

1998

## MARITIME TRAFFIC REGULATIONS FOR THE TURKISH STRAITS AND THE MARMARA REGION PART I Purpose, Applicability and Definitions

### REGULATION 1

#### Purpose and applicability.

The purpose of Vessel Traffic Regulations is to ensure safety of navigation, safety of life, property and marine environment by improving the safety of vessel traffic in the Straits. These regulations shall apply to all vessels entering or navigating within the limits of Turkish Straits.

### REGULATION 2

#### Definitions

For the purposes of these regulations the terms;

**a) Administration** a) Administration means Republic of Turkey Prime Ministry Maritime Under Secretariat (T.C. BASBAKANLIK DENIZCILIK MUSTESARLIG I)

**b) Turkish Straits** b) Turkish Straits means the navigable waters of Marmara Sea, Istanbul and Canakkale Straits, and the coastline surrounding these areas.

**c) Rules** c) Rules means Turkish Laws, regulations and all International Conventions which the Turkish Republic is a signatory.

**d) Vessel Restricted In Her Ability To Manoeuvre In The Traffic Separation Scheme** d) Vessel Restricted In Her Ability To Manoeuvre In The Traffic Separation Scheme describes vessels with a length over all of 150 meters or upwards and deepest draught 10 meters or upwards and the vessels due to their technical condition which are restricted in their ability to proceed in the appropriate lane as required by these regulations.

**e) Vessel** e) *Vessel* means every description of water craft which is able to navigate at sea by means of any kind of propulsion except under oars.

**f) Direct Passing Vessel** f) Direct Passing Vessel describes a vessel planned not to call any port, berth or place within Turkish Straits, and reported the same in her Sailing Plan to the Turkish authorities before entering to the Straits.

**g) Indirect Passing Vessel** g) Indirect Passing Vessel describes a vessel which planned to call a port, berth or place within Turkish Straits, or a vessel whose direct passing has been cancelled by her Master and/or has had her cancelled her direct passing interrupted.

**h) Direct Passing Cancelled Vessel** h) Direct Passing Cancelled Vessel describes a vessel which her Master cancelled her direct passing.

**i) Direct Passing Interrupted Vessel** i) Direct Passing Interrupted Vessel describes a vessel during direct passing, delayed for the purpose of investigations or legal proceedings by the Turkish administrative or legal authorities due to a marine casualty or accident includes but not limited to any occurrence involving a vessel which results in damage by or to the vessel such as collision or grounding.

**j) Deep Draft Vessel** j) Deep Draft Vessel means a vessel having a deepest draught of 15 meters or greater.

**k) Large Vessel** k) Large Vessel means a vessel having a length overall of 200 meters or more.

**l) Total Towing Length** l) Total Towing Length means the distance between the fore end of the towing vessel and aft end of the tow and the distance between the aft end of the pushing vessel and the fore end of the vessel being pushed

with full manoeuvring speed.

**m) Northern Limit Of The Strait of Istanbul** m) Northern Limit Of The Strait of Istanbul is the line drawn between Anadolu Light and Turkeli Light.

**n) Southern Limit Of The Strait of Istanbul** n) Southern Limit Of The Strait of Istanbul is the line drawn between Ahirkapi Light and Kadikoy, Inciburnu Breakwater Light.

**o) Northern Limit Of The Canakkale Strait** o) Northern Limit Of The Canakkale Strait is the meridian passing through Zincirbozan Light.

**p) Southern Limit Of The Canakkale Strait** p) Southern Limit Of The Canakkale Strait is the line drawn between Mehmetcik Light and Kumkale Light.

**q) By day** q) By day means between sunrise and sunset.

**r) By night** means between sunset and sunrise.

**s) TUBRAB** s) TUBRAB means position and information reporting system to manage vessel movements within Turkish straits which is accomplished by a vessel providing information which includes Sailing Plan 1 and 2, Position and Calling point reports.

## PART 2

### GENERAL PROVISIONS

#### REGULATION 3

##### Traffic Separation Schemes and boundary lines.

Turkish Straits and Approaches TSSs, as described in Annex 1 has been established in compliance with The International Convention For Preventing Collision At Sea ( COLREGS 72) Reg. (10) and adopted by IMO.

The boundary lines of the traffic separation scheme is as follows;

On the North, the North border of the area connecting the following points:

Latitude	Longitude
41 16 N	028 55 E
41 21 N	028 55 E
41 21 N	029 16 E
41 14 N	029 16 E

On the South, the South border of the area connecting the following points:

Latitude	Longitude
40 05 N	026 11 E
40 02 N	025 55 E
39 50 N	025 53 E

39 44 N 025 55 E

39 44 N 026 09 E

#### **REGULATION 4**

##### **Traffic Control Center and Stations.**

The Administration has established Traffic Control Center and Stations in order to implement the use of TSS' s, the control the vessel movements within and to keep TUBRAP system operational.

#### **REGULATION 5**

Technical condition and Reporting requirements for vessels arriving and intending to pass through the Turkish Straits.

All vessels before entering the Turkish Straits;

- a) Should be seaworthy, meeting with the requirements of the International Conventions and their Flag Administration.
- b) Prior to transmitting the Sailing Plan 2 (Reg. 6 para.2) the Master shall assure himself that the vessel is technically in compliance with the following conditions and the same to be logged in the vessel Log Book.

- 1) Main propulsion and Auxiliary machinery are in good working order and ready for immediate manoeuvring.
- 2) Emergency Generators are in good working order and maintained in the readiness.
- 3) Primary and Secondary steering gears, Radar/s and Compasses are in good working order.
- 4) Engine room telegraph, rudder angle, RPM and if fitted Pitch indicators are in good working order and illuminated as to be readily visible to the pilot.
- 5) Navigational lights, whistle and all other bridge equipment are in good working order and complete.
- 6) All internal vessel control communications and vessel control alarms are in good working order.
- 7) VHF transceivers are efficient.
- 8) An Aldis lamp and at least one good binocular are kept ready on the bridge at all times.
- 9) Windlass, capstans and mooring winches are in good working order and both anchors are ready for letting go at all times with standby crew.
- 10) Towing lines of adequate strength and condition and heaving lines are ready on forward and aft together with line throwing appliances. Vessels loaded with explosives, dangerous goods or hazardous materials additionally shall suspend "Towing Off" wires of adequate strength and condition on forward and aft with their eyes run out and maintained at 1 or 2 meters above the waterline.
- 11) Vessel is not trimmed by the stem as to dangerously affect the manoeuvring and /or steering and never will be trimmed by the head while navigating within the Turkish Straits.
- 12) As much as possible the trim is arranged such that the propeller blades are under the water level and in any case the blades are not above the water level more than 5 % of the propeller diameter.
- 13) The cargo and trim of the vessel is arranged such that from the conning position the forecastle and the view of the sea surface is not obscured.

14) A copy of these regulations and related nautical publications are on board together with updated Turkish Straits and Marmara sea charts of a large enough scale.

15) Number and certification of the officers and crew of the vessel is in compliance with the requirements of the STCW/78-95 Convention.

16) Vessel has Shipboard Emergency Plans and fully trained Emergency Squads for responding to all possible casualties and all related emergency, safety and fire fighting equipment are in readiness for immediate use.

If any vessel can not comply with any requirements listed above, the nearest Traffic Control Center must be informed by the Master. Failure to notify will result the Administration to take necessary measures as prescribed in reg. 7 para 2.

## **REGULATION 6**

### **Reporting system in Turkish Straits (TUBRAB) a) Sailing Plan 1 (SP 1)**

Owners, Masters or Agents of the vessels with dangerous cargo or the vessels of 500 GRT and upwards, shall submit "Sailing Plan 1" in writing to the nearest Traffic Control Center in IMO standard format as defined by the Administration at least 24 hours before the vessel's arrival at Istanbul or Canakkale Straits.

" Vessels navigate in traffic separation scheme in difficulty " shall submit advance " Sailing Plan 1 " in writing as required by Reg. 25.

Vessels at Marmara Sea ports with dangerous cargo on board and the vessels of 500 GRT and upwards shall submit "Sailing Plan 1" in writing at least 6 hours before their departure.

### **b) Sailing Plan 2 (SP 2)**

After sending SP 1 and assuring himself that the vessel is in compliance with the requirements of Reg. 5, two hours or 20 miles ( whichever earlier) before the entrance of the Turkish Straits, the Master shall submit Sailing Plan 2 in IMO standard format as defined by the Administration.

The Master, shall take into consideration the information received from the Traffic Control Station and navigate with care and caution .

The transmission time of SP 2 and all information received must be recorded in the vessel Log Book.

### **c) Position Report (PR)**

All vessels with a L.O.A of 20 meters and upwards, shall make a voice radio position report by VHF in IMO standard format to the nearest Traffic Control Station 5 miles before the entrance of the Straits.

### **d) Calling Point Report (CPR)**

All vessels with a L.O.A. of 20 meters and upwards while proceeding within the Straits shall make a voice radio call point report by VHF in IMO standard format at the positions defined by Administration to the nearest Traffic Control Station.

## **REGULATION 7**

### **Vessel which her navigational safety is impaired before entering the Straits.**

Vessel which her navigational safety is impaired due to any technical reason, including failures of any essential equipment / machinery shall notify the Traffic Control Center by telex, telephone, fax or VHF.

The Traffic Control Center will advise anchorage / waiting position to the said vessel for undergoing necessary repairs and surveys. After receiving the vessel's final condition upon completion of repairs and surveys, the Traffic Control Station will decide and inform the Master whether the vessel is permitted to proceed with or without any additional safety measures.

**REGULATION 8****Pilot onboard flag**

Vessels having a pilot onboard must hoist the International code flag 'H' by day.

**REGULATION 9****Signals of " Direct Passing Vessels"**

Within the limits of Turkish Straits all "direct passing vessels" while navigating or at anchor shall hoist the International code ' T ' flag by day and an all-round green light (where it can be best seen) by night. If the Master cancels her direct passing or her direct passing is interrupted these signals shall not be displayed.

**REGULATION 10****Anchoring permission for the "Direct Passing Vessels"**

Subject to the permission of the Traffic Control Center, in order to supply needs, the direct passing vessels through the Turkish Straits may wait at the anchorage areas referred in Reg. 23 for 48 hours without free pratique under the supervision of the related authorities.

During this 48 hour period the vessel can exchange crew, land patients or dead bodies, supply bunker or provisions, undergo minor repairs, make agent contacts or supply other similar articles.

If the direct passing vessel requires to stay at anchor more than 48 hour period, have to anchor at the recommended anchorage area and must undergo free pratique, customs, immigration and other necessary formalities.

**PART 3****NAVIGATING THROUGH THE ISTANBUL AND CANAKKALE STRAITS****REGULATION 11****Precautions for safe passage.**

The Master of a vessel navigating within the Straits, shall ensure that there is no person other than authorised crew members on the bridge, in the chart room or at the bridge wings in order not to endanger the safe command of the vessel and as well as to maintain a proper look-out.

Also only authorised crew members shall stand by in the engine room whether the engines are controlled from the engine control room or not.

Steering shall always be by hand, while navigating in the Straits automatic steering devices shall never be used and the emergency steering gear must be in the readiness at all times with standby authorised crew.

**REGULATION 12****Steering light.**

All vessels having a distance from bridge to bow over 150 meters and vessels whose bridge is so located that observing the vessel's turning severely difficult, shall have installed at or near the stem, a steering range equipped with a fixed blue light which shall be clearly visible from the bridge along the centerline.

**REGULATION 13****Speed**

Within the Straits the vessels may not proceed at a speed more than 10 knots over the ground. However if more speed is needed to maintain a good steerage the nearest Traffic Control Station shall be notified and the Master shall proceed with care and caution at a speed which will not create any danger of collision or cause damages by wave making to the banks or properties and other vessels in motion or tied up.

## **REGULATION 14**

### **Overtaking**

Within the Straits the vessels may not overtake vessels except in necessary cases.

- a) Vessels proceeding within the Straits shall maintain at least 8 cables distance between each other. This distance may be increased by the Traffic Control Center regarding type of the vessels.
- b) While proceeding within the Straits the Master of a vessel which is going to slacken speed for any reason must warn the vessels astern of his intention.
- c) Vessels proceeding within the Straits under low speed shall keep as near as to outer limit of the traffic separation lane which lies on her starboard side as is safe and practicable and if necessary shall take action to permit safe passing for the faster vessels.
- d) Any vessel which is intending to overtake a vessel that is proceeding under low speed within the Straits, shall inform the Traffic Control Station and obtain information regarding the density of traffic and shall indicate her intention to the vessel to be overtaken. If there is sufficient room in the fairway and there is no risk of collision with the oncoming traffic, the overtaking can take place and preferably on one course.
- e) No overtaking may take place between the Vanikoy and Kanlica points in Istanbul and between Nara and Kilitbahir points in Canakkale Straits.

## **REGULATION 15**

### **Accidents and equipment / machinery failures while navigating within Straits.**

Vessels which involved in an accident, having equipment / machinery failures or dropped anchor in an emergency, shall immediately notify the Traffic Control Center and request instruction. After the safety measures for the vessel and the environment are taken by the relevant port authority such vessel may resume passage with a pilot on board and in compliance with other necessary requirements of the Administration for the safe passage.

## **REGULATION 16**

### **Vessel not under command.**

Any vessel which is a vessel not under command or any vessel restricted her ability to manoeuvre as prescribed in Colregs 72 shall be subject to special permission of the Administration for passing through the Straits.

If a vessel while navigating in the Straits becomes not under command for any reason the Master shall immediately notify the Traffic Control Station and comply with the instructions given.

## **REGULATION 17**

### **Towing**

For the navigational safety in the Straits towing of a vessel or any other floating objects can only be made by a tug or tugs which have sufficient engine power and towage equipment for handling the tow through the Straits. Said tug or tugs must be classed for towing service and to be certified in compliance with the IMO rules.

- a) Prior to entering the Straits, the towing hawser shall be shortened as much as necessary.
- b) Whenever the total towing length is more than 150 meters the Administration may require additional measures to

improve the ability of manoeuvring and to keep both vessels on safe course.

c) Vessel or floating object are being towed shall keep a spare towing lines of adequate strength in readiness with sufficient number of standby crew for use in accidental breaking of the towing lines.

d) If possible, the tow shall keep her engines and steering gears in readiness.

## **REGULATION 18**

### **Vessels leaving a port / berth / anchorage within the Straits.**

Before getting underway from a port, berth or anchorage area within the Straits, Master of this vessel shall notify his intention to the Traffic Control Station and obtain necessary information regarding the traffic density. Such vessels shall wait until the navigation is safe for joining to the appropriate lane.

## **REGULATION 19**

### **Leaving the traffic separation scheme**

Vessels which shall leave the traffic separation scheme for berthing, mooring to buoys, for dropping anchor, turning back due to any reason or in emergency cases, shall notify the Traffic Control Station and warn the vessels in sight.

## **REGULATION 20**

### **Suspending the traffic temporarily for Turkish Straits**

Traffic in the Straits may temporarily be suspended by the Administration in the following cases;

- a) In force majeure situations,
- b) Collision, grounding, fire, public security, pollution and similar occasions.
- c) Surface or underwater construction works such as building bridges - tunnels or drilling works etc. for the common wealth of the public.
- d) The existence of navigational dangers within the Straits.

The Administration shall take necessary measures to keep suspending time as short as possible.

The suspending and resuming of the traffic shall be announced to the vessels and concerned parties by the Port Authority and the Traffic Control Stations.

Before the traffic resumes the vessel entrance turn shall be announced in accordance with the vessels' TUBRAP reports evaluation and their types.

## **REGULATION 21**

### **Using the traffic separation schemes.**

Vessels passing through the Turkish Straits,

- a) When is a direct passing, or a vessel joining or leaving the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow.
- b) The Administration shall take necessary measures for the maintenance of safety of navigation for a vessel which is restricted in her ability to manoeuvre in the separation scheme.
- c) Vessels which do not proceed in the appropriate traffic lane (except para. b) shall be reported to IMO and their Flag Administration.

**REGULATION 22****Deep Draft vessels**

In addition to Rule 23 of Colregs 72, Deep Draft vessels shall exhibit three all-round red lights in a vertical line, or a cylinder.

Other vessels while navigating in the Straits;

Shall avoid impeding the passage and take early action to allow sufficient sea-room for the safe passage of a Deep Draft Vessel,

When nearing a bend, or a crossing point shall keep out of the way of a Deep Draft Vessel,

**REGULATION 23****Anchorage areas**

The following areas are designated as authorised anchorage for managing the traffic flow and for the vessels intending to wait at the anchor.

- a) Istanbul Straits northern entrance anchorage areas see Annex 2.
- b) Istanbul Straits southern entrance anchorage areas see Annex 3.
- c) Canakkale Straits northern entrance anchorage areas see Annex 4.
- d) Canakkale Straits Karanlik Liman anchorage area see Annex 5.
- e) Canakkale Straits southern entrance anchorage areas see Annex 6

Pilotage is compulsory for areas a,b,c and d.

Anchor of all vessels must be placed well within the anchorage areas, so that no portion of the hull or rigging shall any time extend outside the boundaries of the anchorage area. No vessel shall anchor within a distance less than 2,5 cables from the shore line.

**REGULATION 24****Reserved Rules and Regulations**

The Regulations described in this section shall apply both Straits, reserving the jurisdiction of the "Rules and Regulations for the Istanbul and Canakkale Ports" in force.

**PART 4****COMMON RULES FOR THE STRAITS****REGULATION 25**

Vessels restricted ability to manoeuvre in the traffic separation scheme.

- a) Vessels with a length over all in between 150-200 meters and/or having a draught in between 10-15 meters shall submit SP 1 report in writing 24 hours before entering the Straits,

Vessels with a length over all in between 200-300 meters and/or having a draught more than 15 meters will submit SP 1 report in writing at least 48 hours before entering to the Straits, to the Traffic Control Center.

b) The owner or the operator of a large vessel with a length over all of 300 meters and upwards, before fixing a voyage through the Straits must contact with the Administration and advise all necessary particulars, characteristics and the type of cargo planned to carry.

The Traffic Control Center and the Administration will make a study for the safe passage of the vessel with the information received by taking into consideration the safety of life, property and the environment, the physical, morphological and seasonal condition of the Straits and will inform the owner, operator or the Master about the requirements and safety measures to be taken during this passage. Such vessels in compliance with the requirements and necessary safety measures of the Administration, shall submit SP 1 report in writing at least 72 hours before their arrival to the entrance of the Straits.

c) Traffic Control Center shall take necessary measures for the maintenance of safe passage for the vessels with dangerous cargo as prescribed in this Regulation and may exempt these vessels from complying Reg.21. a.

d) When a southbound vessel with dangerous cargo as prescribed in this Regulation enters from the north of Istanbul Strait, no northbound vessel is permitted with the same particulars until the southbound reaches to Istanbul Bogazi Bridge,

When a northbound vessel with dangerous cargo as prescribed in this Regulation enters from the south of Istanbul Strait no southbound vessel is permitted with the same particulars, until the southbound reaches to the line joining Hamsi Burnu and Fil Burnu points.

In Canakkale Strait; no vessel is permitted in the same direction with the same particulars until the vessel ahead with dangerous cargo as prescribed in this Regulation, clears the Nara Burnu area.

## **REGULATION 26**

Nuclear Powered vessels or vessels carrying nuclear cargo or nuclear wastes, dangerous and/or hazardous cargo or wastes.

The owner or the operator of the;

- a. Nuclear - powered vessels,
- b. Vessels carrying nuclear cargo or nuclear wastes, and
- c. Vessels carrying dangerous and/or hazardous cargo or wastes,

at least 72 hours before fixing a voyage through the Straits, must contact with the Administration and inform the type of cargo planned to carry with all necessary certificates which confirms the vessel is in compliance with IMO and related International Conventions together with the certificates confirms that the said cargo is carried in compliance with her Flag State Administration Regulations.

For the safety of the passage within the Straits, Nuclear powered vessels shall take all measures informed by the Administration.

All vessels mentioned in this regulation shall load and distribute their cargoes in compliance with the related International Conventions and Codes. While navigating within the Straits, such vessels shall hoist the International Code B flag by day and an all-round red light by night.

## **REGULATION 27**

### **Taking Pilot**

Traffic Control Center strongly recommends to all "Direct Passing Vessels" to take pilot for the maintenance of safety of life, property, environment and navigation within the Straits.

## **REGULATION 28**

### **Unauthorised berthing - anchoring**

No vessel shall be moored, anchored, or tied up to any pier, wharf or buoys without permission within the Straits. Such vessels will be moved by tugs and with a pilot provided by the Harbour Master at the vessel's expense, which will be billed to her owner, operator or agent.

Except in cases of emergency to avoid an immediate danger, no vessel shall drop anchor within the Straits. In such cases the Master shall immediately notify the anchorage position to the Traffic Control Station.

For the maintenance of the navigational safety with in the Straits, such vessels will be moved to a safe anchorage area by tugs and with a pilot provided by the

Administration at the vessel's expense, which will be billed to her owner, operator or agent.

## **REGULATION 29**

### **Pollution Prevention**

Vessels navigating within the Straits shall be in compliance with the Annexes in force of Marpol 73/78 Convention, and the Masters shall ensure that all necessary measures are taken to prevent any incidental pollution.

## **REGULATION 30**

### **Navigating under sails or oars is prohibited**

Navigating under sail or oars and swimming or fishing within the traffic separation schemes is prohibited.

Any sports competition, such as sailing, rowing or swimming etc. is subject to permission of the Administration.

## **REGULATION 31**

### **Notification and reporting obligation**

- a. The Master of the vessel navigating within the Straits, must notify the Traffic Control Station of any infectious and epidemic diseases, injuries, or death occurrence on board.
- b. The Masters, Pilots or other Officials, are required to notify any vessel in apparent violation of any Regulation, to the Traffic Control Station immediately and to submit a detailed report in writing about the case within 24 hours.
- c. The Pilots are required to notify the Traffic Control Station immediately of any accidents involved or, any navigational dangers noticed en route and to submit a detailed report in writing about the case within 24 hours.

## **PART 5**

### **ISTANBUL STRAIT TRAFFIC SEPARATION SCHEMES REGULATIONS**

## **REGULATION 32**

### **Boundary lines**

Istanbul Strait Traffic Separation Scheme is bounded by the lines connecting the following points.

The waters, in between a line drawn from the position 2 miles south of Baba Burnu to Yelkenkaya Light.

## **REGULATION 33**

### **Air Draft**

Vessels while navigating within Istanbul Strait shall pay due attention to the height warning lights exhibited on the bridges.

No vessel with an air draft of more than 58 meters may pass through the Istanbul Strait.

Vessels with air drafts between 54 and 58 meters shall be escorted by tugs.

The number and engine power of the tugs will be determined by the Administration

to keep such vessels on the safe course,

## **REGULATION 34**

### **Local vessel traffic in Istanbul Strait**

Within the waters, between the line drawn from Turkeli Light to Anadolu Light on the North and the line drawn from Kadikoy, Inciburnu Breakwater Light on the South, all local vessels and passenger / ferry boats shall cross the traffic lanes on a heading as nearly as practicable at right angles to the general direction of the traffic flow and

not impede the safe passage of the southbound and northbound vessels. However, if risk of collision exists, when taking action to avoid collision both vessels shall regard to the related rules of Colregs 72.

## **REGULATION 35**

### **Currents**

a) When the main surface current exceeds 4 knots or when southern winds reverses the main current in Istanbul Straits, all vessels with dangerous cargo, large vessels and deep draught vessels with a speed of 10 knots or less shall not enter the Straits.

Such vessels shall wait, until speed of the current drops to 4 knots or less or the reverse currents disappear.

However, vessels other than above may pass through the Straits by taking tugs as advised by the Traffic Control Center.

b) When the main surface current exceeds 6 knots or strong northerly currents and eddies are caused by southerly winds, all vessels with dangerous cargo, large and deep draught regardless of their speed shall not enter the Istanbul Strait and wait until the current speed is less than 6 knots or strong reverse currents disappear.

c) The Administration reports the condition of the currents to the vessels and concerned parties.

d) When current speed and direction becomes normal, the entrance turn of the waiting vessels will be announced by the Traffic Control Center, in accordance with the vessels' TUBRAP reports evaluation and their types.

## **REGULATION 36**

### **Restricted visibility**

The Administration reports the visibility changes within the Istanbul Strait to all vessels and concerned parties.

a) When visibility in an area within the Istanbul Strait drops to 2 miles or less, all vessels shall keep their radar continuously running with a clear picture. Vessels equipped with two radar shall leave one radar for the pilot's use.

b) When visibility in an area within the Istanbul Strait drops to 1 mile or less, vessel traffic shall be permitted in one direction only. During this time, vessels with dangerous / hazardous cargo, large vessels and deep draft vessels shall not enter to the Istanbul Strait,

c) When visibility in an area within the Istanbul Strait drops to less than 0.5 mile, the vessel traffic shall be suspended for both directions.

d) When the visibility improves, to ensure smooth resumption of traffic, the Traffic Control Center will determine the order with which waiting vessels enter the Straits on basis of vessels' TUBRAP reports and vessel types, and inform all vessels and concerned parties accordingly.

**REGULATION 37****Pilotage services**

Pilotage services for Istanbul Strait shall be given as follows:

a) Vessels passing through Istanbul Strait;

1) Black Sea side :

The pilot boarding area is in position at Lat. 41 15 15 N., Long. 029 07, 94 E. Due to weather conditions, pilot boarding may take place in between this position and the line connecting Hamsi Limani Light to Fil Burnu Light, as near to the outer limit of the Southbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

The pilot disembarking area is in position Lat. 41 14 48 N., Long. 029 09, 52 E. Due to weather conditions, pilot disembarking may take place in between this position and the line connecting Hamsi Limani Light to Fil Burnu Light, as near to the outer limit of the Northbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

2) Marmara Sea side:

The pilot boarding area is in position Lat. 40 55 28N., Long. 028 58, 75 E. Due to the weather conditions, pilot boarding may take place in between this position and the latitude passing through the Fenerbahce Light, as near to the outer limit of the Precautionary Area and Northbound traffic lane which lies on starboard of the vessel as is safe and practicable.

The pilot disembarking area is in position Lat. 40 56 52 N., Long. 028 54, 70 E. Due to the weather conditions, pilot disembarking may take place in between this position and the latitude passing through the Fenerbahce Light, as near to the outer limit of the Precautionary Area and Southbound traffic lane which lies on starboard of the vessel as is safe and practicable.

b) Vessels arriving to a berth and unberthing

1) Vessels arriving to a berth from Black Sea, shall drop the Strait pilots and take Port pilots at a distance allowing necessary time for docking manoeuvres.

2) Vessels arriving to a berth from Marmara Sea shall take port pilots at the same area as set out above in Para. a) 2).

3) Vessels arriving to a berth in outside limits of Istanbul Strait shall take the port pilots at a distance allowing necessary time for docking manoeuvres.

4) When the above mentioned vessels are at anchor, the port pilots shall board at the anchorage area.

c) For the navigational safety or due to the traffic density, the Administration may temporally change the pilot boarding / disembarking areas. New positions shall be reported to the vessels and the concerned parties.

**REGULATION 38****Police and Customs control of vessels arriving to or has called at a Turkish port**

Police and Customs controls may not take place within the limits of Istanbul Strait TSSs. If deemed so necessary, such controls shall be made at pilot boarding areas, during underway to the next port, at berth or at an anchorage area which will be designated for this purpose.

**REGULATION 39****Quarantine Controls**

Quarantine controls shall be affected before the pilot boarding area or in areas which will not endanger the navigational

safety within the Istanbul Strait. These areas shall be determined by the Traffic Control center and reported to the vessels.

#### **REGULATION 40**

##### **Agent contact areas**

Vessels navigating within the Istanbul Straits may not make agent contacts except in anchorage areas. In cases of necessity, after obtaining permission from the Traffic Control Stations, agent contacts can be made while proceeding, as near to the outer limit of the traffic lane which is on the starboard of the vessel and without endangering the navigational safety;

- a) In the South, at the west of the longitude passing through the Kumkapi Bannak Light, not exceeding 1 hour.
- b) In the North, on the north of the line connecting Hamsi Limani and Fil Burnu, not exceeding 15 minutes.

### **PART 6**

#### **CANAKKALE STRAIT, TRAFFIC SEPARATION SCHEMES REGULATIONS**

#### **REGULATION 41**

##### **Boundary lines**

The Canakkale Strait Traffic Separation Schemes is bounded by the lines connecting the following points

In the North,

Lat. Long.

- (1) 4037N 027 11 E
- (2) 40 27 N 027 09 E

In the South,

- (1)4005N 02611 E
- (2) 40 02 N 02555 E
- (3) 39 50 N 02553 E
- (4) 39 44 N 02555 E
- (5) 39 44 N 02609 E

#### **REGULATION 42**

##### **Local vessel traffic in the Canakkale Straits**

Within the Canakkale Strait, all local vessels and passenger / ferry boats shall cross the traffic lanes on a heading as nearly a practicable at right angles to the general direction of the flow and shall not impede the safe passage of southbound and northbound vessels. However, if risk of collision exists, when taking action to avoid collision, both vessels shall act in accordingly to the related rules of Colreg 72.

**REGULATION 43****Currents**

a) When the main surface current exceeds 4 knots within the Canakkale Strait, all vessels carrying hazardous cargo with a manoeuvring speed of less than 10 knots, large vessels and deep draft vessels shall not enter to the Strait. Such vessels shall wait until the speed of the current drops to 4 knots or less.

All other vessels may pass through the Strait if they use the tug/s recommended for their vessel type by the Traffic Control Center.

b) When the main current exceeds 6 knots, all vessels which are carrying hazardous cargo, large and deep draft, regardless of their speed, shall wait until the current speed drops less than 6 knots.

c) The Administration will report the condition of currents to the vessels and concerned parties.

d) When the current speed or direction return to normal, to ensure the smooth resumption of traffic, the Traffic Control Center will determine the order with which waiting vessels enter the Straits on the basis of vessels' TUBRAB reports and vessel type, and will inform all vessels accordingly.

**REGULATION 44****Restricted visibility**

The Administration reports the visibility changes within the Istanbul Strait to all vessels and concerned parties.

a) When visibility in an area within the Canakkale Strait drops to 2 miles or less, all vessels shall keep their radar continuously running with a clear picture. Vessels equipped with two radar shall leave one radar for the pilot's use.

b) When visibility in an area within the Canakkale Strait drops to 1 mile or less, vessel traffic shall be permitted in one direction only. During this time, vessels with dangerous / hazardous cargo, large vessels and deep draft vessels shall not enter to the Istanbul Strait.

c) When visibility in an area within the Canakkale Strait drops to less than 0.5 mile, the vessel traffic shall be suspended for both directions.

d) When the visibility improves, to ensure smooth resumption of traffic, the Traffic Control Center will determine the order with which waiting vessels enter the Straits on basis of vessels' TUBRAP reports and vessel types, and inform all vessels and concerned parties accordingly.

**REGULATION 45****Pilotage services**

Pilotage services for Canakkale Strait shall be given as follows:

a) Vessels passing through Canakkale Strait;

1) Aegean Sea side :

The pilot boarding area is in position at Lat. 40 00, 45 N., Long. 026 08, 154 E. Due to weather conditions, pilot boarding may take place in between this position and the latitude passing through Kumkale light, as near to the outer limit of the Northbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

The pilot disembarking area is in position Lat. 40 01, 55 N., Long. 026 08, 20 E. Due to weather conditions, pilot disembarking may take place in between this position and the latitude passing through Kumkale Light, as near to the outer limit of the Southbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

2) Marmara Sea side:

The pilot boarding area is in position Lat. 40 25, 70 N., Long. 026 44, 15 E. Due to the weather conditions, pilot boarding may take place in between this position and the latitude passing through the Gelibolu Light, as near to the outer limit of the Precautionary Area and Southbound traffic lane which lies on starboard of the vessel as is safe and practicable.

The pilot disembarking area is in position Lat. 40 25, 05 N., Long. 026 44, 10 E. Due to the weather conditions, pilot disembarkation may take place in between this position and the latitude passing through the Gelibolu Light, as near to the outer limit of the Precautionary Area and Northbound traffic lane which lies on starboard of the vessel as is safe and practicable.

b) Vessels proceeding to a berth or unberthing within the Strait

1) Vessels proceeding from sea, to a berth within the Strait, shall take the Strait pilots at the same areas as set out above in Para. a) 1 and 2) and shall drop the Strait pilots and take Port pilots at a distance allowing necessary time for docking manoeuvres.

2) Vessels proceeding to a berth in outside limits of the Straits Sea shall take port pilots at a distance allowing necessary time for docking manoeuvres.

3) When the above mentioned vessels are at anchor, the port pilots shall board at the anchorage area.

c) For the navigational safety or due to the traffic density, the Administration may temporally change the pilot boarding / disembarking areas. New positions shall be reported to the vessels and the concerned parties.

## **REGULATION 46**

### **Police and Customs control of vessels arriving to or has called at a Turkish port**

Police and Customs controls may not take place within the limits of Canakkale Strait TSSs. If deemed so necessary, such controls shall be made at pilot boarding areas, during underway to the next port, at berth or at an anchorage area which will be determined for this purpose.

## **REGULATION 47**

### **Quarantine Controls**

Quarantine controls for the vessels approaching from Aegean Sea, shall be affected before the pilot boarding area or in areas which will not endanger the navigational safety within the Canakkale Strait. These areas shall be determined by the Traffic Control center and reported to the vessels.

## **REGULATION 48**

### **Agent contact areas**

Vessels navigating within the Canakkale Straits may not make agent contacts except in anchorage areas. In the cases of necessity, subject to permission of the Traffic Control Stations agent contacts can be made during proceeding in the Strait as near to the outer limit of the traffic lane which is on the starboard of the vessel without endangering the navigational safety, in the south of the line connecting Kanlidere Light to Karanfil Light not exceeding 1 hour.

## **PART 7**

### **MISCELLANEOUS PROVISIONS**

## **REGULATION 49**

### **Vessels exempted from certain Regulations**

Regulations 5, 9, 10, 11, 12, 15, 21, 25, 26, 27, 31, 38, 39, 46, 47, 51 and Para. a) of Reg. 6 shall not apply to the vessels of war, auxiliary vessels and state owned vessels which are not in use for trading.

**REGULATION 50 CANCELED BY OFFICIAL GAZETTE DATED 05/05/1999 NO: 99/12660**

**REGULATION 51**

**Violations**

If any Master or any member of the crew of any such vessels fails to comply with any requirements of these regulations, shall be subject to the related provisions of the Turkish Law.

**REGULATION 52**

**Abrogation**

The "Maritime Traffic Regulations For The Turkish Straits and The Marmara Region" which put into force by the decision of the Council of Ministers, dated 23.11.1993 with number 1993 / 5061 is not in force any longer.

**REGULATION 53**

**Entry into force**

The provisions of these Regulations are drafted in accordance; with the Law number 115 of the Constitution of the Republic of Turkey, with the Article 37 of the Establishment and Duties of Ministries Law number 3406 and with the Article 2 of Ports Law number 618 and reviewed by the Council of State, shall enter into force on the publication date in the Official Gazette.

**REGULATION 54**

**Execution**

The Council of Ministers executes the provisions of these Regulations.

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**NOTE : This section was freely translated from the original Turkish version.**

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