

# INSTRUCTIONS FOR THE IMPLEMENTATION OF THE RULES REGULATING THE TURKISH STRAITS MARITIME TRAFFIC SCHEME

## CHAPTER ONE Purpose and Definitions

### Article 1- Purpose:

(1) These operational instructions were redacted as explanatory guideline for implementation of the regulations governing the "Turkish Straits Sea Traffic Scheme" published in the official gazette no. 30859 of 15/08/2019 in order to increase the security of navigation and safety of life, goods and environment.

### Article 2- Definitions:

(1) The following terms and abbreviations used in these operational instructions will have the following meanings;

- (a) **Ministry** : Ministry of Transport and infrastructure,
- (b) **AAKKM** : Main Research Rescue and Coordination Center,
- (c) **IMDG Code** : International Maritime Dangerous Goods Code,
- (ç) **IMO** : International Maritime Organization,
- (d) **Administration** : General Directorate of Sea and Internal Waters Regulation
- (e) **Maritime accident**: means an event or series of events incurred in connection with operation and activities of a vessel and resulting with death, injury, loss, sinking, and exposure to material damage, running aground/in touch with coastline, collision with coastal or another open sea structure or to another vessel or in collision with another vessel resulting serious environmental pollution from damages suffered by vessels or giving rise to the probability of serious environmental pollution,
- (f) **Maritime incident** : means an event or series of events occurring in connection with operations or activities of a vessel and posing risk to or if not remedied, which can pose danger for security and safety of vessel, people on the vessel or other persons or environment and which is other than maritime accident,
- (g) **Military Vessel** : means vessels defined under section 2 related to Warships in the Montreux Straits Agreement.
- (ğ) **Coastline**: means natural borderline of sandy, gravel, rocky, marshy, wetland and similar areas created by water movements towards land following coast border of sea,
- (h) **Animal carrying vessels**: mean vessels carrying live animals designed specifically to carry livestock and accordingly certificated,
- (ı) **Water vehicles**: mean all kinds vehicles and structures other than vessel which can float on water and used in accordance with assigned purpose,
- (i) **Accredited Classification Society**: means Classification society authorized by the ministry in conformity to the Regulations for the authorized establishments for vessels published in the official gazette no. 29952 of 18/01/2017.
- j) **Commission** : means the Commission, chaired by relevant Port Master, and consisting of at least an Expert from Port Authority, one Chief Pilot from Pilotage organization and one Chief Operator from TBGTH Center and which determines passage conditions of vessels from Straits which are subject to additional passage conditions,
- (k) **Critical regions**: mean regions between Kanlıca-Vaniköy in the strait of Istanbul Strait, Nara-Kilitbahir Cape and Gelibolu Karakova Cape in Çanakkale Strait,
- (l) **Harbour Master** : means each Harbour Master authority located in Turkish Straits Region and established by legislation,
- (m) **KEGM** : General Directorate of Coastal Safety,
- (n) **LNG** : Liquefied Natural Gas,
- (o) **LPG** : Liquefied Petroleum Gas,

- (ö) **Vessel carrying dangerous goods:** mean tankers carrying class 3 cargoes of IMDG code of IMO and all vessels carrying cargoes described in classes 1 - 2 - 5.1 - 5.2 - 6.2 - 7 according to IMDG Code rules of IMO or those not gasfreed,
- (p) **TBGTH** : means Turkish Straits Vessel Traffic Services,
- (r) **Regulation** : means Turkish Straits Maritime Traffic Scheme Regulations as published in the official gazette no. 30859 dated 15/08/2019.
- (s) **Expert** : means Shipping Survey Engineer and Shipping Experts and Shipping Expert assistants graduated from departments of universities related to shipping and entitled to perform survey.
- (ş) **Straits** : means Istanbul and Canakkale Straits Chief Pilot
- (t) **Chief Pilot** : Means the pilots nominated by the KEGM as chief pilot.

## **CHAPTER TWO**

### **General Rules**

#### **Article 3- Conditions not changing the Transit status :**

- (1) The transit status of vessels passing the Turkish Straits without any commercial stop will not change if their stay will exceed 168 hours due to weather conditions or due to traffic passage planning made by the TBGTH centers.

#### **Article 4- Overtaking vessel:**

- (1) Any vessel which is intending to overtake a vessel that is proceeding under low speed within Istanbul and Çanakkale Straits shall perform such overtaking upon approval and in line with directives of relevant TBGTH Center.
- (2) Relevant TBGTH Center may allow vessels to speed up for a certain period in places and under conditions deemed necessary in order to ensure safe passage for safety of navigation, life, goods, environment and sea traffic.

#### **Article 5- Vessels having lost their Technical Capability/Seaworthiness:**

- (1) Prior to their entry to the Strait of Istanbul and Canakkale , including the entry from the sea of Marmara , vessels having lost their technical capability and/or seaworthiness described in article 6 of the Regulation will be allowed to transit the Turkish Straits by the relative harbour masters upon the condition of the issuance of a survey by the harbour masters surveyors or the class societies recognized by the relevant authorities , confirming the safe passage of the vessel's passage through the straits
- (2) Any vessel encountering a technical defect in Marmara Sea on her way to a Turkish Marmara sea port will be subject to an inspections by the harbour master's survey committee or by the class society recognized by the authorities at her port of arrival . In case that vessel encountering a technical defect is proceeding in transit through The Turkish straits , said inspection to be carried out by the next straits harbour master's survey committee or by the class society recognised by the authorities. Vessels having sustained a technical failure within the strait and sent to anchorage places of the Marmara Sea will also subject as above.
- (3) The passage conditions of vessels having lost their technical capabilities specified in sub article (a) and paragraphs 1, 2, 3, 4, 5 (bridge equipment which may affect vessel's navigation) , 7, 9, 11, 12 and 13 of sub article (b), both under article 6 , will be determined by the Commission.
- (4) The passage authorisations of vessels having lost the technical capabilities specified in other paragraphs of sub-article (b) of Article 6 of Regulation, might be allowed to transit provided vessels use the pilotage services and/or under the escort of tugboat/tugboats of appropriate power and within the consent of the TBGTH Center and the relevant harbour master without the need of the commission decision.

**Article 6- Vessels subject to Additional Passage Rules for the Turkish Straits and Principles of the implementation:**

(1) The passage of vessels/convoys (towed,pushed or moving side to side) subject to additional rules for Safe Strait Passage;

(a) For the passage through the Turkish Straits :

1-Vessels with an LOA of 300 mtrs and more

2- Convoys having a length of 300 mtrs and more (towage)

3-Any platform , floating dock and water vehicles , regardless their LOA

shall make written application through their agents at the time of voyage planning to Çanakkale Port Authority for Çanakkale Strait passages only or Istanbul Port Authority for passages through Istanbul Strait or both Straits indicating information related to navigation and technical matters. In consideration of safety of navigation, life, goods and environment, additional passage conditions of such vessel/towed/ floating objects for safe passage from Straits will be determined by the Commission and released by the relevant harbour master to the Authority , KEGM , Other involved harbour master's offices and to the agency in order to be handed over to the master.

With the conditions that all safety precautions set by the Commission for the passage of containers and passenger vessels having an LOA of 300 mtrs and over are properly taken , there will be no need for an additional Commission to be set and the initial additional safety precautions will be valid for 1 calendar year as from the date of their first passage.

Vessels (except containers and passenger vessels) having LOA of 300 meters and all vessels including Container and passenger vessels having an LOA of 400 meters and more shall apply to relevant port authority or to the İstanbul Harbour Masters's office (if both straits will be passed) at least 10 days before their Strait passages. The passage of these vessels will be subject to the authorization of the administration.

(b) Towed passages with total towing length below 300 meters shall file written application indicating all navigation and technical information to relevant TBGTH center at the planning stage of their voyage through their agents. Additional conditions will be set by the TBGTH in consideration of safety of navigation, life, goods and environment for the safe passage through Turkish Straits and same will be notified to the relevant Harbour Master's offices and to the vessel's master through its agent.

(c) Any vessel with an air-draft of 54-58 meters for Istanbul Strait and with 66-70 meters for Çanakkale Strait shall file through their agents at their planning stage and at least 30 days before their planned passage a written application indicating their navigational and technical details . The maximum aidraft will be ascertained by a accredited class society or a company nominated by the class society of the vessel and presented to the TBGTH before passage. The commission will consider all details regarding the safety at Sea, life, goods and environment and will set additional passage conditions/precautions and such conditions will be relayed by the relative harbour masters to the administration , KEGM , other related harbour masters office and ship's master through their agent.

2) Details of commercial vessels carrying military vessels as cargo onboard shall be informed with urgency to the authorities upon receipt of SP-1 or any information about the vessel regarding the subject.

3) Convoys (Tug+Tow) passages to be effected through Turkish Straits;

a) More than one vessel/tow cannot pass towed by one tug through the Turkish Straits Traffic Separation Scheme

b) All convoys (tug+tow) passages from Istanbul and Çanakkale Straits shall be made during daylight period and under pilot assistance.

c) For passages where total length of the tug and tow is less than 150 meters, the towing wire should be at least 25 meters long while for convoys where length of tug and tow is 150 mtrs and over the towing wire should be at least 50 meters long .

4) Unless otherwise dictated by the Administration, allocation of escorting tugboat for convoys (Tug+Tow) through Istanbul and Canakkale Straits will be as follows:

Whenever total towing length;

- a) is less than 100 meters, one tugboat with at least 20 tons bollard pull,
- b) is between 100 - 150 meters, tugboat(s) with at least of 30 tons bollard pull,
- c) is 150 - 200 meters, tugboat(s) with at least total 45 tons bollard pull,
- ç) is over 200 meters, tugboat(s) with at least total 60 tons bollard pull,
- d) Considering minor changes experienced in pulling forces of tugboats through the time due to various factors, TBGTH Centers may consider ( $\pm$ ) 10% tolerance for total Bollard pull capacity of tugboat(s) .

#### **Article 7- Vessels under Risk:**

(1) In cases where traffic of Istanbul or Canakkale Strait is suspended temporarily in one way or both by TBGTH Centers on behalf of the Administration due to information received through sensors installed on Turkish Straits, meteorologic data , reports of passing pilots or with data received from vessels navigating in the area in respect to currents, visibility conditions or one direction traffic arrangements or for any other reasons:

- a) Relevant TBGTH Centers , under the consent of the relative harbour masters office , may allow vessels which are under risk in terms of safety of life and goods due to bad weather conditions or due to force majeure conditions, to enter Istanbul/ Canakkale Strait under pilot assistance and under the escort of tugboats specified in Article 6, paragraph 4 of these instructions for implementation under headline "Vessels subject to additional Passage Conditions from Turkish Straits and Implementation Principles".
- b) In cases where pilot assistance and/or towage services cannot be provided in locations specified in Regulations, such vessels can be allowed to enter Istanbul/Canakkale Straits provided to pay attention and comply with navigational aid services , information , warning and recommendations given by TBGTH Centers .

#### **Article 8- Contracted and Scheduled LNG Vessels and LPG Vessels:**

- (1) Contracted and scheduled LNG vessels shall;
  - (a) make their Strait passages during daylight and under pilotage assistance
  - (b) effect Strait Passages escorted by tugboat(s) each of at least 60 tns bollard pull and for a total 150 tons bollard pull and the traffic to be suspended from the opposite direction.
  - (c) Total Bollard Pull capacity of tugboat/s may be increased if necessary subject to weather and sea conditions.
  - (ç) Authorisation of the Administration is required for passages of LNG vessels through Istanbul Strait and if found suitable , passage conditions set by the Administration to be applied.
  - (d) Only passenger vessels in the strait of Istanbul and passenger vessels, loaded livestock carriers, Ro-Ro vessels not carrying IMDG Code-1 and container vessels not carrying IMDG Code-1 in the strait of Canakkale may be allowed to enter the Straits from the opposite direction in any case under pilot assistance and under control . However, in critical areas , they will not be allowed to encounter the vessel for which a single directional traffic suspension has been implemented.

(2) LPG vessels :

- (a) Of 150 Mtrs LOA and over shall make their Istanbul Strait passages during day light under assistance of pilot and escorted by tugboats. LPG Carriers having an LOA of 150 Meters and Over carrying LPG cargo will make their Canakkale Strait passage during day light under assistance of pilot and escorted by tugboat ; LPG Carriers having an LOA between 150 and 200 Meters and not carrying LPG Cargo will make their Canakkale Strait passage during day or night and under assistance of pilot.
- (b) In respect to vessels subject to tugboat escort ; LPG Carriers having an LOA between 150-200 mtrs shall perform their Strait passages escorted by tugboat(s) with a Bollard Pull not less than 60 tons, while those having a LOA over 200 meters shall be escorted by tugboat(s) of at least 90 tons Bollard Pull
- (c) Total Bollard Pull of tugboat/s may be increased depending on weather and sea conditions.

#### **Article 9- Vessels Operated with Nuclear Power, Carrying Nuclear Cargo or Waste, Dangerous and/or Hazardous Goods or Waste (IMDG Kod-7)**

- (1) Provided to give necessary notifications specified under article 27 of the Regulations, the passage of such type of vessels through the Turkish Straits , provided found suitable by the administration , will be effected under the coordination of the TBGTH centers during daylight period , with the traffic allowed in one direction under pilotage assistance .

- (2) Vessels having an LOA upto 100 Mtrs will effect their strait passage escorted by tugboat(s) of at least 45 tns bollard pull , those having an LOA between 100-200 mtrs will effect their passage escorted by tugboat(s) of at least 60 tons bollard pull while those over 200 mtrs will be escorted by tugboat(s) of at least 90 tons bollard pull.
- (3) Total Bollard Pull of tugboat/s may be increased depending on weather and sea conditions.

**Article 10- Local Sea Traffic :**

(1) The vessels operating under local sea traffic shall act in accordance with "Local Sea Traffic Guideline" issued for the region they operate.

**Article 11- Reporting System in Turkish Straits (TUBRAP):**

(1) Ships intending to pass through the Turkish straits ;

Their masters , operator or their agencies certified by the administration will submit to the TBGTH Centers their SP-1 ( sailing plan) Report under appendix 1 and Check List under appendix 3 as follows :

- (a) Ships carrying dangerous goods and those of 500 GRT and larger shall submit their SP1 and check list at least 24 hours before entering into Turkish Straits (As per Article 7 of the regulations)
- (b) Ships having a LOA from 200 m to 300 meters or having a draft over 15 meters, shall submit their SP1 and check list at least 48 hours before entering into Turkish Straits, (As per Article 26 of the regulations)
- (c) Vessels having a LOA of 300 meters and over, shall submit them at least 72 hours before entering into Turkish Straits, (As per Article 26 of the regulations)
- (c) Vessels carrying dangerous goods and all ships of 500 Grt and over , sailing from a Marmara Sea port , Will submit them at least 6 hours before their departure , ( As per Sub Art.1 of Article 7 of the Regulations)

The agents of the vessels will be responsible for the coverage and validity of their P & I insurance.

(2) Any delay exceeding 2 hours from the the arrival time to the straits of Istanbul and Canakkale reported on the SP-1 shall be notified to TBGTH Centers.

**Article 12- P&I Insurance:**

(1) All vessels carrying dangerous goods , all ships having a GRT of 300 tons and over and all convoys (Tug+Tow) shall have a P&I insurance coverage which will include ;

- (a) Expenses related to the salvage of vessels in case of accidents , the removal of sunken ships if any , removal of shipwrecks from the place of accident,
- (b) Costs of provided services,
- (c) Indemnification of environmental damages,
- (c) Indemnification of losses related to damages caused as a result of collision to any other object including port, pier, dock, jetty and other structures at coast,
- (d) Indemnification of death or injury of third parties except seamen.
- (2) Towing vessels are obliged to submit the P&I coverage for their tow .
- (3) In cases of impossibility to have a P&I coverage for the tow , P&I coverage of the tug to include also The tow.
- (4) Validity of P&I Insurance of vessels shall be ascertained and declared by the agents on SP-1 report. Port Authority will take necessary administrative measures against agents declaring false information on P&I insurance coverage.

**CHAPTER THREE**

**Traffic Scheme and passage regulations in periods affected by currents**

**Article 13- Traffic Regulation in conditions affected by currents :**

(1) Regulation of sea traffic in periods affected by currents in Turkish Straits;

(a) When current speed in any area of the strait of Istanbul and Canakkale is 4 knots or below;

1)If the speed of vessel declared on SP-2 is below 4 knots according to the current, appropriate current conditions shall be waited; if passage request of vessel persists, such passage shall be effected under pilotage assistance and with suitable tugboat escort to be determined by TBGTH Center according to conditions specified in Article 6 , Paragraph 4 of the instructions under headline "Vessels subject to additional Passage Conditions through Turkish Straits and Implementation Principles".

2) If vessel speed drops below 4 knots while passing through the straits, pilot assistance and tugboats which details are specified under Article 6, Paragraph 4 of these instructions under headline "Vessels subject to additional Passage Conditions from Turkish Straits and Implementation Principles" are immediately sent to the area where vessel is navigating.

(b) When current speed is between 4-6 knot in any area of the straits or when reverse the currents are affecting the area due to southern winds ;

1) Vessels having a maneuvering speed of at least speed of 10 knots can pass the straits .

2) Vessels carrying dangerous goods, large vessels and deep draft vessels with maneuvering speed below 10 knots will not be allowed to enter the Straits. Strait passages of other vessels with maneuvering speed below 10 knots will be effected during daylight under the pilotage assistance and with tugboats escorts determined by TBGTH Center according to conditions specified in Article 6, Paragraph 4 of these instructions under headline "Vessels subject to additional

Passage Conditions from Turkish Straits and Implementation Principles"

(c) When speed of current is between 6-7 knots in any area of the straits of Istanbul and Canakkale or when reverse currents caused by southern winds are affecting that areas ;

1) Sea traffic will be kept open in one direction considered appropriate and will be suspended from opposite direction until current speed drops below 6 knots.

2) Vessel with maneuvering speed of at least 12 knots may perform their passage on the direction which the traffic is open .

3) Vessels carrying dangerous goods, large ships and ships with deep draft shall not enter the Straits regardless their maneuvering speed.

4) Strait passage of other vessels with maneuvering speed below 12 knots except vessels carrying dangerous goods, large vessels and vessels with deep draft shall be effected during daylight, under pilotage assistance and with tugboats determined by TBGTH Center according to conditions specified in Article 6, Paragraph 4 of these instructions under headline "Vessels subject to additional Passage Conditions from Turkish Straits and Implementation Principles".

(ç) When current speed in Istanbul and Canakkale Strait is 7 knots or more, traffic is suspended temporarily in both directions until current speed drops below 7 knots.

(d) Data related to currents collected via sensors installed in Turkish Straits, meteorologic data, reports of pilots navigating through straits and information received from vessels navigating in the region are announced to ships and related parties by TBGTH Centers.

(e) In relation to the speed mentioned in article 14 of the regulations ; a safe speed can be set between the TBGTH Center and the transiting vessel, always under the consent of the master and/or the pilot onboard, after the evaluation of the oceanographic morphology of the Turkish Straits, the article 6 of the International Regulations for Preventing Collision at Sea (COLREG72) regulating the safe speed, the visibility, traffic density, maneuvering capability of the vessel, winds, currents, draft of the vessel and all other factors which may affect the safe navigation. Keeping in mind that the direction of dominant currents in the Turkish Straits are on the North to South direction, the TBGTH Center recommends vessels sailing in the same direction to set a proper rudder response speed.

#### **Article 14- Rules for the passage through the Turkish Straits**

(1) For Istanbul Strait;

a) Tankers and ships carrying dangerous cargoes having an LOA of 200 mtrs and over (except Roro and container ships) will effect their strait passage during daylight.

b) All ships under tow will effect their strait passage during daylight.

- c) Vessels subject to additional passage conditions will effect their strait passage during daylight.
- ç) Vessls having an LOA over 250 meters (except tankers and ships carrying dangerous goods) and/or deep draft ships , will effect their strait passage during daylight period .

These vessels are strongly recommended to effect their passage through the strait under pilot assistance and with the escort of tugboat(s) which capacity and number is determined in Article 6 , Paragraph 4 of these instructions under headline "Vessels subject to additional Passage Rules from Turkish Straits and Principles of Implementation" by TBGTH Center.

(2) For Canakkale Strait;

a) Full/empty tankers with an LOA of 200 meters and over, vessels carrying IMDG Code 1 with an LOA of 200 meters and over and deep draft vessels shall effect the Strait passages during daylight period. They will not come across with another ship having an LOA of 150 meters and over at Nara and Kilitbahir turns. Ships carrying IMDG Code 1 having an LOA of 150 meters and more , full/empty tankers and vessels with an LOA of 200 mtrs and over (except passenger vessels under pilotage assistance , livestock carriers and container ships not carrying IMDG Code -1 and regular ro-Ro ships not carrying IMDG Code -1) will not be allowed to enter the Straits from opposite direction.

b) Ships with an loa between 150-200 meters carrying IMDG Code-1 and empty/full tankers will not be allowed to come across with another vessel having an LOA of 150 meters and over Nara and Kilitbahir turns. Ships having an LOA of 150 meters and over carrying IMDG Code-1 and empty/full tankers are not allowed to enter the strait from opposite direction.

c) Tankers having an LOA of 250 meters and over and vessels carrying dangerous goods (except Ro-Ro and container ships) are strongly recommended to effect their passage through the strait under the assistance of pilots and with the escort of tugboat(s) to be determined by TBGTH Center according to conditions specified in article 6 , Paragraph 4 of these instructions under headline "Ships subject to additional Passage Rules through the Turkish Straits and Principles of Implementation" throughout the day . These vessels will effect their passage through the strait during daylight period.

ç) Vessels having an LOA between 200-300 meters not carrying dangerous goods, will not be allowed to come , across at Nara and Kilitbahir turns with another vessel having an LOA 200 meters and over, vessels having an LOA between 150- 200 meters carrying IMDG Code-1 and with full/empty tankers or with LNG and LPG Tankers regardless their length.

d) Vessels having an LOA of 200 meters and over , ships carrying IMDG Code-1 cargoes and full/empty tankers will not allowed to enter the Straits from the opposite directions until convoys (tug+Tow) which total length is between 200-300 meters complete their turn from Nara Burnu area. Vessels carrying IMDG Code 1 with an LOA of 150 meters and over , full/empty tankers and vessels with an LOA between 200-300 meters will not be allowed to come across at Nara and Kilitbahir turns .

#### **Article 15- Passenger, Loaded livestock carriers , Roro passenger ships and Container vessels :**

(1) Istanbul Strait;

a) Roro , passenger ships , loaded livestock carriers and regular roro/passenger ships not carrying IMDG Code 1 cargoes may be allowed to enter the strait from the opposite side in the event of the passage of vessels carrying dangerous cargoes , ships subject to additional passage conditions or convoys (tug+tow) for which the suspension of one direction traffic is required , provided they effect their passage under pilot assistance. However, they will not be allowed to come across with ships having limited maneuverability or which are deemed under risk.

b) In cases where sea traffic is suspended either in one or two directions due to currents or poor visibility conditions, if deemed appropriate by TBGTH Centers, Ro-Ro ships, passenger ships, livestock carriers, regular roro/passenger ships not carrying IMDG Code-1 may be allowed to enter the Straits from opposite direction under the assistance of pilots and with the escort of suitable tugboat(s) to be determined by TBGTH centers according to conditions specified in Article 6, Paragraph 4 of these instructions under headline "Vessels subject to additional Passage Rules from Turkish Straits and Principles of Implementation".

c) During planning of passage of ships through the strait, passenger vessels, regular Ro-Ro/passenger vessels not carrying IMDG Code-1 and full livestock carriers might be granted the passage priority provided the use pilotage assistance during their passage.

(2) Canakkale Strait;

a) In cases where sea traffic is suspended in one direction due to passage of ships carrying dangerous goods, ships subject to additional passage conditions or convoys (tug+tow); passenger vessels, livestock carrying vessels and regular Ro-Ro/passenger ships not carrying IMDG Code-1 and container vessels not carrying IMDG Code-1 may be allowed to enter the strait from the opposite direction under pilotage assistance and under control. However they will not be allowed to come across at critical points with the other ships for which the traffic has been suspended in one direction.

b) In cases where sea traffic is suspended due to currents and lack of visibility in one or both directions, if deemed appropriate by TBGTH Center, vessels defined above in paragraph (1) may be allowed to enter the Straits (if suspended for one direction, then from opposite direction) under pilotage assistance and when necessary, with the escort of suitable tugboat(s) to be determined by TBGTH Centers according to conditions specified in article 6, paragraph 4 of these instructions under headline "Vessels subject to additional Passage Rules from Turkish Straits and Principles of Implementation".

c) Passenger ships, full livestock carriers, regular Ro-Ro/passenger vessels not carrying IMDG Code-1 and container vessels not carrying IMDG Code -1 might be granted the passage priority provided they effect their passage under pilotage assistance but in any case keeping in mind the general traffic status, weather and sea conditions.

#### **Article 16- Extraordinary Situations and Risk Management:**

(1) TBGTH Centers can take all kinds of precautions including single directional traffic implementation and change of agency contact points under the consent of the Administration to avoid occurrence of unexpected events/ to eliminate potential risks of accidents/sabotages due to excessive number of ships at anchorage locations, temporarily increase of sea traffic (especially with vessels carrying dangerous goods) for various reasons such as bad weather conditions in Turkish Straits region, local traffic, etc.

(2) TBGTH Centers may program vessels passage after the evaluation of eventual risks caused by the currents, visibility conditions, one way traffic, local traffic and other conditions.

### **CHAPTER FOUR**

#### **Rules to be applied to vessels in case of breakdown, Grounding/Contact with Coastline and Other accidents**

#### **Article 17- Breakdown, grounding/ Contact with Coastline and Other Accidents:**

(1) Strait passages of ships involved in an accident (collision, grounding/contact with coastline, friction, etc.) within TBGTH Area (except boundaries of Istanbul and Canakkale Straits) are ensured with additional passage conditions to be determined by the Commission pursuant to result of survey carried by classification societies authorized by Administration.



(2) In case of grounding/contact with coastline, accident and breakdown of vessels during passage from Turkish Straits, Article 16 of these regulations shall be applied as follows.

**(a) TBGTH Centers ;**

- 1) shall immediately send lifeboat services to save lives and sufficient number tugboats with sufficient power to the place of incident considering nature, place, type and size of the accident and type of vessel involved The TBGTH will immediately inform AAKKM, port authority and all other relevant departments.
- 2) shall immediately send Tugboats and pilots are immediately sent to the vessel experiencing breakdown or involved in an accident, under fire, grounded or having touched the coastline during the passage through the strait .
- 3) Strait passages of vessels which have repaired their breakdown within the time frame determined by relevant TBGTH Center after start of Strait passage shall be completed under pilot assistance and if deemed necessary under the escort of tugboat .
- 4) will take all necessary precautions in respect to the navigation , shall inform all ships in the area and may suspend the traffic to one or both directions.
- 5) will ensure the movement of vessel located in a place posing danger to sea traffic to a secure location ex officio. However, for vessels which were forced to anchor as a result of a breakdown and which are out of the traffic separation scheme or do not constitute any danger to ships navigating in the vicinity , TBGTH may decide to keep the vessel at its initial position in case that towing of the vessel to a safe anchorage might result more risky than its actual position due to meteorological and hydrologic conditions and characteristics of the vessel. In order to ensure safety of vessel and environment during this period, tugboat(s) may be deployed near the vessel according to conditions specified in Article 6 , Paragraph 4 of these instructions under headline "Vessels subject to additional passage conditions from Turkish Sts and Implementation Principles" based on place, type and size of vessel.
- 6) If vessel(s) involved in an accident , grounding or touching the coastline are allowed to proceed their *voyage* by the harbour master as a result of the inspections carried out provided their passage is effected under pilotage assistance.
- 7) Ships experiencing a breakdown within the separation scheme of the sea of Marmara are given 4 hours for the repair of their breakdown. If the vessel is unable to repair its breakdown at the end of the allowed 4 hours , considering the danger it may cause for the safety of traffic, life, goods and environment by remaining within traffic separation order, TBGTH Center may send tugboat(s) according to conditions specified in Article 6, Paragraph 4 of these instructions under headline "Vessels subject to additional passage conditions from Turkish Straits and Implementation Principles" and ensure the towage of the vessel to a safe location. Relevant port authority is notified accordingly. If vessel has to pass through the strait, its passage is effected under the assistance of pilots . Article 5/1 is applied for vessels which are taken to a safe anchorage area by TBGTH Center.

**b) Harbour Master's office shall:**

- 1) ensure all necessary measures and precautions are taken in the location of incident to ensure safety of navigation, life, goods and environment.
- 2) In case of accident or grounding/ contact with coastline, port authority, depending to the nature of the incident , ensures the immediate deployment of Expert(s) and technical team consisting of a team of divers. It ensures the issuance of the survey report (appendix 2) as a result of the survey carried out by the technical team. It ensures that the elements such as the manner of occurrence and nature of accident, grounding position, and structure of bottom,

position of vessel, maneuvering capability; environment pollution risk and current traffic status shall be taken into consideration during the issuance of the survey.

- 3) If the vessel obliged to anchor within the strait due to a breakdown is within traffic separation scheme, port authority ensures its movement to a suitable anchorage place ex officio. If it is out of traffic separation scheme and in a location not hindering passage of other vessels and provided the vessel is deemed suitable depending on type, size, draft, cargo of the vessel and weather/sea conditions and traffic flow 24 hours are allowed to perform necessary repairs. If failure is repaired within the given time and it is ascertained by a survey carried out by the administration or by a class society accredited by the administration that there are no risk for the passage of the vessels, the passage of the ship is permitted in accordance to the article 16 and under the assistance of pilots and if deemed necessary, escorted by tugboats. If the vessel is unable to repair its breakdown within the given period, the port authority ensures the towage of the vessel to a safe anchorage out of the strait.
- 4) In cases of accident or grounding/contact with coastline which occurs in an area located at 2 miles out of the entrance of Istanbul and Canakkale Straits, port authority ensures after necessary operation to ensure the safety of navigation, life, property and environment are carried out, the movement of vessel/s to a suitable place (anchorage place, shipyard, dock, etc) in order to allow the performance of national and international surveys. If the possibilities to access incident place and conditions of weather/sea are suitable, port authority ensures performance of these procedures with pilot and/or with tugboats.
- 5) In case of collision, crash, grounding/contact with coastline, friction and fire in Istanbul and Canakkale Straits and at anchorage areas specified in Regulation, vessel/s are provided with rescue services ex officio by port authority. In such cases, all inspections including underwater surveys and ascertainment are carried out by KEGM in relation to the eventual salvage.
- 6) Vessel is not allowed to resume navigation before removal of judicial and administrative measures, completion of administrative investigation and payment of environmental damages, salvage expenses or without providing securities for these matters.

**(c) Vessel shall;**

- 1) In case of any accident, failure or grounding, contact with coastline or in case of loss of technical capabilities and/or seaworthiness specified in Article 6 of the Regulations and Article 5 of these instructions, immediately notify relevant TBGTH Center.
- 2) Vessels shall not carry salvage operations, ballast operation, cargo discharge/transfer, machinery operation and similar activities with the exception to the precautions to be taken for the prevention of pollution of environment and ensuring safety of life in any case without the use of any chemical substances.
- 3) Any vessel involved in accident or experiencing a breakdown is obliged to comply with instructions of port authority and report to them all instructions released by the TBGTH Center.

**Article 18- Salvage Assistance Services;**

- (1) In order to ensure safety of traffic, life, goods and environment in case of any accident, breakdown or grounding/contact with coastline, fast and efficient interventions shall be made to provide rescue assistance services to the vessel and crew of vessel.
- (2) During salvage operations, exclusively for cases where danger is clearly continuing, with the scope to avoid eventual risks to the ships involved in the incident, the towage of these vessels to a safer area or to a repair area under the coordination of the TBGTH Center and always under the approval of harbour masters office.

**Article 19- Pilot Embarking and Disembarking places ;**

(1)The Administration may enforce its authority defined under Sub Article 2 of Article 38 of the regulations through the TBGTH Centers and Chief Pilots under the supervision of the Harbour Masters offices . When these places are shifted To a place in the Strait due to bad weather conditions , the situation is reported by the Chief Pilot to the related harbour master's office. If pilot embarking or disembarking becomes impossible and unsafe at indicated places when these arrangements can not be effected due to emergency and/or sudden bad weather and rough sea conditions , masters and pilots will decide commonly the safe and appropriate place to embark/disembark pilots.

**Article 20- Bridge Legs;**

(1)Including the local traffic , at areas where the bridges legs are located ;  
(a) Vessels will not overtake each other.  
(b) Bridge legs will not be approached more than 100 meters.

**Article 21- Administrative Sanctions**

(1) Administrative sanctions are applied to those acting in contrary with this implementation ordinance.

**CHAPTER FIVE  
Final Provisions**

**Article 22- Abrogated Legislation:**

(1) Upon publication of these instructions , The rules regulating the "Implementation Instructions of Sea Traffic regulations in Turkish Straits" which entered into force under Ministry approval on 01/08/2018 under ref no. 59201 will be abrogated.

**Article 23- Entry into force:**

(1) These instructions will enter in force upon approval of the Ministry.

**Article 24- Execution**

(1) Minister of Transportation and Infrastructure executes these instructions.

**Temporary Article:**

(1)The air draft provision mentioned in Article 6 sub para (1) point (c) of these instructions for the Strait of Canakkale will be determined by the Harbour Master of Canakkale during the period and upto the completion of the construction of the 1915 Canakkale Brige and will be informed to all concerned by the TBGTH Center.

## SP-1 REPORT FORM

A	SHIP'S NAME	
	CALL SIGN	
	FLAG	
	IMO NO	
	MMSI NO	
B	DATE AND TIME (UTC)	
C	REPORTING POSITION (LAT/LONG)	
F	CONTINUOUS MANOEUVRING SPEED (in knots including decimals)	
G	PORT OF DEPARTURE	
H	DATE, TIME AND POINT OF ENTRY INTO VTS AREA (UTC)	
I	PORT OF DESTINATION	
J	REQUEST PILOT (YES/NO)	
	ISTANBUL STRAIT	
	MARMARA SEA	
	ÇANAKKALE STRAIT	
O	FORWARD DRAFT (AT THE ENTERANCE)	
	AFT DRAFT (AT THE ENTERANCE)	
	AIR DRAFT (AT THE ENTERANCE)	
P	CARGO (TYPE AND QUANTITY)*	
	DESCRIPTION OF DANGEROUS, NOXIOUS AND POLLUTANT GOODS (UN no/name/class/quantity) (IMDG, IGC, IBC, GC, INF) *	
	IN CASE OF WEAPON SHIPMENT "END USER CERTIFICATE" DATE/NUMBER AND COPY	
Q	DEFECTS/DAMAGE/DEFICIENCIES/OTHER LIMITATING REASONS	
T	SHIP'S AGENT/REPRESANTATIVE	
	SHIP'S AGENT/REPRESANTATIVE'S TAX NO	
	NAME - SURNAME OF MASTER	
U	SHIP TYPE	
	LOA (METRES)	
	BEAM (METRES)	
	GROS TON	
	NET TON	
	DOUBLE OR SINGLE HULL TANKERS	
	CONSTRUCTION YEAR OF VESSEL	
W	NUMBER OF PERSON ON BOARD	
X	P&I Club Name	
	P&I Policy Number	
	P&I Validity	
	LAST PSC DATE	
	CLC BUNKER 2001 Certificate Number / Validity	
	CLC 92 Certificate Number / Validity	
	SHIP WRECKS REMOVAL Certificate Number/ Validity	
	BUNKER ON BOARD ( F/O – D/O - L/O )	
	* In case it's needed, more detailed information about cargo onboard may be requested.	
	12	

## SÖRVEY RAPORU / SURVEY REPORT

1	GEMİNİN ADI/ÇAGRI İŞARETİ (Ship's name / Cali Sign)			2	MİLLİYETİ (Nationality)
3	BAĞLAMA LİMANI (Port of Registry)			4	SAHIPLERİ (Owners)
5	GEMİNİN TİPİ (Type of Ship)	6	İNŞAA TARİHİ (Date of Built)		
7	GROS TONAJI (Gross tonnage)	8	NET TONAJI (Nettonnage)	9	KAPTANIN ADI (Master's Name)
10	DWT:	11	TPC: (Ton per cm):	12	KLAS KURULUŞU (Classification society)
13	MÜRETTEBAT ADEDİ (Number of crew)	14	YOLCU ADEDİ (Number of passengers)	15	TEKNE SİGORTASI (Where&bywhom insured)
16	KALKIŞ LİMANI (Departure Port)			17	KALKIŞ LİMANINDAKİ DENİZ SUYU YOĞUNLUĞU (Sea density at departure port)
18	VARIŞ LİMANI (Destination Port)			19	GEMİDE MEVCUT YÜKÜN MİKTAR] VE CİNSİ (Kind and quantity of Cargo on board)
20	GEMİDEKİ MEVCUT SU, YAKIT VE YAG MİKTARI (Bunkers on board)				
	F.W:	F.O:		21	BALAST MİKTARI (Total Ballast On board)
	DO:	L.O:			
22	OLAY MEVKİSİ (Exact position of stranding)			23	GEMİNİN SU ALIP ALMADIĞI, GEMİ POMPALARININ GİREN SUYU YENİP -YENEMEDİĞİ VE SUYU NEREDEN YAPTIĞI (Whether vessel is making any water and if so state locality and whether ships own pumps can control the leakage)
24	OLAY ANINDAKİ GEMİ SURATI (Prestranding Speed )				
25	OLAYIN TARİH VE SAATİ (Date and time of stranding)				
26	OTURMA HALİNDE GEMİ PRUVASI İLE DAHA SONRA PRUVASINDAKİ DEĞİŞİKLİKLER (Ships heading at the time of stranding and whether it has altered subsequently)				
27	GEMİNİN OTURMADAN ÖNCE ÇEKTIĞİ SU (Drafts before stranding) BAŞ  VASAT  KIÇ	İSKELE (Port)	SANCAK (Starboard)	28	GEMİDE MEYİL OLUP OLMADIĞI / VARSA MİKTARI (Listing if any / amount)  KAZADAN ÖNCE Before the casualty   KAZADAN SONRA After the casualty
30	GEMİNİN OTURDUKTAN SONRA ÇEKTIĞİ SU (Drafts after stranding) BAŞ  VASAT  KIÇ	İSKELE (Port)	SANCAK (Starboard)	29	OLAY ANINDAKİ VE ŞU ANA KADARKİ HAVANIN DURUMU (Weather at time of stranding and up to the present time)
31	ŞU ANA KADAR BOŞALTIM OLUP OLMADIĞI / OLDU İSE MİKTARI (Whether any discharge operation carried out up to now / amount of discharging)			32	KAZA KAYNAKLI DENİZ KİRLİLİĞİ Evet / Hayır (Oil Pollution observed from casualty. Yes/No)

Gemi Kaptanı  
(Master)

Liman Başkanı Adına  
(On Behalf of Harbour Master)

Herhangi bir kaza, arıza veya karaya oturma/kıyı şeridine temas durumunda derhal ilgili TBGTH Merkezine bilgi vermeniz gerekmektedir.

Hiç bir kimyasal madde kullanmamak kaydıyla deniz kirliliğinin önlenmesine yönelik alacak tedbirler hariç, kurtulma çalışmaları (balast, kargo tahliyesi/transferi makine çalıştırma ve buna benzer müdahaleler) kesinlikle yapılmaz ve ilgili TBGTH Merkezinin tavsiye/talimatı uygulanır.

Gerekli sörveylerin yapılması amacıyla Liman Başkanlığında görevli Uzman ve olayın niteliğine göre su altı sörveyi için balıkadamlar ve teknik ekip geminize sevk edilecektir. Ekipler geminiz hakkında gerekli bilgileri sizden soracak ve kendi kontrol listelerini oluşturacaklardır.

Sörvey Raporu hazırlanarak dip yapısı, geminin konumu ve çevre kirliliği riski ile ilgili bilgiler tarafınıza verilecektir.

Karaya oturma/kıyı şeridine temas durumunda kurtulma planı verilmeden önce pervane ve makine çalıştırmak, balast /yük transferi yapmak ve geminin mevcut konumunu değiştirerek daha kötü bir konuma sokacak hareketlerden kaçınılacaktır.

Son su altı durumu, balıkadamlar tarafından kontrol edildikten sonra geminizin durumunun ve kondisyonunun, bulunduğu mahalde, herhangi bir tehlike arz etmemesi durumunda Kurtarma Uzmanı tarafından geminizi teslim almanız istenecektir.

Gerekli sörveylerin tamamlanması ve verilen hizmet bedelinin tahsil edilmesi/garanti altına alınmasından sonra geminin seyrine izin verilecektir.

**Yukarıdaki bilgiyi okudum ve anladım. Bu nedenle aksi herhangi bir eylem tümüyle benim sorumluluğumda olacaktır.**

#### **FOR THE ATTENTION TO THE MASTER**

In any stranding, engine failure or casualty you should report to the related VTS immediately

Except the measures, which will be taken without using any chemical substances in order to prevent marine pollution, you are not allowed to do salvage operations (Ballast or cargo transfers, run the engines etc). Just follow the VTS's instructions/advices.

In order to make the necessary surveys, port state surveyors and according to the casualty circumstances scuba divers and technical team will be sent to your ship. Port Authorities will prepare their own checklists by getting necessary information from you about the vessel.

Information related with the type of ground, position of ship and risks of environmental pollution will be declared to you by the survey report.

In case of stranding you are not allowed to run the engines and propeller, ballasting / deballasting operations, cargo operations or any other movements which will spoil the ships position before submitting the salvage plan.

After the bottom conditions and the hull of the vessel checked by the divers if your vessel is in good condition and free of risks on that location, you will be asked to take over your vessel by the salvage master.

You will be allowed for sailing after the required surveys are completed and the service coasts are collected or guaranteed.

**I have read and understood the above information. Therefore, I accept full responsibility for any contrary actions.**

**CHECK LIST RESPECTIVE TO THE TECHNICAL CONDITIONS  
OF VESSELS EFFECTING PASSAGE THROUGH  
THE TURKISH STRAITS**

CHECKS	YES	NO	EXPLANATION
Are main and auxiliary engines ready for use for an immediate maneuvering ?			
Are auxiliary generators ready for use for an immediate back up ?			
Are main and auxiliary rudders , compass and radars in working condition ? (during strait passage at least one crew member should be kept ready in the rudder room)			
Are the bridge propeller revolution meter, rudder and propeller turning angle indicators in working conditions and illuminated ?			
Are navigation lights , vessel's horn and bridge equipment in working condition ?			
Are VHF equipments in working condition ?			
Are windlass and gear in working condition ? Are both anchors ready for letting go ? (during strait passage at least one crew member should standby in windlass area)			
Are towing ropes , hand lines , rocket gun and handlines both at bow and stern ready to use ? (For ships carrying dangerous cargoes , in addition to the above , one towing wire both at stern and bow should be kept ready for use)			
Is the vessel trimmed by stern ? (Excessive trim by stern should be avoided in order to prevent propeller and rudder non efficiency . No vessel should be trimmed by bow during strait passage)			
Is ship's propeller completely submerged ? (In case of necessity propeller blade remaining out of sea level should be max 5 pct of propellers diameter)			
Ship must be properly trimmed in such a way that bow and further ahead can be easily seen from the bridge.			
Are up-to-date and corrected navigational charts covering Turkish straits available on board ?			
Are the vessels manned with crew members according to STCW/78-95 agreement covering the standards of seaman training , documentation and watches ?			
Are necessary precautions taken for the intervention and fighting in case of accident or fire ? Is the equipment in this respect in working condition ?			

**MASTER**

- *All vessels must be seaworthy according to the flag state and international legislation and regulations .*
- *Masters , prior to present their SP2 , will verify that their vessel is technically fit as per above conditions and will report same on their log book. Boarding pilot will confirm the conformity.*
- *All vessels , prior to their entrance to the Turkish Straits shall report to the TBGTH Centers by phone , fax or through VHF any technical deficiency including any deficiency on their navigational equipment and any non-compliance to above conditions which may jeopardize their ability to safely navigate. Any vessel failing to report such conditions will be subject to legal action.*