage, packaging and labelling of the dangerous goods within the port are done with special vessels, in special packages and containers, provided the necessary safety precautions are taken by port managements, under the frame of the international conventions to which our country is a part to, and the regulations, bye-laws and decisions as specified below.

- a) Regulations for Carriage of Dangerous Goods by Merchant Ships,
- b) Regulations for Precautions to Be Taken in the Workshops and Sectors Working with Combustible, Explosive, Dangerous and Harmful Substances
- c) Regulations on Maritime Traffic System for Straits and Marmara Area,
- d) Regulations Regarding Prevention, Extinguishing and Rescue Precautions for Land Fires, Sea, Port or Shore Fires Which may Spread to Land or Land Fires Which may Spread to Shore, Sea and Port.
- e) Regulations for Control of Harmful Chemical Substances and Products
- f) Chapters VI and VII of SOLAS Convention and MARPOL Convention and its Annexes.

Compulsory Notification to Harbour Master

Article 22 – Owner, manager, master or agent of the ship carrying dangerous goods shall apply to the Harbour Master’s office with a list showing quantity of cargo, stowage position, types of packaging, degree of flammability if flammable, quantity of transit cargo, IMO (International Maritime Organization) IMDG (International Maritime Dangerous Goods) code class of the dangerous goods, latest 24 hours before arrival of the ship to the port and take the berthing permit.

If the time duration between departure from loading port and arrival to discharge port is less than 24 hours, the notification for such ships is done before berthing in the discharge port.

Loading, Discharging and Storage of Dangerous Goods

Article 23 - Dangerous goods are loaded, discharged and stored as specified below, in respect of their classes:

a) Class (1) Explosives

Ships carrying explosives and goods containing more than 500 grams of explosive substances can not berth to quays and berths, but transshipment is carried out between ships or to marine craft in designated areas within the port. Explosives and goods containing explosive mixtures transhipped to ships or marine craft are loaded or discharged from berths or quays designated to such purposes outside of the city. The quantities of explosives or explosive mixtures loaded or discharged from assigned berths or quays can not exceed 5 tonnes, loading and discharging can not be undertaken at the same time or ships aboard one another, can not wait and can not be stored on the berths or quays.

Such goods may be carried, provided that they are in special craft and containers, to special warehouses with safety measures taken which are mutually determined by Harbour Master, port managements, city traffic commission and Municipality of Greater City of Istanbul, to the south of the port and in European and Asian sides, and loading and discharge may be undertaken.

b) Class (2) Gases

Gases may be temporarily stored in special tanks or containers in reserved port areas.

Transfer of liquefied gases (by cooling) between tanks or containers may be undertaken after the special permission by Harbour Master.

Separate classes of gases shall be carried in separate ship compartments or tanks. Loading and discharging of gases shall be done by fixed pipes or single piece hoses and spark or friction causing equipment like cranes winches or similar shall not be present in vicinity of the berth area. Such goods shall be loaded to and discharged from railway cars or tankers after special precautions are taken. In the port terminals reserved for gases, not more than one ship in the same berth shall be loaded or discharged.

Berths, quays and port storage areas shall be equipped with effective fire detection, prevention and extinguishing systems

c) Class (3) Flammable Liquids

Liquids or liquid mixtures emitting flammable vapours at 60 °C or lower temperatures or liquids having dissolved or suspended flammable solids may temporarily be stored in containers in special port areas and may be loaded to or discharged from ships and land craft

In the loading and discharging of such goods and in the land storage areas, dry powder fire extinguishers or similar systems shall be used

d) Class (4) Flammable Solid Goods

Flammable and combustible goods and substances emitting flammable vapours when in contact with water may temporarily be stored in special port areas, may be loaded to or discharged from ships and land craft and may be transported within port area.

Flammable solids containing celluloses and 500 grams or more spontaneously combustible articles can not be stored within the port area. In the storage of flammable solid goods within the port area, precautions to prevent stowage and area fires shall be taken. Flammable goods with damaged packages are removed from port areas.

Goods like fish flour and oil cakes are not subject to these requirements.

e) Class (5) Oxidizing Goods

Such substances that may enter to dangerous reactions with other substances and although themselves are not flammable, by emitting oxygen, may cause or assist other substances to burn may temporarily be stored in open or closed port areas and may be loaded to or discharged from ships and land craft directly.

Nonetheless, for organic peroxides, the storage, loading and discharging quantity in the port can not exceed 30 tons. Loading and discharging more than such quantity is done outside of the port area by transshipment.

f) Class (6) Poisonous and Contagious Substances

Such substances, containing micro organisms causing death, serious illnesses or contagious diseases when swallowed, breathed or contacted, may be stored in sealed containers in special port areas after taking special precautions and may be loaded to or discharged from ships. Such goods with a flashpoint of 60° C or lower are treated as flammable liquids.

g) Class (7) Radioactive Substances

Ships carrying the radioactive substances with mass unit activities more than 70 Bq/Kg or compositions or mixtures containing such radioactive substances may load or discharge provided that they document, before entering to the port, that the packaging of radioactive substances are done in an environmentally safe way. Radioactive substances can not be stored within the port area and removed in shortest possible time.

h) Class (8) Corrosive Substances

Such articles, irritating skin in their solid or liquid form, may be stored in open weather, special warehouses or normal storage sheds provided that they are in special packages and may directly be loaded to or discharged from ships. Goods with damaged packages are removed from port areas.

Loading and discharging of such goods to railway cars and to land or sea tankers is subject to special permission.

i) Class (9) Various Dangerous Goods

Substances other than above mentioned classes of dangerous goods, that are determined to be dangerous with experience or their dangers realized later or relatively less dangerous substances may be stored in the port area with precautions taken in accordance with their specifications, and may be loaded to or discharged from ships.

Precautions to be Taken by Port Operators

Article 24 - The port operators within the port limits shall designate the berths, wharves, sheds and warehouses reserved for dangerous goods. Additionally, the port operators shall determine the waiting time of such goods between the ships and storage areas and carriers and the maximum quantities of dangerous goods that can be taken to port area and take the necessary fire, environment and security precautions.

Port operators inform these matters to the interested bodies with a communiqué approved by the Harbour Master.

If the port operators can not designate means of storage in the port area, the receiver of cargo ensures the transportation of this substance to out of the port in the shortest possible time.

A separate anchorage area is determined for ships carrying dangerous goods and this anchorage is kept clear from other ships.

The dangerous goods with a flashpoint of less than 60° C might be loaded or discharged in the port areas reserved to themselves during daytime.

A dedicated container storage area is provided by the port operators for the dangerous goods loaded or discharged in containers in ports. No other containers other than dangerous goods are stored in this container storage area and the necessary security precautions (fire, environmental safety and similar) are taken in the storage area.

The flammable goods shall be kept away from spark producing resources and no spark producing equipment or appliance to be operated within the designated dangerous area.

The dangerous goods shall be packaged in an adequate manner and information describing the dangerous good and regarding the risk and safety precautions to be provided on the package.

The port stevedore labour and seamen related with dangerous cargo shall wear protective clothing during handling and storing.

The fire fighter persons in dangerous cargo area shall be equipped with firemen outfits and fire extinguishers and first aid units and equipment shall be kept ready for immediate use.

Transportation of Dangerous Goods between European and Asian Sides

Article 25 - Dangerous goods can be transported between European and Asian sides in the port in special packages and containers, by being loaded to trucks or railway cars, by the necessary safety precautions being taken by shipper and transporter, by a railway ferry or car ferry specially designated for this purpose.

Such transportation can be carried out between 00:30 and 06:00

Chapter Six: Discipline in Port

Principles to be Complied during Berthing and Moorings

Article 26 - Ships' and various marine craft's berthing to berths, wharves, facilities and business places within the port, mooring to buoys or leaving such places is subject to the permission of Harbour Master. Passenger ships plying in the city service, car and train ferries and sea busses, which berth to their own designated berths and wharves, are outside the coverage of this provision.

Turkish cargo ships smaller than 500 GRT working within port area can berth to berths and wharves of business places within port and to shipyard berths in Haliç and may carry out their loading and discharging operations freely, provided that they obtain the permission of Harbour Master in advance and they do not constitute an obstacle to sea traffic.

Ships completing their work in berths and wharves vacate their place immediately and proceed to anchorage areas.

The passenger ships not sailing within twenty four hours shall proceed to the anchorage area after discharging their passengers or moor to the berths or buoys designated to themselves if taking passengers. Taking permission from Harbour Master's office in advance is compulsory for scheduled passenger ships staying more than twenty four hours in berths.

Ships entering to Haliç shall berth to business places and after completion of their work, shall leave Haliç immediately and proceed to anchorage areas.

Ships making their repair or maintenance works carried out in Haliç shall moor to berthing places of subject establishments in a way not hampering the maritime traffic

Ships can not wait in anchorage in Haliç. The ships entering to haliç for docking or ships waiting the opening of bridges for exit are out of this provision.

Limitation for Floating Craft Moored to Shores

Article 27 - The floating craft such as ship, barge, pontoon, raft which are planned to be used as restaurant, casino, club, sale or amusement place or for similar purposes, can only moor to the shores belonging to public within the port, after taking the permission in accordance with the provisions of “Decision by Council of Ministers Regarding the Operation of Floating Hotels, Floating Restaurants and Similar Places, dated 12/10/1984 and numbered 84/8737”

Forbidden Activities

Article 28 - The following activities are forbidden in the port:

- a) Ships berthing or leaving the berths and wharves shall endeavour not to use their propellers or bow thrusters ahead or astern, within 10 meters of berthing place during manoeuvring. Using propellers and bow thrusters in berthed condition is prohibited
- b) Fishing, sailing with sails or oars and swimming within Traffic Separation System and Haliç are prohibited. Nonetheless sailing, oar and swimming races for sports purposes may be carried out with the permission of the Harbour Master
- c) Yachts, powerboats, recreational craft and amateur seamen craft can not enter to Traffic Separation Lines and Haliç for sports and recreation purposes, can not exceed 10 knots during passage from such areas, can not sail and speed in a way to create danger in other areas of the port and in the vicinity of boats.
- d) Rubble, ballast, garbage, bilge water and similar household or industrial waste or substances which may harm ecological balance or environmental health or waste oil and similar pollutant goods can not be discharged to the sea within the port except reception facilities. Ships in the port shall not cause air pollution and shall take the necessary precautions in order to prevent it.
- e) Radio equipment, other than equipment made for short range communication like radio telephone (MF and HF) can not be used in ships in the port
- f) Ships in the berthing and mooring places in the port (except shipyards and repair places) can not carry out work disturbing the silence, can not blow their whistle unless necessary. The powered vehicles working in the port shall be equipped with silencers.
- g) Not more than two craft side by side can be taken alongside the ships in anchor, moored to buoys or berthed in the berths or wharves in the port.
Ships can not carry out repair or maintenance works which may prevent their sailing or movement within the port.

Works Subject to the Permission of Harbour Master

Article 29 - No regular or irregular passenger and cargo transport can be carried out within the port unless permission obtained from Harbour Master.

Transshipment within the port is subject the permission of the Harbour Master. Casting - deploying buoys, cable laying and removing, diving and similar works are carried out with the permission of the Harbour Master. Divers can not dive in Traffic Separation Lines, in anchorage areas or in Haliç.

Notification of Anchor Position and Anchoring Order

Article 30 - Master, owner or agents notify the Traffic Control Station and Harbour Master's office about their ships anchor position and anchoring time in shortest possible time.

Ships anchor in anchorage area in a way not preventing the manoeuvre of the ships in the area, berthing or unberthing to berths or wharves.

Ships can not drop anchor in proximity of the buoys and between buoy lines. If anchored in inevitable circumstances and if there are damages in buoys or chains, ship master shall report the situation to Harbour Master with a report.

Unlawful Anchoring

Article 31 - Ships berthing to berths or wharves, mooring to buoys, anchoring to anchorage areas without getting the necessary permission, are removed from their places by employment of pilots and tugboats with the order of the Harbour Master and all costs incurred from this proceeding are charged from ships owner, manager or agent.

The ships in above mentioned places, staying with the permission of the Harbour Master shall change or vacate their places in accordance with the order issued upon necessity. For the ships not complying such orders, the provisions of above paragraph is applied.

Necessity of Departure

Article 32 - Ships anchored in the port shall be in a position to be ready for manoeuvring maximum within four hours after receiving the notice from Harbour Master as necessary.

Bunker Supply to Ships in Port

Article 33 - Bunkers can be supplied to ships within port only in berths, wharves and anchorage areas that are found suitable by Administration.

Fire action crew in ships, berths and wharves shall stand by during bunker supply.

Meeting Places with Agents

Article 34 - Ships can make their contacts with agents, not exceeding fifteen minutes, by complying with the traffic separation system and without disturbing the navigation conditions in the north of the line connecting Hamsi Port and Fil Point lights in the North. Their contacts not exceeding one hour can be made in west of the longitude passing from Kumkapı Shelter Light, in the South, in a position as much to starboard as possible of their traffic lane. Agent contacts exceeding one hour shall be made in anchorage areas.

Ships Navigating in Proximity of Service Craft

Article 35 - Ships passing around craft engaged with buoy deploying, cable laying or removing, diving and similar works and floating cranes in work shall sail with a speed not harming them and in a way not preventing their work.

Passing Around Buoys

Article 36 - Ships shall not pass between the buoys and buoy lines, except ships approaching to moor a buoy or unmooring from a buoy and marine craft used in port service.

Notification of Sickness, Injury or Death Events

Article 37 - Masters of ships in anchorage or navigating within the port limits shall notify all kinds of sicknesses that may arise in their ships to health organization of borders and shores, and in addition, events like death or injury to the Harbour Master's office and to security authorities.

Transit Passenger and Seamen

Article 38 - Passengers and seamen in ships (in berths or anchorages) departing to foreign ports or arriving from foreign ports shall make their entries – exits through customs doors.

Transportation between Ships Subject to Customs Inspection and Customs Service Points

Article 39 – Marine craft giving transportation service between customs service points and ships subject to customs inspection depart to the ships from stations determined by Harbour Master together with customs authority.

Passengers, passenger properties, seamen and persons related with ships can be carried from ships subject to customs control to customs service points or vice versa, only with marine craft permitted by Harbour Master.

The officials of Port, Shores Health, Security and Customs organizations may sail to ships subject to customs control with such craft collectively as well as with crafts belonging to their offices.

Contact with Passengers

Article 40 – Persons sending passengers off cannot contact with passengers after customs and security checks and persons meeting passengers cannot contact them before such inspections.

Ships Having Accidents at Sea

Article 41 - Captains, owners and agents of ships calling to port are required to notify the Harbour Master's office about the marine accidents happened during sailing or in port, important engine breakdowns, ascertained unfavourable conditions that may harm the general safety of navigation in port and the crimes committed on board, to be relayed to the relevant official bodies for necessary proceedings, as soon as possible first with radio, with a preliminary report within maximum six hours after arrival to port and with a detailed report including the opinions within twenty four hours and they are required to keep the evidence and take the necessary precautions to keep the committers. Pilots, shipmasters and seamen shall abide by the call made by port authorities and answer the questions to constitute a base for the investigation in these subjects.

Master of a ship, which involved in or caused a marine accident, is requested to render the trading documents of the ship to Harbour Master latest within four hours after his arrival to the port.

Accident or Breakdowns During Passage

Article 42 - Ships breaking transit passage for reasons like accident, breakdown, compulsory anchorage shall immediately inform the nearest traffic control station and ask for the recommendations and orders. After completion of precautions by Harbour Master to ensure their safety and safety of the area, they shall take pilot and fulfil the suggestions to complete the passage even if they request rescue and assistance.

Obligations of Pilots

Article 43 – Pilots inform Traffic Control Centre immediately and issue a written report to Harbour Master about the deficiencies or faults they observe in the navigation equipment of the ships they pilot, marine accidents and other aspects they discovered on their course of duty, related to safety of navigation.

Pilots and traffic control station officials observing ships breaking the rules or navigating incorrectly in the port shall report this to Harbour Master and give a written report within following twenty-four hours. Harbour Master handles the situation immediately and ensures that legal action is taken for these ships and their masters.

Obligation of Notification

Article 44 – Owners, managers, masters or agents of ships arriving to or departing from the port and ships in transit except Turkish ships of 150 GRT and smaller and plying in the home range, shall give their notifications twenty-four hours before arrival of the ship to Harbour Master, Shores Health, Security, Customs authorities, port operators and Management of Coastal Safety and Salvage Administrations. **(Amended sentence: 01/08/2001 - 2001/3241 No.Reg./3. Art)** Changes in arrival day and time, durations of stay in in anchorages, buoys, berths and wharves, technical conditions, cargo type and quantity and

notifications about loading and discharging operations are promptly informed to Harbour Master's office in written form.

The berthing place for the arriving ships is designated by Harbour Master according to the arrival sequence.

Ships arriving to port notify their arrival to Harbour Master through Traffic Control Centre and act according to received orders.

Condition for Repair of Tankers

Article 45 – Tankers are not accepted to repair unless they submit the documents issued by competent authorities and showing that gasfree is carried out and the resulting wastes are disposed to a specific reception facility.

Gasfree is carried out in areas or zones designated by Harbour Master after obtaining Harbour Master's permission.

Deratting

Article 46 – Deratting on board is carried out in a place mutually determined by Harbour Master and shores health organization.

Security of Berthing Places

Article 47 – During berthing of passenger and cargo ships to berths and wharves unauthorized persons can not occupy the berthing places, can not enter to ships before all passengers from berthing ships are discharged.

The involved authorities shall take the necessary security measures in this aspect.

Ships with Missing Documents

Article 48 – Ships with documents required by provisions of law, regulations and international conventions to which Turkey is a part are missing or conditions and manning are inconsistent with the documents are not allowed to sail from the port.

Obligation of Watch

Article 49 – Ships in port and anchorage area shall at least have one each of the deck and engine crew keeping watch.

Masters and owners of ships are responsible from execution of this obligation.

Obligation to Hoist Flag

Article 50 – Foreign ships and Turkish merchant ships of 5 GRT or bigger in the port are required to hoist their national flag from 08:00 hours in the morning until sunset.

Chapter Seven: Inspections

Inspection

Article 51 – Inspections may be carried out in ships in the port by Border and Shores Health, Security, Customs and Harbour authorities as necessary and in any time of the day.

During the inspection, the ships in incompliance with the legislation and with missing documents are detained in the port and legal action is taken for their masters and owners.

The provision of this article is not to be applied to Turkish and foreign warships and auxiliaries.

Agricultural Quarantine and Animal Health

Article 52 – Inspections carried out for agricultural quarantine, animal health and marine products are subject to their special legislation.

Security and Customs Inspections

Article 53 – No security or customs inspections shall be carried out within Traffic Separation Lines in Bosphorus. If rendered necessary, security and customs inspections are carried out in pilot embarkation areas, underway to the destination port by embarked officials, in port or in anchorage areas reserved for them.

Health Inspections

Article 54 – Health inspections in Bosphorus are carried out just before the pilot embarkation areas and in places not effecting safety of navigation.

Health inspections which are not carried out in such places due to compulsory reasons are carried out in places mutually designated by Border and Shores Health Organization and Harbour Master.

Contradictory Conducts to Provisions of Regulations

Article 55 – (Amended Article: 01/08/2001 - 2001/3241 No.Reg./4. Art.) Legal action is taken in accordance with relevant legislation about those that is found to be in contradictory conducts to provisions of regulations.

Chapter Eight: Miscellaneous Provisions

Revoked Provisions

Article 56 – “Istanbul Port Regulations” came into force by decision of Council of Ministers dated 109/04/1982 and numbered 8/4538 is abolished.

Coming into Force

Article 57 – The provisions of these Regulations which is prepared as based to Article 2 of “Law on Ports” numbered 618, and inspected by Council of State comes into force in the date of its publishing in the Official Gazette.

Execution

Article 58 – The provisions of these Regulations is executed by Council of Ministers.