



T.R.  
MINISTRY OF TRANSPORT, MARITIME AFFAIRS AND  
COMMUNICATION  
Kocaeli Port Authority

No : 36935900-010.07.02-E.1367  
Subject : Application Directive on Vessel Traffic Services in  
Izmit , Izmir , Mersin

06.09.2017

DISTRIBUTION PLACES

Application directive of Izmit Vessel Traffic Services is abolished; "Implementation Guidelines of Izmit, Izmir, Mersin Vessel Traffic Services" is put into force. Subject guidelines enclosed to our letter; we kindly request you to act in accordance with guidelines put into force in all acts and actions to be carried and to inform subsidiaries accordingly.



e-imzalıdır

Murat MÜFTÜOĞLU  
Deputy Port Head

Annex: Implementation Guidelines

Distribution:

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# IMPLEMENTATION GUIDELINES ON İZMİT, İZMİR, MERSİN VESSEL TRAFFIC SERVICES

## CHAPTER ONE Purpose, Definitions

### Purpose

**ARTICLE 1 –** (1) The purpose of this Implementation Guidelines is to enhance navigation, life and cargo safety of vessels within Vessel Traffic Service zones in Izmit, Izmir and Mersin, to protect marine environment and structures on sea from negative impacts of maritime transport; to provide information needed by vessels by also considering maritime traffic efficiency and to establish the procedures and principles which they will be subject to as well as to determine responsibilities of Port authorities, GTHMs and other relevant bodies in these areas.

### Scope

**ARTICLE 2 –** (1) These Guidelines includes all active/passive vessels navigating, anchoring, coming alongside to/ leaving from coast facilities on Turkish Territorial Waters within entire Izmit GTH zone and GTH zones of Izmir and Mersin, borders of which are defined in Article 14 and the vessels on international waters in GTH Zones of Izmir and Mersin, if requested, and Port Authorities, GTHMs and other relevant bodies.

### Basis

**ARTICLE 3 –** (1) These Guidelines are issued based on Law on Ports no: 618, Law on Protection of Life and Goods on Sea no: 4922, Statutory Decree No. 655 on Organization and Duties of Ministry of Transportation, Maritime and Communication, Regulation of Ports and Regulation on Establishment and Operation of Vessel Traffic Services Systems.

### Definitions and Abbreviations

**ARTICLE 4 –** (1) Following terms and abbreviations used in this Implementation Guidelines shall have corresponding meanings:

- |    |                                    |   |  |
|----|------------------------------------|---|--|
| a) | AAKKM                              | : | Main Research Rescue Coordination Center,  |
| b) | Active Participant Vessel          | : | All vessels carrying dangerous cargo within GTH Zone and vessels which are not under the scope of local traffic with 20 meters length or more,                             |
| c) | COLREG/DÇÖT                        | : | International Regulations on Preventing Collisions at Sea,   |
| ç) | Drift                              | : | Waiting of Vessels without Anchoring,  |
| d) | GTH                                | : | Vessel Traffic Services,   |
| e) | GTH Authority                      | : | Organization or institution responsible for management, operating and planning of vessel traffic services within vessel traffic services zone in behalf of Administration, |
| f) | GTHM                               | : | Performance center of vessel traffic service operations,   |
| g) | IMDG Code                          | : | International Maritime Dangerous Goods Code,   |
| ğ) | IMO                                | : | International Maritime Organization,   |
| h) | Administration                     | : | UDHB General Directorate of Regulation of Sea and Inland Waters,   |
| ı) | İZMİTRAP<br>İZMİRRAP<br>MERSİN RAP | : | Izmit, Izmir and Mersin GTH Reporting Systems including Vessel Notification Report (Sailing Plan-1) , Entry report (Sailing Plan-2), Position Report and Final Report,     |
| i) | Coastal Facilities                 | : | Coastal facilities established within marine authority zones and within GTH Zone,  |
| j) | Critical Zone                      | : | Zone necessitating additional precautions for sailing, life,   |



- good and environmental security,
- k) Vessel Calling at Port : Vessel, sailing of which is planned to call at any Turkish coastal facility or anchoring place within GTH zone,
  - l) Vessel Without Call at a Port : Vessel, sailing of which is planned without call at any Turkish coastal facility or anchoring place within GTH zone,
  - m) LYBS : Port Management Information System,
  - n) OTS (AIS) : Automatic Identification System,
  - o) SOLAS : International Convention on Safety of Life at Sea,
  - ö) Restricted Vessel Due to Draft : Vessel maneuver of which is operated with significantly limited power due to relation of existing water depth with its draft,
  - p) Passive Participant Vessel : Other vessels except active participant vessels,
  - r) P&I Insurance : Protection and Indemnity Insurance,
  - s) TAD : Traffic Separation Order,
  - ş) Vessel Carrying Dangerous Cargo : Vessels carrying oil and oil products under the scope of Annex-1 of International Convention on Prevention of Marine Pollution by Ships (MARPOL 73/78); vessels carrying materials listed in Chapter 3 of International Maritime Dangerous Goods Code ; vessels carrying substances listed in Annex- 1 of International Maritime Solid Bulk Cargoes (IMSBC Code) having UN number; vessels carrying goods listed in Chapter 17 of International Code on Building and Equipment of Vessels Carrying Hazardous Bulk Chemicals (IBC Code); vessels carrying goods specified in Chapter 19 of International Code on Building and Equipment of Vessels Carrying Bulk Liquefied Gas (IGC Code) and vessels not cleaned load transport areas after unloading such cargoes,
  - t) Accompanies Sailing : The operation to take a vessel, marine vehicle or floating object to a secure area or desired location by another vessel or vessels suitable for this purpose,
  - u) Local Traffic : Ferryboats, city line ferries, marine busses, regular sailing passenger vessels, tankers supplying oil, fuel and water to vessels, waste collection ships, fly bridges, fishing boats, agency and service boats, public boats, towboats, underwater and surveyor boats, bottom sweeping vessels, cable and pipe laying vessels, floating cranes, research ships and like sailing within Administrative Zones of Port Authorities.

## **CHAPTER TWO**

### **General Provisions**

#### **General Principles**

**ARTICLE 5** -(1) Vessels and marine vehicles, owners/ship-owners/operators/agents/relevant bodies, Pilotage and towage organizations and pilots have to comply with the directives issued by Port Authorities for sailing, life, property and environmental safety in line with provisions of national and international legislations within the borders of Administrative zone of Port Authorities.

(2) Vessel Traffic Services (GTH) are operated by GTH Authority in behalf of Administration according to national and international legislations and they work in cooperation with Port Authorities.



(3) It is forbidden to gather and to publish information on vessel traffic to be provided to third parties within GTH Zone without permit of Administration or to directly provide such information to third parties. All kinds of information or statistical data requested by institutions except Courts and Enforcement Offices should be requested in writing from relevant Port Authority and such information prepared by GTHM is submitted to requesting party by Port Authority after obtaining approval of Administration.

(4) GTHs notify all kinds of events endangering sailing, life, property and environmental safety to Main Research Rescue Coordination Center (AAKKM).

#### **Vessels to Call at Port entering GTH Zone**

**ARTICLE 6 –** (1) They should be certified according to legislation of country of flag they are carrying and/or according to international rules.

(2) Vessel masters should identify compliance of their vessels to the following conditions (according to mandatory equipment conditions they are subject to) and should log the same to their Log Book before entering into GTH Zone.

(a) Main propulsion and Auxiliary machinery should be in good working order and ready for immediate manoeuvring.

(b) Emergency Generators (if any) should be in good working order and maintained in the readiness.

(c) Primary and secondary/emergency steering gears, radar/s and compasses should be in good working order.

(ç) Indicators of propeller speed on bridge, rudder and propeller rotating angle should be in good working order and properly illuminated.

(d) Navigational lights, whistle and all other bridge equipment should be in good working order and complete. Accompanied vessels (towing, towed) should be equipped with day and night lights, figures and marks according to COLREG. (DÇÖT)

(e) All internal vessel control communications and vessel control alarms primarily those at bridge and foredeck, poop deck, and those between rudder and engine room should be in good working order.

(f) VHF device/s should be in good working order.

(g) Anchorage equipment of vessels sailing within TAD should be in good operating order.

(ğ) Towing wires and wire heaving assemblies should be kept ready for use while vessels carrying dangerous cargo should additionally have one towing wire on fore and stern ready for use.

(h) Vessel should not be trimmed so as to dangerously affect the manoeuvring and /or steering and should not be inclined more than 5 degrees.

(ı) Vessel should not be hindered at anyway within sector up to 10° to wale steering towards both sides to forward and from foremast direction starting from the shorter one of distance either from the of length of two vessels or 500m of the sea level as seen from the bridge under all draft, trim and load conditions and should meet SOLAS requirements.

(i) Final revisions of nautical publications necessary to keep in vessel should have been made; up-to-date electronic/navigation maps of GTH zone should be kept readily available.

(3) Masters/agents of vessels to call at port not complying above mentioned requirements should immediately notify such to relevant Port Authority and GTHM via phone, radio, fax, e-mail, etc. GTHM will inform the relevant parties about the instructions of Port Authority about procedures to be carried.

(4) In case of failure to comply with notification obligation or if issued notice does not include correct information, administrative measures will be taken by Port Authority under Regulation on Ports against notifying parties.

#### **Vessels entering into GTH Zone without Call at a Port**

**ARTICLE 7 –** (1) Vessel masters should be sure of technical compliance and sufficiency of their vessel before entering into GTH Zone.



(2) Masters of technically noncompliant and insufficient vessels should notify this to GTHM via radio, phone, fax, e-mail, etc.

#### **Passive Participant Vessels**

**ARTICLE 8-** (1) Passive participant vessels within GTH Zone do not report however they should listen to VHF channel of the sector they are sailing in.

(2) Vessel in this group should get out of the route of active participant vessels and should not create risk for these vessels. They will act in compliance with provisions of COLREG and other relevant legislations.

#### **GTH Reporting Systems**

#### **ARTICLE 9- IZMITRAP, IZMIRRAP, MERSINRAP**

(1) Vessel Notification Report (Sailing Plan-1) : All internationally navigating Turkish and foreign flag vessels to arrive at coastal facility or anchorage within GTH Zone and home trade vessels other than within local traffic with 150 gross tonnage and more should notify Port Authority and GTHM at least 24 hours before entering into GTH Zone while vessels and maritime vehicles having less than 24 hours of sailing period until entry into GTH Zone will notify Port Authority and GTHM by filling in Sailing Plan in Annex-1 through LBYS system of Administration just after their departure from relevant coastal facility.

(2) Entry Report (Sailing Plan-2) : Vessels sending Sailing Plan-1, state vessels not used for war, secondary war and commercial purposes and active participant other vessels to call at a port should submit Entry Report (Sailing Plan-2) specified in Annex-2 as determined by Administration to GTHM via VHF in a format according to IMO standards while entering into GTH Zone. After submitting Sailing Plan-2 vessels should move in consideration of information provided by GTHM. Vessels without call to any port entering into Izmir and Mersin GTH Zones may submit SP-2 report if they wish to be included in system out of our territorial waters.

(3) Position Report: Active participant vessels submitting Entry Report and making passage between sectors defined within GTH Zone should submit Position Report specified in Annex-3 to the relevant sectors they will depart from and arrive to via VHF and should listen to channel of relevant sector. Vessels without any Call at Port which do not submit SP-2 report in Izmir and Mersin GTH Zones should submit position report when changed sector within our territorial waters.

(4) Final Report: All vessels submitted Entry Report (Sailing Plan-1) should submit Final report shown on Annex-4 via VHF when approached to coastal facilities within GTH Zone and when they exit from GTH Zone.

#### **P&I Insurance**

**ARTICLE 10-** (1) Vessel to Call at a Port should have documents and P&I Policy specified in Ports Regulation, Regulation on Insuring and Auditing Vessels about Maritime Receivables Protection and Indemnity and in other national and international legislation.

(2) Towed sailing Vessels to call at a Port should have P&I Policy set forth in "Implementation Guidelines on Principles to be followed on Towed Sailing Operations".

(3) Vessels determined to make misrepresentation on P&I Policy or as not having a valid P&I Policy by GTHM are notified to Port Authority and administrative measure are taken against such vessels pursuant to legislation set forth in first paragraph of this Article by Port Authority.

#### **Vessels with impaired safe navigation capability within GTH zone**

**ARTICLE 11 –** (1) Vessels included in the system and losing their capability of safe navigation within GTH Zone should immediately notify their condition to GTHM. GTHM will notify instructions of Port Authority about operations to be carried to relevant parties; vessels will comply with GTHM instructions until receiving such Guidelines of Port Authority.

#### **Anchoring and Standby (Drift) conditions of vessels without call at any port**

**ARTICLE 12 –** (1) Vessels passing from GTH Zone without call at any port are anchored on relevant anchorage locations determined in Ports Regulation by GTHM within knowledge of Port Authority to meet mandatory needs and upon their request, may be kept waiting on drift for a time period deemed appropriate by Port Authority. Vessels and marine vehicles in this situation will



continue to navigate under knowledge of Port Authority following elimination of mandatory conditions. However, if anchorage period exceeds 48 hours, vessels and marine vehicles have to receive anchorage receipt pursuant to Ports Regulation. Vessels exceeding such anchorage period are notified to relevant Port Authority by GTHM.

(2) During this period, vessels may perform operations within the knowledge of Port Authority related to justified reasons as determined by Port Authority such as supply of spare parts resulting from failure, personnel change due to severe weather conditions, disease, etc., except loading, unloading, looking for sailing order.

(3) Vessels wishing to stay on anchorage for more than 48 hours must receive free practice by anchoring on allocated anchorage places by submitting General Declaration pursuant to Ports Regulation.

(4) Audits and procedures required by security, customs and other legislations are carried in vessels infringing without call at any port status by means of anchoring.

(5) GTHM should inform relevant Port Authority if vessels moored on anchorage located within GTH Zone exceed specified anchoring periods or if such vessels are moored on other locations than allocated anchorage locations and will communicate instructions of Port Authority to relevant parties.

### CHAPTER THREE Sailing within GTH Zone

#### GTH Zones

##### ARTICLE 13-

Geographical coordinates are according to WGS 84 datum.

##### Izmit GTH Zone,

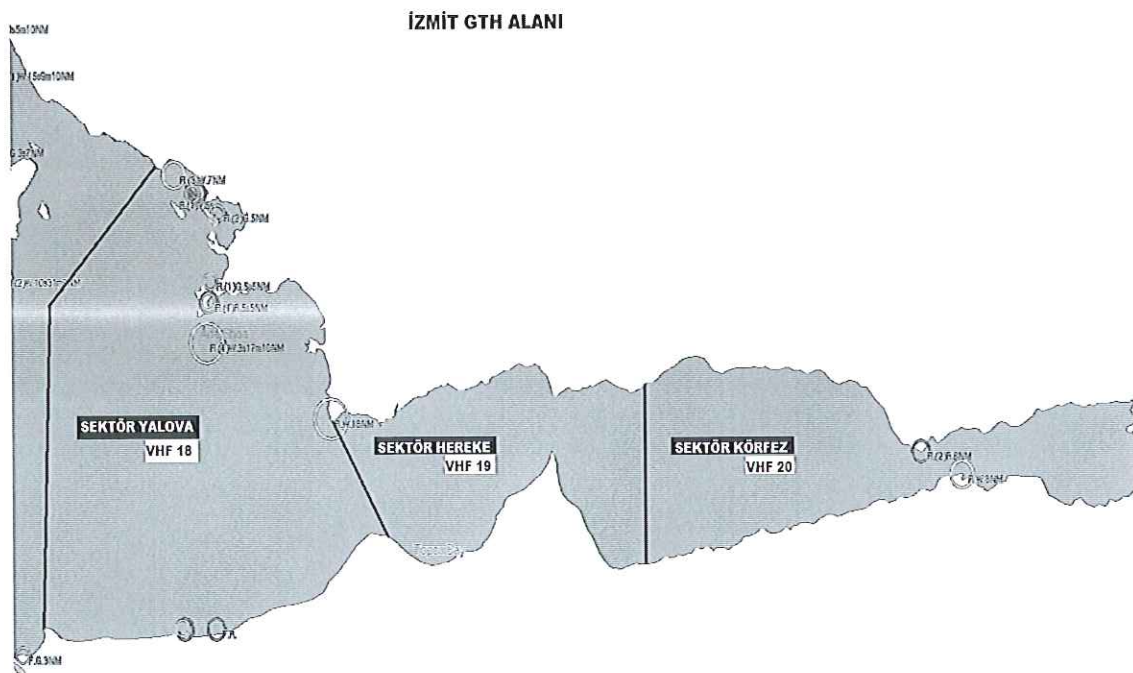
Maritime zone remaining on east of line jointing following locations:

40° 52.30' N – 029° 13.57' E (Pendik Point)

40° 48.44' N – 029° 08.96' E

40° 39.66' N – 029° 08.66' E (Deveboynu Point)

GTH Zone is divided into 3 (three) sectors. These sectors and VHF operation channels are shown below:



SECTOR NAME	VHF OP. CHANNEL	CALL SIGNAL
YALOVA	VHF CHANNEL 18	SECTOR YALOVA
HEREKE	VHF CHANNEL 19	SECTOR HEREKE
KORFEZ	VHF CHANNEL 20	SECTOR KORFEZ

#### SECTOR YALOVA;

Maritime zone starting from west border of Izmit GTH zone up to jointing line at east 40° 45.34' N / 029° 21.29' E location with 40° 42.03' N / 029° 23.85' E location.

#### SECTOR HEREKE;

Maritime zone starting from eastern border of Yalova Sector up to line jointing at east 40° 46.26' N / 029° 35.00' E location with 40° 41.33' N / 029° 35.00' E location. .

#### SECTOR KÖRFEZ;

Maritime zone including eastern Izmit Bay starting from eastern border of Hereke Sector

#### Izmir GTH Zone

Maritime zone including Turkish territorial waters, Turkish inland waters and international waters remaining within the line jointing 39° 28.80' K – 026° 03.80' D (Babakale Point)

39° 15.31' N – 025° 51.20' E

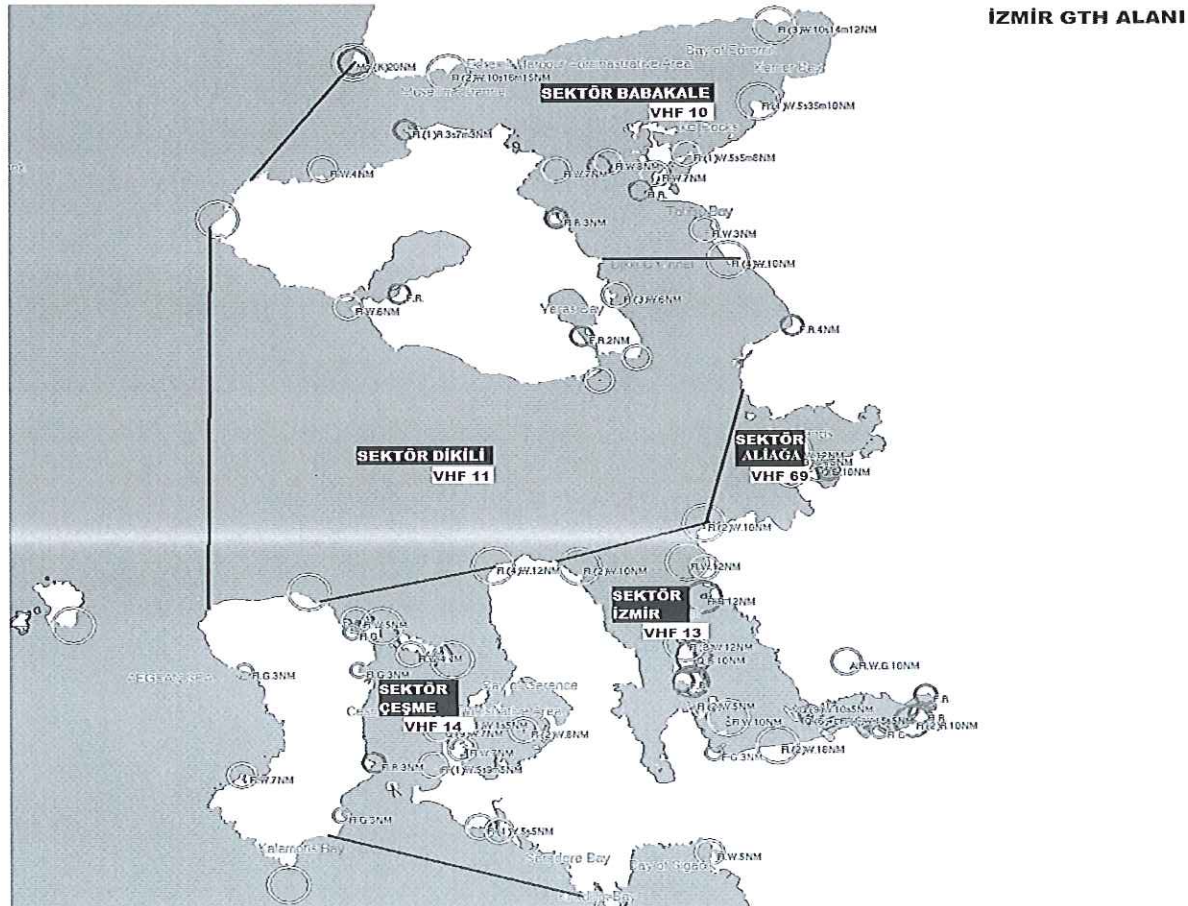
39° 11.29' N – 025° 49.92' E

38° 34.60' N – 025° 51.10' E

38° 12.51' N – 026° 05.90' E

38° 07.27' N – 026° 32.58' E (Kızıl Point)

GTH Zone is divided to 5 (five) sectors. These sectors and VHF Operating channels are shown below.





SETOR NAME	VHF CHANNEL	CALL SIGN
BABAKALE	VHF CHANNEL 10	SECTOR BABAKALE
DİKİLİ	VHF CHANNEL 11	SECTOR DİKİLİ
İZMİR	VHF CHANNEL 13	SECTOR İZMİR
ÇEŞME	VHF CHANNEL 14	SECTOR ÇEŞME
ALİAĞA	VHF CHANNEL 69	SECTOR ALİAĞA

#### SECTOR BABAKALE;

Maritime zone remaining on east of line jointing Babakale Point with location at 39° 15.31' N – 025° 51.20' E and zone remaining at north of line jointing Madra Lighthouse (39° 10.39' N– 026° 45.90' E) with location at 39° 10.06' N– 026° 32.42' E.

#### SECTOR DİKİLİ;

Maritime zone remaining:

At south of line jointing Madra Lighthouse with location at 39° 10.06' N– 026° 32.42' E,

At west of line jointing Kanlı Point at north (38° 57.82' N – 026° 47.78' E) with Aslan Point Lighthouse at south (38° 44.48' N – 026° 44.39' ED),

At east of line jointing location at 39° 11.29' N – 025° 49.92' E with location 38° 34.60' N – 025° 51.10' E,

At north of line jointing Aslan Point Lighthouse (at 38° 40.49' N – 026° 28.50' E) and Sapıncık Lighthouse (38° 39.52' N – 026° 21.71' E) with location at 38° 35.60' N – 026° 03.78' E.

#### SECTOR ALİAĞA;

Maritime zone remaining at east of line jointing Kanlı Point with Aslan Point Lighthouse,

#### SECTOR İZMİR;

Maritime zone on south of line jointing Aslan Point Lighthouse and Kanlıkaya Point, (Izmir Bay)

#### SECTOR ÇEŞME;

Maritime zone on south of line jointing Sarpıncık Lighthouse with location at 38° 35.60' N - 026° 03.78' E and on north of line jointing location at 38° 12.51' N – 026° 05.90' E with Kızıl Point. .

#### Mersin GTH Zone,

Maritime zone including Turkish territorial waters, Turkish Inland Waters and international waters remaining at north of line jointing locations;

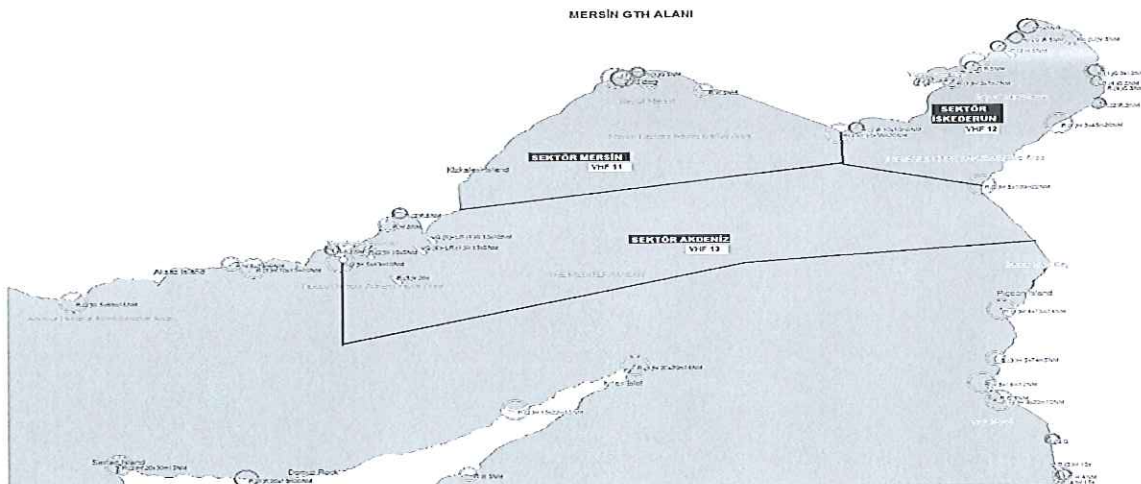
36° 08.08' N – 033° 41.13' E (Bölükada Point)

35° 50.00' N – 033° 40.00' E

36° 04.50' N – 035° 00.00' E

36° 06.00' N – 035° 56.00' E

GTH Zone is divided to 3 (three) sectors. These sectors and VHF operating channels are shown below:





SECTOR NAME	VHF CHANNEL	CALL SIGN
MERSİN	VHF CHANNEL 11	SECTOR MERSİN
İSKENDERUN	VHF CHANNEL 12	SECTOR İSKENDERUN
AKDENİZ	VHF CHANNEL 13	SECTOR MEDITERRENAN

#### SECTOR MERSİN

Maritime Zone remaining at north of line jointing locations 36° 32.30' N – 035° 20.30' E (Karataş Point) with locations 36° 25.50' N – 035° 20.30' E ve 36° 19.00' N – 034° 04.50' E.

#### SECTOR İSKENDERUN

Maritime zone remaining at east of line jointing 36° 32.30' n – 035° 20.30' e (Karataş Point) with 36° 25.50' N – 035° 20.30' E and 36° 19.30' N – 035° 46.90' E (Akıncı Point) locations,

#### SECTOR MEDITERRENAN

Maritime zone continuing up to line jointing 36° 19.00' N /034° 04.50' E with 36° 25.50' N – 035° 20.30' E and 36° 19.30' N – 035° 46.90' E (Akıncı Point) locations starting from south border of Mersin GTH Zone.

#### Speed

**ARTICLE 14–(1)** GTHM may provide information, recommendation and/or instruction on speeds of vessels in order to ensure secure flow of traffic provided not to be in contrary to directives of Port Authority and to Ports Regulation.

#### Overtaking

**ARTICLE 15 –(1)** Vessels sailing within TAD should comply with following rules.

a) They should left secure distance between each other. GTHM mar set the distance in consideration of facors such as vessel type, speed, etc.

b) If any vessel is going to slow down, it should notify such intention to GTHM.

c) Slow proceeding vessels with their own mechanical power should sail on far starboard side of TAD.

ç) Any vessel needing to overtake slow proceeding vessel in its front should learn traffic status in the region from GTHM before doing so and if situation is suitable, should obtain permit from GTHM and should notify the vessel to be overtaken. Overtaking maneuver should be tried to be done in single lane.

#### Accompanied (Towed) Sailing

**ARTICLE 16 – (1)** Towing operations of vessels to Call at a Port should be carried according to “Implementation Guidelineson Principles of Accompanied Sailing Operations” and upon permission of Port Authority.

#### Berthing- anchoring- departure docks, pier, buoys and anchorage locations within GTH Zone by Vessels to Call at a Port

**ARTICLE 17 – (1)** Berting vessels should notify berting time via VHF to GTHM following completion of berthing maneuver.

(2) Vessels should notify GTHM before starting departing maneuvers and should receive information on traffic of the region. Departed vessels should immediately notify their departure to GTHM via VHF and should wait for secure, regular flow of traffic in order to join to traffic.

(3) Anchoring and sheeping off vessels should notify time of anchoring and sheeping off to GTHM via VHF and should wait for traffic to become secure, regular to join to the traffic.

(4) All vessels and marine vehicles berth and/or anchored to coastal facility should listen to relevant sector channel.

(5) Vessels departing from port facilities by obtaining Port Exit Document should immediately notify GTHM if they have to anchor or stay in drift within Port Administration Area due to force major reasons such as severe weather conditions, technical troubles, disease, accident, etc. GTHM should inform Port Authority and should communicate instructions of Port Authority to relevant parties.



(6) GTHM should inform relevant Port Authority in case of vessels anchoring within GTH zone exceed their anchoring period specified in Ports Regulation or when vessels anchor out of specified anchoring locations and should communicate instructions of Port Authority to relevant parties.

#### **Leaving TAD**

**ARTICLE 18** – (1) When a vessel navigating within TAD needs to leave TAD should immediately notify such to GTHM before leaving.

#### **Temporary Interruption of Maritime Traffic**

**ARTICLE 19** –(1) In case of any conclusion is reached for entire or some part of administrative zones of Port Authorities within GTH zone that significant danger may arise for navigation, life, property safety and security due to:

- (a) Force Major,
- (b) Dangerous situations like collision, grounding, fire, public safety, environmental pollution,
- (c) Reduction of visibility so as to affect navigation safety negatively,
- (ç) Extraordinary weather/sea conditions,

Pilotage and towage organizations and all other relevant parties should immediately inform GTHM as necessary. In such cases, maritime traffic is interrupted temporarily by GTHM and relevant Port Authority informed accordingly. In line with information provided by GTHM, maritime traffic restarted by GTHM upon instructions given by Port Authority. GTHM announces necessary information to vessels and relevant parties.

(2) Port Authorities may interrupt maritime traffic in entire or in some part of their administrative zones within GTH Zone by planning beforehand in cases of;

- (a) Large size water sports or races are performed;
- (b) Water or underwater operations carried for public benefit like construction of bridge, tunnel, extraction of sunken objects, drilling, etc.. Planned interruption and restart of maritime traffic will be notified to vessels and relevant parties by GTHM upon instruction of Port Authority.

#### **Navigation according to TAD**

**ARTICLE 20** –(1) Navigation according to TAD:

(a) Vessels joining or thereafter leaving TAD must navigate within traffic lane in line with traffix flow direction.

(b) GTHM makes necessary notifications to relevant Port Authorities to ensure administrative sanctions imposed to vessels acting in violation of COLREG within TAD. Port Authority issues report to Administration to enable necessary notifications are made to flag state about foreign flag vessels.

(c) Vessels to cross over TAD should make such passage in accordance with COLREG.

#### **Vessels with Resctricted manuevere ability due to deep draft**

**ARTICLE 21** –(1) Vessels with restricted maneuver ability due to their drafts should inform their condition to GTHM and GTHM makes necessary announcements to ensure navigation safety within GTH zone.

(2) Other vessels navigating within GTH Zone should leave sufficient navigation area so as not preventing maneuvers of such vessels with restricted maneuver abilities due to drafts.

(3) Other vessels navigating within GTH Zone should get out of the way of restricted vessels due to deep drafts when approaching crossing points and bends of TAD.

#### **LNG Tankers**

**ARTICLE 22** –(1) Administration may take additional measures for LNG (Liquidified Natural gas) Tankers to Call at a Port.

#### **Anchorage Areas, GTH Zone, TAD Borders and Pilot Receipt/ Leaving Locations**

**ARTICLE 23** - (1) All vessels using GTH Zone should comply with anchorage areas, Traffic Separation Orders and Pilot Receiving/Leaving Locations determined with Ports Regulation.

#### **Extraordinary Conditions and Risk management**

**ARTICLE 24** – GTHM takes all kinds of measures to increase safety of navigation, life, property and environment in order to minimize risks arising due to severe weather conditions,



temporary intensity of maritime traffic, extreme increase of numbers of vessels in anchorage locations in administrative zone of Port Authorities within GTH zone and informs relevant Port Authority.

## **CHAPTER FOUR**

### **Operations to be Performed in Case of Accidents and Failures**

**ARTICLE 25-** (1) In cases of emergency and risk posing situations on safety and security of navigation, life, property and environment, the costs of Pilotage and towage organizations implementing instructions of Port Authority are collected from shipowners or operators.

(2) In case of accidents such as collusion, grounding, sinking, fire, etc., and showt- and long-term failures occurred in GTH zones, following should be applied:

**a) Actions to be Taken by Port Authorities;**

(1) Head of Port Authority is authorized to take all kinds of measures and have such measures taken in order to ensure security of navigation, life, property and environment in the place of accident.

(2) If vessels have to drop anchor due to failure are in a location preventing passage of other vessels within TAD or out of TAD in administrative zones of Port Authorities, they can be taken to a suitable anchorage place upon instruction of Port Authority. If such vessels are out of TAD but in administrative zones of Port Authorities and in a location not hindering passage of other vessels, waiting period at anchor may be granted to such vessels for troubleshooting if deemed appropriate depending on vessel type, vessel size, draft, load, weather and water conditions and traffic flow speed. In case of elimination of failure within granted period and such is reported by vessel master, permit is granted to vessel to continue navigation upon instruction of Port Authority. Vessels failing to repair the failure within such period may be taken to an appropriate anchorage location with the instruction of Port Authority on its own discretion.

(3) Port Authorities may ex-officio initiate rescue operations if representatives of vessels and marine vehicles which have went aground within administrative zones of Port Authorities did not submit rescue request within 72 hours.

(4) If vessels and marine vehicles which have went aground have caused pollution of sea or pose risk of polluting sea, the provisions of Act on Guidelines For Response to Emergencies and Compensation of Losses in Case of Pollution of Marine Environment from Oil and Other harmful Substances no: 5312 are applied.

**b) Actions to be taken by GTHM:**

(1) In consideration of nature, place, type and size of occurred accident and vessel:

i) If accident is in administrative zones of Port Authorities, tugboats and /or lifeboats of sufficient number and power are sent by GTHM to accident location to save life in case of emergent need with the knowledge of Port Authorities.

ii) If accident is in international waters out of administrative zones of Port Authorities, GTHM acts according to received instructions by informing all relevant units and parties..

iii) GTHM informs other vessels navigating in the region and may re-regulate marine traffic temporarily within Administrative zone of Port Authority, when necessary.

(2) If the vessel is in a location endangering marine traffic and environment security within administrative zones of Port Authorities, GTHM ex-officio ensures such vessel to be taken to a safe location upon instruction of Port Authority.

(3) Vessels which have to anchor due to failure so as not to hindering passage of other vessels out of TAD and within administrative zones of Port Authorities are towed to a secure anchorage location upon instruction of relevant Port Authority as necessary due to nature of vessel in consideration of weather and marine conditions or if towing vessel to a secure anchorage place will pose more risk than its current position, GTHM may let the vessel to stay in its current position. In



order to maintain security of vessel and around in this period, accompanying towboats can be allocated upon instruction of Port Authority in consideration of location, type and size of vessel.

(4) Vessels eliminating failures within a short period deemed appropriate by GTHM without anchoring may be let to navigate and this is notified to relevant Port Authority.

**c) Actions to be taken by vessel;**

(1) Vessel immediately informs GTHM in case of any accident or failure. Vessel is obliged to comply with information/suggestions and instruction of GTHM until receipt of instructions from Port Authority.

(2) Vessel cannot carry salvation operations, ballast operations, cargo discharge/transfer, machinery operations and similar interventions except precautions to ensure prevention of marine pollution and maintenance of safety of life without approval of Port Authority within administrative zones of Port Authorities.

(3) In case of a vessel went aground within administrative zone of Port Authority and thereafter, submits to recover with its own possibilities, an approved salvation plan issued by class organization of vessel or by a recognized classification body should be submitted to Port Authority.

**(c) Actions to be taken by guiding pilots;**

(1) Pilots immediately notifies any accident and failure of the vessel and marine vehicles they are providing Pilotage services to GTHM and submits a written report to Port Authority within twenty four hours following such notice.

## **CHAPTER FIVE**

### **MISCELLANEOUS PROVISIONS**

**Vessels Operated with Nuclear Power to Arrive coastal facilities within GTH zone and vessels carrying loads listed in Class 7 of IMDG Code to Call a Port**

**ARTICLE 26** - (1) Should, at the planning stage of their cruise and at least 72 hours before, inform Port Authority about their cargo pursuant to relevant legislation and submit documents issued by their Flag State indicating that vessel is in compliance with IMO standards and rules prescribed in other international conventions and load is being carried properly.

(2) Navigation of such type of vessels considered appropriate by Port Authorities will be allowed during day, accompanied by pilot and suitable tugboat(s) in order to ensure safe navigation within administrative zones of Port Authorities in GTH areas.

(3) Such vessels and vessels carrying dangerous load should carry their cargo according to the form and procedures prescribed by international regulations.

**Irregular mooring and anchorage**

**ARTICLE 27** - (1) Vessels determined as approached to docks, platforms and piers, moored to buoys, drop anchor on anchorage locations without obtaining permission, without any notification within administrative zones of Port Authorities in GTH areas and vessels dropping anchor to another location than those anchorage locations they should drop anchor suitable to its load/type are reported to Port Authorities by GTHM. Administrative sanctions are imposed to such vessels according to Ports Regulation.

(2) Unless encountered with a significant danger, dropping anchor/drift is not allowed within TAD. Vessels which have to drop anchor/ drift due to such a danger should immediately notify it to GTHM. GTHM reports such to relevant Port Authority. If deemed necessary by relevant Port Authority, the vessel is towed by pilot and/or tugboats so as to maintain regularity of TAD.

**Operations prohibited within TAD**

**ARTICLE 28** - (1) It is prohibited to navigate with sails, oars, to swim, to dive and to engage with fishing within TAD. However, sailing, oaring and swimming competitions for sportive purposes are subject to the permit of Port Authority. Prohibited activities determined by GTHM should be immediately reported to Port Authority.

**Notification Obligation**



**ARTICLE 29** - (1) Masters of vessels navigating within administrative zones of Port Authorities are obliged to notify of any infectious and epidemic diseases, injuries, or death occurrence on board to GTHM. GTHM informs relevant parties, primarily relevant Port Authority.

(2) Masters and agents of vessels within administrative zones of Port Authorities must immediately notify marine accidents, significant mechanical failures occurred, inconvenient matters they have identified regarding security of navigation and crimes committed on board to Port Authority and GTHM via VHF.

If proceeding towards any Turkish Port, vessel should notify such events with a preliminary report not later than within six hours of its arrival and with a detailed report including considerations about the event not later than within twenty four hours to relevant Port Authority and in criminal matters, to keep evidences of crime.

(3) Masters and pilots should immediately notify following cases to GTHM and relevant Port Authority via phone, fax, radio, e-mail, etc., and thereafter with a written report not later than 24 hours to Port Authority.

(a) Deficiencies and troubles they have observed on machinery or navigation equipment of vessels to which they are providing Pilotage services, marine accidents and determined matters in terms of maritime services on their routes,

(b) Vessels not complying with national and international rules within TAD,

(c) Vessels causing all kinds of marine pollution or faulty navigating vessels or vessels violating rules,

(ç) Vessels to which Pilotage services cannot be provided securely.

(d) Restricted visibility conditions and extraordinary meteorological events.

#### **Administrative Sanction**

**ARTICLE 30** - (1) Administrative sanctions are imposed to those violating the rules they have to comply with under this Guidelines or to those acting in contrary to other instructions issued by Port Authorities to maintain security of navigation, life, property and environment pursuant to Statutory Decree no:655, Law no: 618, Law no: 4922, Ports Regulation, Regulation on Auditing and Insurance of Vessels regarding Maritime Collectables, Competency, Training, Certification and Operating Procedures of Harbor Pilots, Regulation on Establishment and Operation of Vessel Traffic service Systems and Regulation on Ship's Crew by Port Authorities.

#### **Local Marine Traffic**

**ARTICLE 31** – (1) When GTHM identifies legislation violations of vessels and marine vehicles navigating in local traffic, GTHM immediately notifies Port Authority for investigation to be carried or administrative action to be taken by documenting evidences.

(2) Vessel representatives are responsible for vessels navigating in local traffic pursuant to relevant legislation according to appropriate balance criteria and under suitable weather/marine conditions. In case of determination of otherwise by GTHM, Port Authority is informed immediately and by documenting evidences for carrying necessary investigation or for taking administrative action for violations, these are submitted urgently to Port Authority.

#### **Safety, Customs and Health Inspections**

**ARTICLE 32** – (1) Except mandatory cases, security, customs and health inspections cannot be carried within TAD.

#### **Contact with Agent**

**ARTICLE 33** – (1) Vessels navigating within TAD (Traffic Separation Order) cannot establish physical contact with agents without knowledge and approval of GTHM.

#### **Vessels exempted from a part of provisions of Implementation Guidelines**

**ARTICLE 34** – (1) Warships and subsidiary warships are not subject to provisions of 1<sup>st</sup> paragraph of Articles of 6 and 9 and Articles 10,16,25 and 30 of this directive.

(2) State ships not used for commercial purposes are not subject to provisions of 1<sup>st</sup> paragraph of Articles of 6 and 9 and 1<sup>st</sup> and 3<sup>rd</sup> paragraphs of Article 10 and Article 10 of this Directive.



(3) Violations of military vessels, subsidiary warships and state vessels not used for commercial purposes will be reported to relevant Port Authority by GTHM.

## **CHAPTER SIX**

### **Special Provisions**

#### **Special Provisions for Izmit GTH**

**ARTICLE 35** - (1) Both anchors of vessels navigating within TAD should be ready for fundo (let the anchor go).

(2) When visibility distance drops below 500 meters or less local marine traffic is interrupted by Izmit GTHM in behalf of Port Authority.

(3) Marine space of 2 nautical miles in total between 1 nautical mile east of Osman Gazi Bridge and 1 nautical mile in west is called as “Gulf Passage Bridge Region”. In Gulf Passage Bridge Region:

a) Maximum speed for all navigating vessels is 10 nautical miles/ hour.

b) Vessels should not overtake each other.

c) Vessels, including local traffic, should not come closer to bridge abutments more than 100 meters.

ç) Passage of vessels and marine vehicles with 60 meters or more air draft under Gulf Passage Bridge is prohibited. Vessels and marine vehicles with air draft between 56 to 60 meters will make passages under Gulf Passage Bridge during daytime accompanied by at least 2 towboats at least with 100 tons tractive force under the supervision of harbor pilot. Maximum air draft of vessel should be certified as determined by a recognized classification body or a company authorized by classification body of the vessel and should be written notified to Port Authority and GTHM before passage. If deemed necessary, additional provisions for passage requirements can be determined by Port Authority.

(4) Since vessels to approach coastal facilities in Dilovası side in north by entering into gulf has to perform accoasting maneuver within TAD, traffic will be regulated so as to prevent encountering with another vessel from opposite direction during accoasting maneuver. Vessels to approach coastal facilities will leave TAD with the closest angle to straight angle to general traffic flow as far as possible.

#### **Special Provisions for Izmir GTH**

**ARTICLE 36** - (1) The region between 1 nautical east of longitude 027°01'D of Yenikale Passage and 1 nautical mile west of it is critical region. Except emergencies;

a) Vessels will not overtake each other,

b) Two vessels will not let to come across,

c) Maximum speed will be 12 nautical miles per hour for all vessels other than local traffic,

(2) Both anchors of vessels navigating within critical region should be ready for fundo.

## **CHAPTER SEVEN**

### **Final Provisions**

#### **Responsibility**

**ARTICLE 37** - (1) None of the provisions of this Guidelines release vessel masters and/or relevant parties from their national and international responsibilities.

(2) In order to maintain continuous contact with GHTM for matters becessiating permit, approval and information of Port Authority, necessary contact information will be notified to relevant GTHM by Port Authorities and will be kept updated.

#### **Entry into Force**

**ARTICLE 38** - (1) This Guidelines gets into force by announcement after signing.

#### **Enforcement**



**ARTICLE 39** - (1) Minister of Transport, Maritime Affairs and Communication enforces provisions of this directive.

**ANNEX-1**

**VESSEL NOTIFICATION REPORT (SAILING PLAN-1)**

<b>A</b>	VESSEL NAME		
	CALL SIGN		
	FLAG		
	IMO NO		
	MMSI NO		
<b>B</b>	DATE AND TIME		
<b>C</b>	LOCATION (LATITUDE- LONGITUDE)		
<b>F</b>	MANEUVRE SPEED (KNOTS) (DECIMALS WILL BE WRITTEN)		
<b>G</b>	DEPARTURE TIME		
<b>H</b>	ARRIVAL DATE AND TIME TO GTH ZONE UT (TURKEY)		
<b>I</b>	ARRIVAL PORT		
<b>O</b>	DRAUGHT AT FORE	(AT THE ENTRANCE OF GTH ZONE)	
	DRAUGHT AT STERN		
	MAXIMUM AIR DRAFT		
<b>P</b>	LOAD (TYPE AND AMOUNT OF LOAD)*		
	DESCRIPTION OF DANGEROUS, HAZARDOUS AND POLLUTIVE LOAD (IMDG, IGC, IBC, GC, INF)		
	IN CASE OF SHIPMENT OF ARMS "FINAL USER CERTIFICATE" DATE/NO AND A COPY		
<b>Q</b>	FAILURE/DAMAGE/ INCAPABILITY/OTHER RESTRICTING REASONS		
<b>T</b>	VESSEL AGENT AND/OR NEMA OF REPRESENTATIVE		
	TAX NO (Turkish Flg Vessels)		
	NAME SURNAME OF VESSEL MASTER		
<b>U</b>	VESSEL TYPE		
	COMPLETE LENGTH (METER)		
	WIDTH (METER)		
	GROSS TON		
	NET TON		
	SINGLE/DOUBLE WALL (TANKERS)		
	CONSTRUCTION YEAR OF VESSEL		
<b>W</b>	CREW AND PASSENGER NUMBER IN VESSEL		
<b>X</b>	P&I CLUB NAME		
	P&I CLUB POLICY NO		
	P&I VALIDITY DATE		
	FINAL PSC DATE		
	CLC 92 / BUNKER 2001 CERTIFICATENO / VALIDITY DATE / ISSUING AUTHORITY		
	AMOUNT OF OIL/FUEL IN VESSEL (F/O, D/O, L/O)		
<i>* More detailed information about load may be requested, if needed</i>			

**ANNEX-2**

**ENTRY REPORT (SAILING PLAN – 2)**

<b>CODE</b>	<b>MEANING</b>
<b>A</b>	VESSEL NAME, CALL SIGN, FLAG, IMO NO, MMSI NO
<b>C/D</b>	LOCATION (LATITUDE, LONGITUDE OR BEARING/DISTANCE)
<b>H</b>	ENTRY DATE AND TIME TO GTH ZONE
<b>Q</b>	FAILURE/DAMAGE/ INSUFFICIENCY/ OTHER RESTRICTION CAUSES

**ANNEX-3**

**POSITION REPORT**

<b>CODE</b>	<b>MEANING</b>
<b>A</b>	VESSEL NAME
<b>C/D</b>	LOCATION (LATITUDE, LONGITUDE OR BEARING/DISTANCE) (LEFT AND CURRENT SECTOR)

**ANNEX-4**

**FINAL REPORT**

<b>KODU</b>	<b>MEANING</b>
<b>A</b>	VESSEL NAME
<b>C/D</b>	LOCATION (LATITUDE, LONGITUDE OR BEARING/DISTANCE)

**Note:**

*A vessel having a properly operating AIS device does not need to orally report SP-2 report, Position Report and C/D Definition including location information in Final Report via VHF unless otherwise requested by relevant GTHM.*