

MARITIME TRAFFIC REGULATIONS FOR THE TURKISH STRAITS

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PART I

Purpose, Applicability and Definitions

Purpose and applicability

ARTICLE 1 - 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.

Definitions and Abbreviations

ARTICLE 2- For the purposes of these regulations the terms;

- a) Administration** means Republic of Turkey Prime Ministry Maritime Under Secretariat (T.C. BASBAKANLIK DENIZCILIK MUSTESARLIG I)
- b) Turkish Straits** means the navigable waters of Marmara Sea, Istanbul and Canakkale Straits, and the coastline surrounding these areas.
- c) Rules** mean 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** 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** 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** 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** 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** describes a vessel which her Master cancelled her direct passing.
- 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** means a vessel having a deepest draught of 15 meters or greater.
- k) Large Vessel** means a vessel having a length overall of 200 meters or more.
- 1) 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 is the line drawn between Anadolu Light and Turkeli Light.

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 is the meridian passing through Zincirbozan Light.

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

r) By day means between sunrise and sunset.

s) By night means between sunset and sunrise.

t) 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

Traffic Separation Schemes and boundary lines

ARTICLE 3- 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 are 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

Traffic Control Center and Stations

ARTICLE 4- 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.

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

ARTICLE 5- 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 forecandle 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.

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

ARTICLE 6- 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.

Vessel which her navigational safety is impaired before entering the Straits

ARTICLE 7 - 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.

ARTICLE 8

Pilot onboard flag

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

Signals of " Direct Passing Vessels"

ARTICLE 9 - 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.

Anchoring permission for the "Direct Passing Vessels"

ARTICLE 10 - 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

Precautions for safe passage

ARTICLE 11- 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.

Steering light

ARTICLE 12- 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.

Speed

ARTICLE 13 - 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.

Overtaking

ARTICLE 14- 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.

Accidents and equipment / machinery failures while navigating within Straits

ARTICLE 15- 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.

Vessel not under command

ARTICLE 16- 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.

Towing

ARTICLE 17- 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.

Vessels leaving a port / berth / anchorage within the Straits

ARTICLE 18- 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.

Leaving the traffic separation scheme

ARTICLE 19- 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.

Suspending the traffic temporarily for Turkish Straits

ARTICLE 20- 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.

Using the traffic separation schemes

ARTICLE 21- 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.

Deep Draft vessels

ARTICLE 22- 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,

Anchorage areas

ARTICLE 23- 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.

Reserved Rules and Regulations

ARTICLE 24- 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

Vessels restricted ability to manoeuvre in the traffic separation scheme

ARTICLE 25- 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.

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

ARTICLE 26- 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.

Taking Pilot

ARTICLE 27- 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.

Unauthorised berthing - anchoring

ARTICLE 28- 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.

Pollution Prevention

ARTICLE 29- 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.

Navigating under sails or oars is prohibited

ARTICLE 30- 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.

Notification and reporting obligation

ARTICLE 31

- 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

Boundary lines

ARTICLE 32- 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.

Air Draft

ARTICLE 33- 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,

Local vessel traffic in Istanbul Strait

ARTICLE 34- 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.

Currents

ARTICLE 35- 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.

Restricted visibility

ARTICLE 36- 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.

Pilotage services

ARTICLE 37- 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 disembarkation 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 temporarily change the pilot boarding / disembarking areas. New positions shall be reported to the vessels and the concerned parties.

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

ARTICLE 38- 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.

Quarantine Controls

ARTICLE 39- 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.

Agent contact areas

ARTICLE 40- 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

Boundary lines

ARTICLE 41- 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

Local vessel traffic in the Canakkale Straits

ARTICLE 42- Within the Canakkale Strait, 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 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.

Currents

ARTICLE 43- 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.

Restricted visibility

ARTICLE 44 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.

Pilotage services

ARTICLE 45- 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 temporarily change the pilot boarding / disembarking areas. New positions shall be reported to the vessels and the concerned parties.

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

ARTICLE 46- 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.

Quarantine Controls

ARTICLE 47- 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.

Agent contact areas

ARTICLE 48- 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

Vessels exempted from certain Regulations

ARTICLE 49- Articles 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.

ARTICLE 50 CANCELLED BY OFFICIAL GAZETTE NO: 99/12660 DATED 05/05/1999 [See news](#)

Violations

ARTICLE 51- 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.

Abrogation

ARTICLE 52- 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.

Entry into force

ARTICLE 53- 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.

Execution

ARTICLE 54- The Council of Ministers executes the provisions of these Regulations.

APPENDIX- 1

TRAFFIC DISTRIBUTION SYSTEMS

Northern Approach of Istanbul Straits

Istanbul Straits

Southern Approach of Istanbul Straits and Marmara Sea

Canakkale Straits

South-West Approach of Çanakkale Straits

APPENDIX- 1.1

NORTHERN APPROACH OF ISTANBUL STRAITS

Relevant Map: Map of Turkish Seas 1811 (INT3758), printed in 1993

Note: European datum constitutes the base for the map.

Definition of Traffic Distribution System

(a) A traffic distribution region is set in North-South direction surrounded with the lines merging following areas.

(1) 41° 20'.50N, 29° 09'.90E

(2) 41° 20'.00N, 29° 12'.50E

(3) 41° 13'.60N, 29° 07'.98E

(b) A traffic line is set on Northeast direction between the distribution area given in paragraph (a) and following regions.

(4) 41° 15'.80N, 29° 16'.90E

(5) 41° 14'.10N, 29° 10'.00E

(6) 41° 13'.36N, 29° 08'.55E

(c) A traffic line is set on South, Southeast directions between the distribution area given in paragraph (a) and the line merging following regions.

(7) 41° 19'.40N, 29° 02'.00E

(8) 410 14'.70N, 290 07'.20E

(9) 410 13'.80N, 290 07'.50E

APPENDIX- 1.1 (Map)

See Official Gazette for the Map.

EK-1.2

ISTANBUL STRAITS

Relevant Maps: Maps of Turkish Seas 2921 (INT3756), printed in 1993; 2921A, printed in 1992; 2921 B, printed in 1992

Note: European datum constitutes base for the map.

1. The traffic lines are set on Istanbul Straits to separate reserve vessel traffic from the regular traffic flow.

2. Definition of traffic lines of Istanbul Straits:

The traffic lines comprises the area locating between the line merging Anadolu Lighthouse and Rumeli Lighthouse on the North, the line merging Ahirkapi Lighthouse-Kadikoy Inciburnu lighthouse on the South and the external boundaries of traffic lanes whose coordinates are given below.

3. Traffic lines of Istanbul Straits:

(a) The line whose coordinates given below is the middle line of the traffic lines.

3. 410 13'.60N, 290 07'.98E 10. 410 12'.18N, 290 06'.83E

11. 410 10'.88N, 290 05'.08E 12. 410 09'.38N, 290 03'.53E

13. 410 08'.92N, 290 03'.53E 14. 410 07'.38N, 290 05'.00E

15. 410 07'.21N, 290 05'.00E 16. 410 06'.38N, 290 03'.81E

17. 410 06'.00N, 290 03'.67E 18. 410 04'.98N, 290 03'.65E

19. 410 04'.53N, 290 03'.17E 20. 410 03'.10N, 290 02'.60E

21. 410 01'.55N, 280 59'.91E 22. 410 01'.40N, 280 59'.80E

23. 410 00'.15N, 280 59'.75E

(b) East Boundary of Istanbul Straits traffic line

24. 410 00'.00N, 290 00'.06E 25. 410 01'.10N, 290 00'.07E

26. 410 01'.50N, 290 00'.20E 27. 410 03'.10N, 290 02'.96E

28. 410 04'.50N, 290 03'.33E 29. 410 04'.97N, 290 03'.92E

30. 410 06'.05N, 290 03'.85E 31. 410 06'.35N, 290 04'.00E

32. 410 07'.20N, 290 05'.40E 33. 410 07'.40N, 290 05'.35E

34. 410 08'.85N, 290 03'.89E 35. 410 09'.48N, 290 03'.84E

36. 410 10'.80N, 290 05'.20E 37. 410 11'.67N, 290 06'.78E

38. 410 12'.30N, 290 07'.20E 6. 410 13'.36N, 290 08'.55E

(c) West boundary of Istanbul Straits traffic line

9. 410 13'.80N, 290 07'.50E 39. 410 12'.30N, 290 06'.63E

40. 410 12'.00N, 290 06'.00E 41. 410 10'.51N, 290 04'.50E

42. 410 09'.52N, 290 03'.29E 43. 410 09'.03N, 290 03'.27E

44. 410 07'.48N, 290 04'.62E 45. 410 06'.25N, 290 03'.50E

46. 410 05'.13N, 290 03'.53E 47. 410 04'.92N, 290 03'.40E

48. 410 04'.57N, 290 02'.94E 49. 410 04'.13N, 290 02'.85E

50. 410 02'.97N, 290 02'.07E 51. 410 01'.73N, 280 59'.73E

52. 410 01'.29N, 280 59'.45E 53. 410 00'.30N, 280 59'.42E

APPENDIX- 1.2 (Map)

Please see Official Gazette for the map.

APPENDIX- 1.3

South Approach of Istanbul Straits and Marmara Sea

Relevant Maps: Map of Turkish Seas 2923 (INT3754), printed in 1991; 293, printed in 1990; 295 (INT3752), printed in 1988

Note: European datum constitutes base for these maps.

Definition of traffic distribution system

(a) A new line is set as a continuum of middle line of Istanbul Strait traffic line.

(23) 410 00'.15N, 280 59'.75E

(54) 400 59'.53N, 280 59'.73E

(55) 400 58'.80N, 280 59'.44E

(b) A traffic distribution region is set and it is surrounded with the lines merging following areas.

(55) 400 58'.80N, 280 59'.44E

(56) 400 57'.53N, 280 58'.63E

(57) 400 57'.78N, 280 58'.11E

(c) Considering (58) 400 56'.10N, 280 57'.00E in the centre, a risky area shall be established as a circle in radius of 1.5 gomina and a warning aria shall be established on the area surrounded with the line merging following coordination.

(71) 400 58'.21N, 280 57'.22E

(57) 400 57'.78N, 280 58'.11E

(56) 400 57'.53N, 280 58'.63E

(81A) 400 56'.83N, 290 00'.06E

(81) 400 55'.00N, 290 00'.06E

(67) 400 54'.70N, 280 58'.55E

(68) 400 53'.78N, 280 57'.15E

(76) 400 42'.20N, 270 38'.09E

(59) 400 54'.30N, 280 55'.40E

(65) 400 55'.58N, 280 54'.82E

(71A) 400 56'.83N, 280 54'.23E

(d) A traffic distribution area is established surrounded with the line merging following coordination:

(59) 400 54'.30N, 280 55'.40E

(60) 400 52'.40N, 280 52'.10E

(61) 400 44'.20N, 270 38'.09E

(62) 400 26'.00N, 260 45'.25E

(63) 400 45'.42N, 270 38'.09E

(64) 400 53'.90N, 280 52'.10E

(65) 400 55'.58N, 280 54'.82E

(e) A traffic distribution area is established surrounded with the line merging following coordination.

(66) 400 51'.50N, 290 00'.31E

(67) 400 54'.70N, 280 58'.55E

(68) 400 53'.78N, 280 57'.15E

(69) 400 51'.95N, 280 58'.00E

(f) A traffic line is established in Marmara Sea directed to Canakkale Straits between the distribution regions described in paragraphs (a), (b), (c) and (d) above and the coordination given below:

(53) 410 00'.30N, 280 59'.42E

(70) 400 59'.50N, 280 59'.39E

(71) 400 58'.21N, 280 57'.22E

(72) 400 55'.89N, 280 52'.09E

(73) 400 47'.40N, 270 38'.09E

(74) 400 26'.50N, 260 45'.25E

(g) A traffic line is established in Marmara Sea directed to Canakkale Straits between the distribution regions described in paragraphs (d), (c), (b) and (a) above and the coordination given below:

(75) 400 25'.50N, 260 45'.25E

(76) 400 42'.20N, 270 38'.09E

(77) 400 50'.39N, 280 52'.07E

(78) 400 52'.90N, 280 55'.92E

(h) The ships to sail towards Izmit Gulf passing Istanbul Straits shall travel along the traffic line described in paragraph (e) above, the traffic distribution regions defined in paragraphs (c), (e), the traffic distribution region described in paragraph (d) and the regions whose coordination is provided below:.

(78) 400 52'.90N, 280 55'.92E

(79) 400 51'.50N, 280 56'.57E

(i) A traffic line is established between the traffic distribution area defined in paragraph (e) and the line merging the following direction for the ships to travel to Istanbul Strait following South and East Marmara Sea and Izmit Gulf.

(80) 400 52'.00N, 290 01'.73E

(81) 400 55'.00N, 290 00'.06E

APPENDIX 1.3(Map)

Please see Official Gazette for the map.

APPENDIX- 1.4

Canakkale Strait

Relevant Maps: Map of Turkish Seas 212 (INT3750), printed 1991

Note: European datum constitutes base for this map.

1. The traffic lines are established in Canakkale Strait to separate reverse direction traffic from the ordinary traffic flow.

2. Defining traffic lines for Canakkale Strait:

The traffic lines of Canakkale Strait shall comprise the area the line surrounded the area merging Mehmetcik Foreland Lighthouse with Kumkale Foreland Lighthouse in

Southwest, the line surrounded with the area merging Gelibolu Lighthouse with Cardak Lighthouse in Northeast and the periphery borders of Canakkale Strait traffic line whose coordination provided below:

3. Traffic lines of Canakkale Strait:

(I) Traffic distribution area which is the continuum of middle line of Canakkale Strait and the line in Southern exit:

(a) Middle Line of Canakkale Strait:

(62) 400 26'.00N, 260 45'.25E (82) 400 24'.05N, 260 41'.65E

(83) 400 22'.83N, 260 40'.21E (84) 400 20'.90N, 260 38'.55E

(85) 400 18'.62N, 260 35'.88E (86) 400 13'.40N, 260 27'.80E

(87) 400 12'.11N, 260 23'.50E (88) 400 11'.63N, 260 22'.95E

(89) 400 09'.00N, 260 23'.40E (90) 400 08'.55N, 260 23'.31E

(91) 400 08'.15N, 260 23'.09E (92) 400 04'.25N, 260 18'.54E

(93) 400 02'.59N, 260 15'.45E

(b) Traffic Distribution Region which is continuum of middle line:

(93) 400 02'.59N, 260 15'.45E

(120) 400 01'.52N, 260 11'.18E

(125) 400 01'.28N, 260 11'.41E

(126) 400 01'.90N, 260 14'.32E

(II) East border of Canakkale Strait line:

(94) 400 00'.99N, 260 11'.70E (95) 400 01'.10N, 260 15'.01E

(96) 400 01'.90N, 260 17'.22E (97) 400 07'.70N, 260 23'.48E

(98) 400 08'.90N, 260 23'.70E (99) 400 09'.50N, 260 23'.95E

(100) 400 11'.84N, 260 23'.62E (101) 400 13'.10N, 260 28'.90E

(102) 400 16'.90N, 260 34'.35E (103) 400 18'.10N, 260 36'.30E

(104) 400 20'.50N, 260 39'.18E (105) 400 23'.65N, 260 42'.04E

(75) 400 25'.50N, 260 45'.25E

(III) West border of Canakkale Strait traffic line:

(74) 400 26'.50N, 260 45'.25E(106) 400 24'.45N, 260 41'.20E

(107) 400 23'.20N, 260 39'.25E(108) 400 21'.30N, 260 37'.82E

(109) 400 19'.10N, 260 35'.45E(110) 400 14'.50N, 260 27'.88E

(111) 400 13'.12N, 260 25'.55E(112) 400 12'.46N, 260 23'.31E

(113) 400 12'.02N, 260 22'.50E(114) 400 11'.39N, 260 22'.19E

(115) 400 08'.73N, 260 23'.10E(116) 400 08'.42N, 260 22'.91E

(117) 400 05'.60N, 260 18'.95E(118) 400 02'.67N, 260 13'.24E

(119) 400 02'.00N, 260 11'.03E

APPENDIX-1.4 (Map)

Please see Official Gazette for the map.

APPENDIX - 1.5

Southeast Approach in Canakkale Strait

Relevant Maps: Map of Turkish Seas 2134, printed in 1992; 213, printed in 1993

Note: European datum constitutes base for these maps.

Definition of Traffic Distribution System:

(a) A traffic distribution region is set between the areas surrounded with the lines given below:

(120) 400 01'.52N, 260 11'.18E

(121) 400 00'.20N, 250 59'.70E

(122) 400 58'.80N, 250 57'.70E

(123) 400 57'.20N, 250 57'.70E

(124) 400 59'.70N, 260 00'.40E

(125) 400 01'.28N, 260 11'.41E

(b) The following coordinate should be merged to set northern boundary of the traffic distribution area defined in paragraph (a):

(119) 400 02'.00N, 260 11'.03E

(127) 400 01'.55N, 250 57'.70E

(c) The following coordinate should be merged to set southern boundary of the traffic distribution area defined in paragraph (a):

(94) 400 00'.99N, 260 11'.70E

(128) 390 58'.29N, 260 01'.60E

(129) 390 55'.00N, 250 57'.70E

APPENDIX- 2

Mooring Sites Northern Entry of Istanbul Strait Region

A- Mooring locations for ships carrying hazardous cargo

1. 410 15'.40N, 280 57'.45E

2. 410 17'.50N, 280 57'.45E

3. 410 17'.50N, 290 00'.00E

4. 410 14'.90N, 290 00'.00E

B- Mooring locations for passenger and dry cargo ships

1. 410 14'.90N, 290 00'.00E

2. 410 17'.50N, 290 00'.00E

3. 410 17'.50N, 290 02'.37E

4. 410 15'.90N, 290 05'.00E

5. 410 15'.00N, 290 05'.00E

APPENDIX- 2 (Map)

Please see Official Gazette for the map.

ANNEX - 3 Mooring locations for Southern entry of Istanbul Strait Region

Mooring within 2.5 gomina from the seashore is forbidden in respective mooring areas.

The ships shall have pilot captains when mooring or unmooring from respective locations.

A- Mooring location for arriving ships

1. 410 00'.40N, 280 59'.15E
2. 400 59'.39N, 280 58'.60E
3. 400 58'.15N, 280 56'.50E
4. 410 00'.15N, 280 56'.50E

B- Mooring locations for departing ships and for the ships to stay for long times

1. 410 00'.15N, 280 56'.50E
2. 400 58'.15N, 280 56'.50E
3. 400 56'.82N, 280 53'.50E
4. 400 58'.92N, 280 53'.50E

C- Mooring location for the ships carrying hazardous cargo

1. 400 58'.92N, 280 53'.50E
2. 400 56'.82N, 280 53'.50E
3. 400 56'.12N, 280 51'.95E
4. 400 55'.88N, 280 50'.00E
5. 400 57'.48N, 280 50'.00E

D- Mooring area for quarantine

1. 400 57'.54N, 280 48'.70E

2. 400 56'.10N, 280 48'.70E

3. 400 56'.40N, 280 47'.40E

4. 400 58'.23N, 280 47'.40E

APPENDIX- 3 (Map)

Please see Official Gazette for the map.

APPENDIX- 4

Mooring Locations for Northern Entry of Canakkale Strait Area

A- Mooring Locations for Ships Carrying Hazardous Cargo

1. 400 37'.55N, 270 10'.00E

2. 400 36'.45N, 270 10'.00E

3. 400 32'.65N, 270 00'.00E

4. 400 33'.42N, 260 59'.80E

B- Mooring Location of Passenger and Dry Cargo Ships

1. 400 33'.42N, 260 59'.80E

2. 400 32'.65N, 270 00'.00E

3. 400 30'.00N, 260 53'.00E

4. 400 31'.30N, 260 52'.40E

APPENDIX- 4 (Map)

Please see Official Gazette for the map.

Mooring Location for inside of Canakkale Strait Region (Dark Port)

ships shall have pilot captains when mooring or unmooring from respective locations

1. 400 00'.90N, 260 15'.10E
2. 400 01'.70N, 260 17'.40E
3. 400 03'.07N, 260 18'.95E
4. 400 02'.55N, 260 19'.80E
5. 400 01'.40N, 260 18'.75E
6. 400 00'.30N, 260 15'.20E

APPENDIX- 5 (Map)

Please see Official Gazette for the Map.

APPENDIX- 6

Mooring locations in Southern Entry of Canakkale Strait Region

A- Mooring locations for the ships carrying hazardous cargo

1. 390 49'.17N, 260 00'.00E
2. 390 46'.00N, 250 57'.40E
3. 390 46'.90N, 250 55'.30E
4. 390 50'.45N, 250 53'.40E
5. 390 54'.15N, 250 57'.80E
6. 390 52'.75N, 260 00'.00E
7. 390 50'.40N, 250 57'.90E

B- Mooring Location of Passenger and Dry Cargo Ships

1. 390 48'.10N, 260 04'.97E
2. 390 44'.00N, 260 01'.90E

3. 390 46'.00N, 250 57'.40E

4. 390 49'.17N, 260 00'.00E

APPENDIX- 6 (Map)

Please see Official Gazette for the Map.