

**Maritime Traffic Regulations for the Turkish Straits and the Marmara Region,**  
**entered into force on 1 July 1994**

**PART I**  
**PURPOSE, SCOPE AND DEFINITIONS**

**Purpose and scope**  
**Article 1**

The purpose of these Regulations, which shall apply to all ships navigating in the Straits and the Sea of Marmara, is to regulate the maritime traffic scheme in order to ensure the safety of navigation, life and property and to protect the environment in the region.

**Definitions**  
**Article 2**

For the purposes of these Regulations:

- (a) "Administration" means T.C. Basbakanlik Denizcilik Müstesarligi (Under-Secretariat for Maritime Affairs);
- (b) "The Straits and the Marmara region" means the maritime area comprising the Sea of Marmara, the Strait of Istanbul (the Bosphorus), the Strait of Canakkale (the Dardanelles) and the coastlines surrounding this area;
- (c) "The Straits" mean the area within the boundaries of the Strait of Istanbul and the Strait of Canakkale;
- (d) "Vessel" means any vehicle able to navigate at sea except craft under oars;
- (e) "Vessel in transit" means a vessel, the passage of which shall be innocent, continuous, expeditious and without delay. The passage through the Straits and the Marmara region shall be planned so as not to stop at any port, berth or any other place, and a notification to that effect shall have been made by the master of the vessel to the Turkish authorities before entering into the Straits;
- (f) "A vessel interrupting its transit passage" means a vessel the master or commander of which has notified during passage that the vessel has given up its transit passage;
- (g) "Vessel whose transit passage has been interrupted" means a vessel, which, due to maritime accidents such as collision and grounding, or for other reasons, is subject to investigations, legal proceedings and inquiries carried out by the Turkish administrative or legal authorities;
- (h) Nuclear-powered vessels or vessels carrying nuclear, noxious and dangerous goods and wastes mean:
1. Any nuclear-powered vessel or any vessel carrying nuclear, noxious and dangerous goods, except for military vessels;

2. Vessels carrying cargo classified by the International Maritime Organization as dangerous, (including petroleum and its derivatives) and vessels constructed or used for the carriage of substances qualified in the International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978 (MARPOL 73/78) and its annexes as pollutants and such vessels which have not effected the necessary operations to eradicate the dangers of such cargo;

3. Vessels carrying nuclear, dangerous and noxious wastes as defined in international conventions and domestic legislation;

(i) "Deep-draught vessel" means a vessel with a maximum draught of 10 metres or more;

(j) "Large vessel" means a vessel 150 metres or more in length;

(k) "Total towing length" means the distance between the fore of the towing vessel and the aft of towed vessel or the distance between the aft of the pushing vessel and the fore of the vessel being pushed when sailing at full speed ahead.

(l) "Northern entrance to the Strait of Istanbul" means the line joining Anadolu Lighthouse to Turkeli Lighthouse;

(m) "Southern entrance to the Strait of Istanbul" means the line joining Ahirkapi Lighthouse to Kadikoy Inciburnu breakwater Lighthouse;

(n) "Northern entrance to the Strait of Canakkale" means the longitude passing through Zincirbozan Lighthouse;

(o) "Southern entrance to the Strait of Canakkale" means the line joining the Lighthouse of Mehmetcik Cape to the Lighthouse of Kumkale;

(p) "Daytime" means the period between sunrise and sunset;

(q) "Nighttime" means the period between sunset and sunrise.

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## PART II GENERAL PROVISIONS

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### Boundaries Article 3

The boundaries of the traffic separation scheme which shall apply in the Straits and the Marmara region are delimited:

In the north, by the north border of the area joining the following points:

41° 16' N                      028° 55' E

41° 21' N                      028° 55' E

41° 21' N                    029° 16' E

41° 14' N                    029° 16' E

In the south, by the south border of the area joining the following points:

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 Separation Scheme**  
**Article 4**

A traffic separation scheme as described in the annex 1 is established in the Straits and the Marmara region.

**Competence of the Administration**  
**Article 5**

All vessels proceeding in the Straits and the Marmara Region shall comply with the navigation rules laid down or to be laid down by the Administration to ensure the safety of life and property, provided such rules do not violate existing regulations, as well as with the warnings of the Administration.

**Technical Specification of Vessels which transit through the Straits and the Notice to be given by these Vessels**  
**Article 6**

- A. All vessels that shall pass through the Strait of Istanbul and the Strait of Canakkale shall be seaworthy in accordance with international rules and the legislation of the State whose flag they fly.
- B. Before giving the Sailing Plan II referred to in article 8, masters of the vessels, except those of military vessels, shall establish the technical conformity of their vessel with the following conditions and make an entry to this effect in the log book.
- (a) Main and auxiliary machinery units shall be operational as usual and be ready to manoeuvre at any time;
  - (b) Emergency generators shall be readily operational at all times;
  - (c) Main and auxiliary steering gear, gyro-compass and radar shall be operational as usual;
  - (d) Navigation bridge R.P.M, steering-wheel and pitch indicators shall be operational and illuminated;
  - (e) Navigation lights and vessel's whistle shall be operational and the equipment of the navigation bridge shall be complete;
  - (f) All communication systems, particularly those between the navigating bridge and fore, aft, steering wheel and engine control room, and all alarm systems shall be operational;

- (g) VHF radio-telephone equipment shall be fully operational;
- (h) Projector and at least a pair of binoculars shall be kept ready for use day and night in the navigation bridge;
- (i) Windlass and its running riggings shall be ready for use and both anchors will be prepared for lowering with crew standing by;
- (j) There shall be an emergency fire wire at the fore and aft of vessels carrying dangerous cargo. A towing hawser and hauling lines shall be available at the fore and aft of vessels other than those carrying dangerous cargo;
- (k) A vessel shall not be with trim by the stern so as to affect the ability to manoeuvre and steer, and no vessel shall enter into the Straits with trim by the head;
- (l) As far as possible vessels shall be trimmed so that the propeller will be totally below water level and in cases of necessity the blade of the propeller which shall be above water level shall not exceed 5 per cent of the propeller's diameter;
- (m) The vessel will be trimmed and loaded such that the fore of the vessel and the sea beyond shall be easily visible from the navigation bridge;
- (n) Each vessel shall have these Regulations and an up-to-date version of the nautical charts of the Straits area;
- (o) All crew employed on vessels shall be in accordance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW-78).

Masters of the vessels which are not in conformity with the above-mentioned conditions shall notify the Traffic Control Centre. The Administration shall take such measures prescribed in paragraph 2 of article 10 for vessels which do not report in conformity with the conditions above.

#### Sailing Plan I Article 7

Masters, owners or agents of the vessels carrying dangerous cargo and which are 500 gross tons and more, 24 hours before entering the entrance of the Strait of Istanbul and the Strait of Canakkale, shall give Sailing Plan I (SP I) as determined by the Administration.

Sailing Plan I, to be given to the Traffic Control Centre, shall contain the following information:

- Name of the vessel;
- Flag of the vessel;
- Call sign;
- Tonnage;
- Port of departure;
- Port of arrival;

- Cargo;
- Whether a pilot is requested;
- Deficiencies of the vessel which affect navigation adversely;
- Other information;

Vessels carrying dangerous cargo and those 500 gross tons and greater which depart from ports in the Marmara region shall give Sailing Plan I 6 hours before departure.

**Sailing Plan II**  
**Article 8**

Masters who have given Sailing Plan I and established that their vessel is in conformity with the conditions prescribed in article 6, shall give Sailing Plan II two hours before arriving at the entrance to the Strait, or at a distance of 20 NM from the entrance to the Strait, whichever comes first.

Sailing Plan II, which shall be given by VHF to the Traffic Control Centre, should contain the following information:

- Name of the vessel;
- Flag of the vessel;
- Call sign;
- Position of the vessel;
- Estimated arrival time to the entrance of the Strait;
- Whether a pilot is requested;
- Inabilities of the vessel affecting sailing adversely;
- Other information.

After giving Sailing Plan II vessels shall navigate taking into account information to be given by the Traffic Control Centre. The information regarding the traffic in the Straits as well as the fact that Sailing Plan II has been given should be recorded in the logbook.

**Position report**  
**Article 9**

Vessels longer than 20 metres, when they are at a distance of 5 NM to the entrance of the Straits, shall give, by VHF, to the Traffic Control Centre situated on the approaching side, the position report as determined by the Administration and containing the necessary information for the identification of the vessel.

**Notice to be given by a vessel which loses its technical ability before entering the Straits**  
**Article 10**

Vessels which for whatever reason lose their technical sufficiency or whose navigation equipment becomes

inoperational before entering the Straits shall provide the pertinent information by means of telex, telephone, fax or VHF.

The relevant port authority will indicate, through the Traffic Control Centre, the place where the vessel should wait while repairs are carried out. If the breakdown of navigation equipment continues after repairs and survey, the passage of the vessel through the Straits shall be effected in a way determined by the Administration considering the safety of navigation.

### **The Traffic Control Centre and traffic control stations**

#### **Article 11**

For the execution and control of the traffic separation scheme and for the operation of the reporting system, the Administration can set up a Traffic Control Centre and traffic control stations.

#### **Pilotage sign**

#### **Article 12**

Vessels passing through the Straits and the Marmara region with a pilot shall hoist an (H) pennant during daytime.

#### **Transit sign**

#### **Article 13**

Vessels transiting through the Straits and the Marmara region while under way or at anchor during daytime shall hoist a (T) pennant. They will display at night a green light visible over an arc of the horizon of 360 degrees.

A vessel interrupting its transit passage or whose transit passage has been interrupted shall not display the transit sign.

### **Conditions of anchorage for vessels in transit**

#### **Article 14**

Vessels transiting through the Straits and the Marmara region can stop for 48 hours to obtain necessary provisions in the locations indicated in article 27. In such cases they shall get permission from the Port Authority and will stay under the surveillance of the concerned authorities without taking free pratique.

During this stay the following activities are allowed:

- If there is a breakdown in the vessel: to bring experts, mechanics and workers to the vessel in order to inspect and to repair the breakdown;
- Visits by the vessel's Agent;
- Disembarking of the master or a crew member to purchase necessary supplies for the vessel;
- To disembark any ill crew;
- To employ new crew to replace any hospitalized crew.

Vessels in transit which shall stay more than 48 hours in port should anchor at the anchorage indicated, and take free pratique. Vessels interrupting a transit by anchoring shall be subject to all controls and procedures rendered necessary by reason of security, customs and other legislation.

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## PART III TRANSIT THROUGH THE STRAITS

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### Procedures for passage

#### Article 15

Masters will ensure that no unauthorized personnel shall enter the navigating bridge, chart room and wings while navigating in the Straits, and that nothing will hinder the ability of the crew to command the vessel and to keep watch around the vessel.

Authorized personnel will remain on duty by the main engine whether or not the controls of the engines are in the main engine room.

While navigating in the Straits steering will be controlled manually; automatic pilot systems will not be used. The emergency steering gear will also be kept ready for immediate use with personnel on duty to use it.

### Steady steering light

#### Article 16

Vessels, the distance between whose bridge and fore is 150 metres or more, and vessels, whose bridge is very close to the fore of the vessel, at nighttime shall carry at the fore of the vessel a blue or green steady steering light visible only from the bridge.

### Speed

#### Article 17

The normal speed in the Straits is 10 NM/hr relative to land. This speed may be exceeded if steering way cannot be reached, by informing the traffic control stations and taking care to avoid collisions and creating waves harmful to the environment.

### Overtaking

#### Article 18

Vessels navigating in the Straits shall not overtake vessels proceeding before them except due to necessity.

- (a) Vessels passing through the Strait shall maintain a distance of at least 8 cable between each other.
- (b) If for any reason a vessel is going to reduce speed while navigating in the Straits, she shall first inform the vessels proceeding behind it.
- (c) A vessel navigating under its own power at low speed will stay to the most starboard side of its own traffic separation lane and will permit faster vessels to overtake it.
- (d) When a vessel needs to overtake another in front of it, it shall first obtain a traffic report from the traffic control station, and if the situation is clear, shall inform the vessel to be overtaken. The overtaking shall if possible take place without course alterations.
- (e) Overtaking will not take place between Vanikoy and Kanlica in the Strait of Istanbul, and between Cape

Nara and Cape Kilitbahir in the Strait of Canakkale.

**Accidents and breakdowns while under way**

**Article 19**

Vessels whose transit passage through the Strait has been interrupted due to accidents, breakdowns or compulsory anchoring shall immediately inform the traffic control station and request recommendations and instructions. After measures are taken by the relevant Port Authority in regard to the safety of the vessel and the area, the vessel shall take a pilot and carry out the action required for the completion of the passage.

**Vessel not under command**

**Article 20**

The passage through the Straits of a "vessel not under command" or "a vessel restricted in its ability to manoeuvre", as defined in COLREG 72, depends on the special permission of the Administration.

If a vessel becomes "not under command" in the course of passage, the master of the vessel shall immediately inform the Traffic Control Station and follow the instructions given.

**Towing operations**

**Article 21**

A vessel or any other object may only pass through the Straits when being towed by a suitable tugboat of sufficient power. A vessel may not pass in the tow of another vessel.

- (a) The length of the tow will be appropriately shortened before entering the Straits.
- (b) The Administration may take the necessary measures to ensure that vessels and their tow, which together exceed 150 metres, keep their course.
- (c) On vessels or objects being towed, extra hailing lines of sufficient strength and the necessary crew will be kept on board to immediately replace the towing hawser should it brake.
- (d) If possible the propeller and steering gear of a vessel being towed will be kept in operation.

**Vessels leaving a port in the Straits**

**Article 22**

Before getting under way from ports, piers or anchorage positions in the Straits, vessels will inform the traffic control stations and receive any necessary information concerning the traffic flow.

Such vessels will wait for clear traffic before entering the traffic flow in the Straits.

**Leaving the traffic separation scheme**

**Article 23**

Vessels which have to leave the traffic separation scheme to berth, moor to a buoy, drop anchor, turn back or due to breakdowns and other exceptional circumstances shall inform the traffic control station and any other vessels which may be in the vicinity.



**Halting traffic due to compulsory circumstances**

**Article 24**

Maritime traffic in the Straits may be temporarily halted by the Administration due to construction work including underwater work, drilling, fire extinguishing, scientific and sports activities, salvage and rescue operations, prevention and eradication of maritime pollution, pursuing criminals, accidents and similar cases.

The halting and opening of traffic will be announced by the relevant port authority and traffic control stations to vessels and persons involved.

After the reopening of the Straits to traffic following a temporary closure, the order in which waiting vessels will enter the Straits will be determined by the traffic control stations and will be announced to the vessels.

**Obligation to navigate within the lanes**

**Article 25**

Vessels must proceed within the designated traffic lanes. Vessels which cross the lanes may be fined according to article 11 of Law No. 618 on the Ports, as well as be brought to the attention of the International Maritime Organization and the flag State.

**Deep-draught vessels**

**Article 26**

Deep-draught vessels navigating in the straits shall exhibit at night three lights in a vertical line visible over an arc of the horizon of 360 degrees, and in daytime a cylinder-shaped sign visible from all directions.

Other vessels in the Straits shall not inhibit the manoeuvres of deep draught vessels and shall provide sufficient space for navigation. At crossing and turning points in the traffic separation scheme, other vessels in the Straits, shall keep clear of the course of deep-draught vessels.

**Anchorage locations**

**Article 27**

Anchorage locations for the traffic separation scheme are given below:

- (a) The Strait of Istanbul northern entrance anchorage locations are shown in annex 2.
- (b) The Strait of Istanbul southern entrance anchorage locations are show in annex 3. <sup>2/</sup>
- (c) The Strait of Canakkale northern entrance anchorage locations are shown in annex 4. <sup>2/</sup>
- (d) The anchorage location for Port Karanlik in the Strait of Canakkale is shown in annex 5. <sup>2/</sup> Vessels shall anchor in or leave these locations with a pilot.
- (e) The Strait of Canakkale southern entrance anchorage locations are shown in annex 6 <sup>2/</sup>. Anchoring vessels will ensure that they remain within the limits of the anchorage areas.

It is forbidden to anchor within 2.5 cables from the shore near all these anchorage locations.

**Special regulations**

**Article 28**

The articles in this part are valid for both straits without prejudice to the special regulations concerning the Ports of Istanbul and Canakkale.

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**PART IV**  
**COMMON ARTICLES FOR THE STRAITS AND THE SEA OF MARMARA**

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**Large vessels**

**Article 29**

The owner or manager of large vessels which plan to pass through the Straits shall provide information to the Administration on the vessel and its cargo at the planning stage of the passage. The Administration, taking into consideration the morphological and physical structure of the Straits, the vessel's dimensions and manoeuvre capability, the safety of life, property and the environment, and maritime traffic conditions, shall inform the applicants of the outcome of its review.

**Nuclear-powered vessels or vessels carrying nuclear,  
dangerous or noxious cargo or waste**

**Article 30**

To navigate through the Straits and the Marmara region, nuclear-powered vessels or vessels carrying nuclear cargo or waste which intend to pass through the Straits and the Marmara region must obtain permission, in accordance with relevant regulations from the Under-Secretariat for Maritime Affairs at the planning stage of the passage. Vessels carrying dangerous or noxious waste must obtain permission from the Ministry for Environment at the planning stage of the passage.

Vessels carrying dangerous cargo and, nuclear-powered or nuclear cargo carrying vessels as well as vessels carrying nuclear, dangerous or noxious waste, whose passage requires special permission, must comply with the pertinent International Maritime Organization regulations and shall transport their cargo according to these regulations.

Such vessels will exhibit a (B) pennant in daytime and in nighttime, a red light visible over an arc of the horizon of 360 degrees.

**Vessels which are required to take pilots**

**Article 31**

Turkish vessels 150 metres or more in length passing through the Straits shall take a pilot for the safety of navigation, life, property and the environment.

Foreign vessels are advised for safety purposes to take a pilot.

The Administration may establish compulsory pilotage requirements in certain areas in the Straits and the Marmara region for vessels other than transiting vessels.

**Irregular anchorage**

**Article 32**

Vessels which while navigating in the traffic separation scheme anchor, berth at docks or quays or moor to buoys without providing notification and receiving permission shall be removed by pilots and tugboats provided by the relevant port authority. The expenses for such operations will be paid by the vessel's owner, manager or agent.

Vessels are not to anchor in the traffic separation scheme except for emergency situations. In case a vessel has to anchor due to an emergency, the traffic control station will be immediately notified. The Administration will then move the vessel by using pilots and tugboats to a safer location, to clear the traffic separation scheme. The expenses for such operations will be paid by the owner, manager or agent of the vessel.

**Ban on environmental pollution**

**Article 33**

No refuse, landfill, bilge water, domestic and industrial waste, ecologically harmful or unsanitary material, oil and other pollutants can be dumped or discharged into the sea in the Straits and the Marmara region.

Vessels in the Straits and the Marmara region must take every measure not to create air pollution.

**Ban on sailing vessels and vessels under oars**

**Article 34**

Proceeding under sail or oars, swimming or fishing in the traffic separation scheme is forbidden. Sports activities such as sailing, rowing and swimming are required to have permission.

**Notification requirement and reporting**

**Article 35**

(a) The masters of vessels in the Straits and the Marmara region are required to notify any incidents such as illness, disease, injury or death to the traffic control stations for conveyance to the relevant authorities.

(b) Pilots, traffic control station personnel, masters and public officials who observe vessels not complying with regulations or navigating improperly will immediately report the incident to the concerned port authority and will present a written report within 24 hours. The relevant port authority will take the necessary action at once and commence the legal procedure concerning the vessel and her master.

(c) Pilots will inform the traffic control station of any maritime accidents which occur on the vessels they are piloting as well as of any situations detrimental to maritime safety which they may notice en route, and will submit a written report to the relevant port authority.

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**PART V**  
**REGULATIONS CONCERNING THE STRAIT OF ISTANBUL**  
**TRAFFIC SEPARATION SCHEME AREA BOUNDARIES**

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**Article 36**

The area of the Strait of Istanbul traffic separation scheme is delimited:

In the north by the coordinates:

41 16N, 028 55E 41 21N, 028 55E

41 21N, 029 16E 41 14N, 029 16E

And in the south by the coordinates:

By the line from the location two miles to the southern bearing of Cape Baba (Büyükçekmece), to the Yelkenkaya Lighthouse.

**Call point report**

**Article 37**

Vessels longer than 20 metres in length entering the Straits of Istanbul will present a call point report via VHF. The contents and location of the report will be determined by the Administration.

**Air draught**

**Article 38**

Vessels navigating in the traffic separation scheme in the Strait of Istanbul will pay all due attention to the navigational warning lights of the bridges over the Strait.

Vessels 58 metres or greater in height cannot pass the Strait of Istanbul.

Vessels with air draughts between 54 metres and 58 metres will be escorted by as many tugboats as necessary to be determined by the Administration to ensure that they keep on course.

**Local maritime traffic**

**Article 39**

In the area delimited by the lines drawn from the Türkeli Lighthouse to the Anadolu Lighthouse in the north, and from the Ahirkapi Lighthouse to the Inciburnu breakwater Lighthouse, Kadikoy, in the south, vessels travelling between the shores of the Strait, intra-city ferries and other vessels will cross the traffic separation lanes as rapidly as possible. Such vessels will avoid the routes of vessels sailing from the Black Sea to the Sea of Marmara, or vice versa, and will take care not to cause evasive manoeuvres. In case of the danger of collision, vessels will take action according to COLREG 72/79.

Currents  
Article 40

(a) When the main surface current speed in the Strait of Istanbul exceeds 4 NM/hr or when northerly surface currents are caused by southerly winds, then large vessels, deep-draught vessels and hazardous-cargo- carrying vessels with a speed of 10 NM/hr or less will not enter the Straits and will wait until current speeds are 4 NM/hr or less.

(b) When the main surface current in the Strait exceeds 6 NM/hr or when strong northerly flows are caused by southerly winds, then large vessels, deep-draught vessels and hazardous-cargo-carrying vessels - whatever their speed - will not enter the Strait and will wait until current speeds are less than 6 NM/hr, or the strong northerly flows have stopped.

(c) The Administration will provide information on the state of the currents to the vessels and others concerned.

(d) When the current speed or direction has returned to normal, the arrangement and order of entering the Straits shall be determined and notified to the waiting vessels and persons concerned by the Traffic Control Centre.

Visibility  
Article 41

Information on reduced visibility will be provided by the Administration to vessels and others concerned.

(a) Whenever visibility is 2 NM or less in any part of the Strait, vessels passing through the Strait will keep their radar turned on constantly to provide radar readings. On vessels with two radars, one of them will be assigned to the pilot's usage.

(b) When visibility is 1.5 NM or less in any part of the Strait, vessels whose radar does not provide a complete display ability shall not enter the Strait.

(c) When visibility in the Strait is 1 NM or less, vessels carrying hazardous cargo and large vessels shall not enter into the Straits.

(d) When visibility in any part of the Straits is 0.5 NM, maritime traffic shall be open in the appropriate direction and closed in the opposite. In such situations only vessels less than 100 metres in length and which do not carry hazardous cargo can navigate in the direction open to traffic.

(e) When visibility in any part of the Strait is less than 0.5 NM, the traffic flow in the Strait shall be closed in both directions.

(f) When visibility in the Strait is suitable for navigation, the arrangement and order of entering the Strait shall be determined and notified to the waiting vessels and persons concerned by the Traffic Control Centre.

Large vessels with hazardous cargo  
Article 42

When a large vessel with hazardous cargo enters the Strait, a similar vessel may not enter the Strait until the previous vessel has exited.

**Pilotage services**

**Article 43**

Pilotage services will be carried out in the Straits in the following manner.

A. Transiting vessels:

(a) In the Black Sea: Pilots will embark and disembark north of the line joining Hamsi Limani (Port Hamsi) and the Fil Burnu (Cape Fil) Lighthouse;

(b) In the Sea of Marmara: Pilots will embark and disembark south of the latitude which passes through Fenerbahçe Lighthouse;

B. Vessels entering or leaving port:

(a) Vessels coming from the Black Sea and headed for port will disembark the Strait pilot and take on board the port pilot, at a distance that will permit docking manoeuvres;

(b) Vessels headed for port coming from the Sea of Marmara will take on board the port pilot at the same location as transiting vessels;

(c) Vessels sailing from outside the port to a docking area in the Port of Istanbul which lies outside the Strait, will take on board the port pilot at least three miles away from the docking area;

(d) When the vessels above are at anchor, they will take on board the port pilots at the anchorage point;

C. The locations for embarking or disembarking pilots can be changed due to considerations of maritime traffic and navigational safety by the Administration. In such cases the Administration will notify the persons concerned.

**Security and customs inspections**

**Article 44**

Security and customs inspections will not take place in the traffic separation schemes. However, when necessary security and customs inspections can be carried out by officials who board the vessels at pilot embarking positions, en route until reaching port, at port or at designated anchorage locations.

**Health inspections**

**Article 45**

Health inspections in the Strait of Istanbul may be carried out just before pilot embarking positions and at locations which will not affect navigational safety.

If due to compulsory circumstances health inspections can not take place at the locations above, then they will be carried out at positions determined by the Port Authority.

**Meeting points with agents**

**Article 46**

Vessels may hold contacts with agents for less than one hour, west of the longitude which runs through the Kumkapi breakwater Lighthouse and to the far starboard side of their traffic separation lane.

For meetings longer than one hour, the anchorage locations must be used.

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**PART VI**  
**REGULATIONS CONCERNING THE TRAFFIC SEPARATION SCHEME**  
**IN THE STRAIT OF CANAKKALE**

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**Boundaries**  
**Article 47**

The boundaries of the traffic separation in the Strait of Canakkale are delimited in the north by the lines joining the points:

40 37N, 027 11E

40 27N, 027 09E

and to the south the lines joining the points:

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

39 44N, 025 55E 39 44N, 026 09E

**Call point report**  
**Article 48**

Vessels greater than 20 metres entering the Strait of Canakkale will present a call point report via VHF, the contents and location of which will be determined by the Administration.

**Local maritime traffic**  
**Article 49**

Vessels crossing between the shores of the Strait, intra-city ferries and other vessels will pass through the traffic separation lanes as rapidly as possible. Such vessels will avoid the routes of vessels proceeding from the Aegean to the Sea of Marmara, and vice versa, and will take care not to cause evasive manoeuvres. In case of the danger of collision, vessels will take action according to COLREG 72/79.

**Currents**  
**Article 50**

(a) At the Strait of Canakkale, vessels the difference between whose speed and the main surface current is less than 4 NM/hr will not enter the Strait and will wait for the current's speed to diminish. Vessels, the difference between whose speed and the slowest current speed is less than 4 NM/hr, will pass through the Strait with tugboats which will be determined by the Port Authority according to the tonnage of the vessel.

(b) Information on the currents will be provided by the Traffic Control Centre to the vessels and persons concerned.

(c) When the current speed or direction has returned to normal, the arrangement and order of entering the Strait shall be determined and notified to the waiting vessels and persons concerned by the Traffic Control Centre.

Visibility  
Article 51

Information on reduced visibility will be provided by the Administration to vessels and persons concerned.

(a) Whenever visibility is 2 NM or less in any part of the Strait, vessels passing through the Strait will keep their radar turned on constantly to provide radar readings. On vessels with two radars, one of them will be assigned to the pilot's usage.

(b) When visibility is 1.5 NM or less in any part of the Strait, vessels whose radar does not provide a complete display ability shall not enter the Strait.

(c) When visibility in the Strait is 1 NM or less, vessels carrying hazardous cargo and large vessels shall not enter into the Straits.

(d) When visibility in any part of the Strait is 0.5 NM, maritime traffic shall be open in the appropriate direction and closed in the opposite. In such situations only vessels less than 100 meters in length and which do not carry hazardous cargo can navigate in the direction open to traffic.

(e) When visibility in any part of the Strait is less than 0.5 NM, the traffic flow in the Strait shall be closed in both directions.

(f) When visibility in the Strait is suitable for navigation, the arrangement and order of entering the Strait shall be determined and notified to the waiting vessels and persons concerned by the Traffic Control Centre.

Large vessels with hazardous cargo  
Article 52

When a large vessel with hazardous cargo enters the Strait, a similar vessel approaching from the opposite direction may not enter the Strait until the previous vessel has exited. There shall be a distance of at least 20 NM between two such vessels which are proceeding in the same direction.

Pilotage services  
Article 53

Pilotage services will be carried out in the Straits in the following manner:

A. Transiting vessels:

(a) In the Aegean Sea: Pilots will embark and disembark west of the longitude passing through the Kumkale Lighthouse;

(b) In the Sea of Marmara: Pilots will embark and disembark east of the longitude which passes through Gelibolu Lighthouse;

B. Vessels entering or leaving port:

(a) Vessels coming from outside the Strait and headed for a port in the Strait will take on board the Strait pilot at the same location as transiting vessels. When under way these vessels will disembark the Strait pilot and take on board the port pilot at a distance that will permit docking manoeuvres;

(b) Vessels coming from outside the port boundaries to a docking area in the port which lies outside the



Strait, will take on board the port pilot at a distance which permits docking manoeuvres;

(c) When the vessels above are at anchor, they will take on board the port pilot at the anchorage point;

C. The locations for embarking or disembarking pilots can be changed, due to considerations of maritime traffic and navigational safety, and notified to the persons concerned by the Administration.

#### **Security and customs inspections**

##### **Article 54**

Security and customs inspections will not take place in the traffic separation scheme. However, when necessary, security and customs inspections can be carried out by officials, which board the vessels at pilot embarking positions, en route until reaching port, at port or at designated anchorage locations.

#### **Health inspections**

##### **Article 55**

Health inspections in the Strait of Canakkale may be carried out just before pilot embarking or disembarking positions and at locations which will not affect navigational safety.

If due to compulsory circumstances health inspections can not take place at the locations above, then they will be carried out at positions determined by the Coasts and Shores Health Directorate and the Port Authority.

#### **Meeting points with agents**

##### **Article 56**

Vessels may hold contacts with agents for less than one hour, south of the line joining the Kanlidere and Karanfil lighthouses and to the far starboard side of their traffic separation lane.

For meetings longer than an hour the anchorage locations must be used.

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## **PART VII OTHER ARTICLES**

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#### **Violations and regulations**

##### **Article 57**

Unless a more severe penalty is prescribed by relevant Turkish legislation, the penal articles of Port Law No. 618 will be applied to masters and sailors found to be in violation of these regulations.

#### **Entry into effect**

##### **Article 58**

The articles of these Regulations, prepared in accordance with article 115 of the Constitution of the Republic of Turkey, article 37 of Law No. 3046 on the Establishment and Principles of Responsibility of Ministries and article 2 of Port Law No. 618, and reviewed by the Council of State, will enter into effect on 1 July 1994.

Execution  
Article 59

The execution of the articles of these Regulations will be the responsibility of the Council of Ministers.