

MARITIME TRAFFIC REGULATIONS FOR THE TURKISH STRAITS

PART I

Purpose, Applicability and Definitions

Purpose and applicability

ARTICLE 1 - These regulations have been prepared with the purpose of ensuring safety of navigation, safety of life, property and marine environment in the Turkish Straits . These regulations shall apply to all vessels navigating in the Turkish Straits.

Basis

ARTICLE 2 – (1)These Regulations have been prepared on the basis of the Montreux Straits Convention signed on the 20/07/1936, of Article 2 of the Law on Ports Number 618 dated 14/4/1341, of Article 6 of the Law on Protection of Life and Property at Sea Number 4922 dated 10/6/1946 and of Articles 474 and 479 of the Presidential Decree Number 1 on the Presidential Organization.

Definitions and Abbreviations

ARTICLE 3- (1) On these regulations the terms;

- a) **Ministry/Ministry/administration** Ministry of Transport and Infrastructure
- b) **Large Vessel** means a vessel having a length overall of 200 meters or more.
- c) **Southern Limit Of The Canakkale Strait** is the line drawn between Mehmetcik Light and Kumkale Light.
- ç) **Northern Limit Of The Canakkale Strait** is the meridian passing through Zincirbozan Light.
- d) **Deep Draft Vessel** means a vessel having a draught of 15 meters or over.
- e) **Night** means time between sunset and sunrise.
- f) **Vessel** means water craft which is able to navigate at sea by means of any kind of propulsion except under oars.
- g) **Day** means between time between sunrise and sunset.
- ğ) **IMO** means International Maritime Organisation.
- h) **Southern Limit Of The Strait of Istanbul** is the line drawn between Ahirkapi Light and Kadikoy, Inciburnu Breakwater Light.
- ı) **Northern Limit Of The Strait of Istanbul** is the line drawn between Anadolu Light and Turkeli Light.
- i) **Legislation** means Turkish Laws, regulations and all International Conventions which the Turkish Republic is a signatory.
- j) **Total Towing Length** means the distance between the fore end of the towing vessel and aft end of the tow and the distance between the aft end of the pushing vessel and the fore end of the vessel being pushed with full manoeuvring speed.
- k) **Vessels Restricted In Their Ability To Manoeuvre In The Traffic Separation Scheme** means vessels with a length over all of 150 meters and over or having a draft of 10 meters or over and the vessels unable to sail within the appropriate lane as required by the regulations due to their technical condition .
- l) **TUBRAP** means Turkish Straits Reporting System including the Sailing Plan-1 and 2 as well as calling point report.

- m) **Turkish Straits** means the navigable waters of Marmara Sea, Istanbul and Canakkale Straits, and the coastline surrounding these areas.
- n) **Turkish Straits Ship Traffic Services (TBGTH) System** : means the Ship Traffic Services System established by the Ministry/Administration with two separate centers At Istanbul and Canakkale to ensure the navigational safety and safety of life, property, sea and environment in conformity to the national and international legislation.
- o) **Vessel passing with a stopover** describes a vessel which is planned to call a port, berth or place within Turkish Straits, or a vessel whose direct passing has been cancelled and/or her direct passage has been interrupted.
- ö) **Vessel passing without stopover** describes a vessel planned not to call any port, berth or place within Turkish Straits, and whose master reported the same in her Sailing Plan to the Turkish authorities before entering to the Straits.
- p) **Vessel passing without stopover cancellation means** a vessel which her Master cancelled her passage without stopover.
- r) **Vessel Cancelling Passage Without Stopover** means a vessel which is subject to an investigation or legal proceeding by the Turkish administrative or judicial authorities due to collision, grounding or marine accident.

PART 2 GENERAL PROVISIONS

Traffic Separation Schemes and boundary lines

ARTICLE 4 – (1) A Traffic Separation Schgeme for Turkish Straits and Approaches was established , as described in Annex 1 , has been established in accordance to WGS 84 dadtum and in compliance with The International Convention For Preventing Collision At Sea (COLREGS 72) Reg. (10) and adopted by IMO.

(2) The boundary lines of the traffic separation scheme to be implemented in the Turkish Strait are as follows;

On the North, the line connecting the following points:

Latitude	Longitude
41 16' 330 N	028 54' 974 E
41 20' 944 N	028 54' 974 E
41 20' 944 N	029 15' 974 E
41 13' 830 N	029 15' 974 E

On the South, the line connecting the following points:

Latitude	Longitude
40 05' 021 N	026 11' 394 E

40 01' 940 N	025 54' 970 E
39 49' 940 N	025 52' 970 E
39 43' 940 N	025 54' 970 E
39 43' 940 N	026 09' 129 E

Turkish Straits Ship Traffic Services (TBGTH) System

ARTICLE 5-(1) The Ministry/administration established the Turkish Straits Vessel Traffic Services System in order to implement , control and ensure the functionality of the reporting system.

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

ARTICLE 6-(1) All vessels before entering the Straits of Istanbul and Canakkale;

a) Should be seaworthy, meeting with the requirements of the International Conventions and their Flag legislation Ministry/ministry/administration.

b) Prior to transmitting the Sailing Plan 2 (Art. 7) para.2 the Master shall assure himself that the vessel is technically in compliance with the following conditions and the same to be logged in the vessel Log Book.

- 1) Main propulsion and Auxiliary machinery are in good working order and ready for immediate manoeuvring.
- 2) Emergency Generators are in good working order and maintained in the readiness.
- 3) Primary and Secondary steering gears, Radar/s and Compasses are in good working order.
- 4) Engine room telegraph, rudder angle, RPM and if fitted Pitch indicators are in good working order and illuminated as to be readily visible to the pilot.
- 5) Navigational lights, whistle and all other bridge equipment are in good working order and complete.
- 6) All internal vessel control communications and vessel control alarms are in good working order.
- 7) VHF transceivers are efficient.
- 8) An Aldis lamp and at least one good binocular are kept ready on the bridge at all times.
- 9) Windlass, capstans and mooring winches are in good working order and both anchors are ready for letting go at all times with standby crew.
- 10) Towing lines of adequate strength and condition and heaving lines are ready on forward and aft together with line throwing appliances. Vessels loaded with explosives, dangerous goods or hazardous materials additionally shall keep ready a special "Towing Rope of on forward and aft .
- 11) Vessel is not trimmed by the stem as to dangerously affect the

manoeuvring and /or steering and no vessel will be trimmed by head while navigating within the Turkish Straits.

- 12) As much as possible the trim is arranged such that the propeller blades are under the water level and in any case the blades are not above the water level more than 5 % of the propeller diameter.
 - 13) The trim of the vessel and her loading to be effected in such way that the forecastle and the area further it can be easily seen from the navigation bridge.
 - 14) A copy of these regulations and Nautical Publications with their Ammendments are on board together with updated Turkish Straits and Marmara sea charts .
 - 15) Number and certification of the officers and crew of the vessel is in compliance with the requirements of the STCW/78-95 Convention.
 - 16) Vessel has Shipboard Emergency Plans and fully trained Emergency Squads for responding to all possible casualties and all related emergency, safety and fire fighting equipment are in readiness for immediate use.
- (2) If any vessel can not comply with any requirements listed above, the nearest TBGTH Center must be informed by the Master. Failure to notify will result the Ministry/Administration to take necessary measures as prescribed in Art .8 para 2.

Reporting system in Turkish Straits (TUBRAP)

ARTICLE 7- (1) Sailing Plan-1 (SP-1) report : Owners, Masters or Agents of the vessels with dangerous cargo or the vessels of 500 GRT and upwards, shall submit in advance within the specified time "Sailing Plan 1" in writing to the nearest TBGTH Center in IMO standard format as defined by the Ministry/Administration at least 24 hours before the vessel's arrival at Istanbul or Canakkale Straits.

" Vessels in difficulty navigating in traffic separation scheme in difficulty " shall submit advance " Sailing Plan 1 " in writing as required by Article . 26.

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

(2) Sailing Plan 2 (SP 2) report : After sending SP 1 and assuring himself that the vessel is in compliance with the requirements of Art. 6, two hours or 20 sea miles (whichever earlier) before the entrance of the Turkish Straits, the Master shall submit Sailing Plan 2 to the TBGTH Center in an IMO standard format as defined by the Ministry/ Administration.

The Master, shall take into consideration the information received from the TBGTH Center and navigate with care and caution.

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

(3) Position Report

All vessels with a L.O.A of 20 meters and upwards, shall make a VHF call to the TBGTH Center indentifying themselves and will give their position report as requested by the Ministry/Administartion and in a IMO Standart format 5 miles before the entrance of the Straits.

(4) Calling Point Report

All vessels with a L.O.A. of 20 meters and upwards while proceeding within the Istanbul and Canakkale Strait shall advise their call point report by VHF in an IMO standard format at the positions defined by Ministry/administration to the related TBGTH Center.

(5) Marmara Report (MARRAP) : Active Participant Vessels sailing between Marmara Sea ports or sailing from a Marmara Sea port bound to pass the straits and using the TBGTH area will report over VHF their entry to the area to the related Sector.

Vessel having lost their ability to safely navigate

ARTICLE 8 – (1) Vessel which lost their ability to safely navigate due to any technical reason, including failures of any navigational equipment shall notify the TBGTH Center by , telephone, fax or VHF prior to their entry to the Turkish Straits.

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

Pilot onboard flag

ARTICLE 9 (1) Vessels having a pilot onboard during the Turkish Strait passage must hoist the International code flag 'H' by day.

Passage Without Stopover sign

ARTICLE 10 – (1) Within the limits of Turkish Straits all "vessels passing without stopover" while navigating or at anchor shall hoist the International code ' T ' flag by day and a green light which can be seen from all the horizon by night . If the Master cancels her direct passing or her direct passing is interrupted these signals shall not be displayed.

Anchoring permission for the "Vessels passing without stopover"

ARTICLE 11 – (1) Subject to the permission of the Traffic Control Center, in order to supply necessary/mandatory needs, the “Vessels passing without stopover” through the Turkish Straits may wait at the anchorage areas referred in Art . 24 for 168 hours without free pratique under the supervision of the related authorities. The Ministry / Administration may decrease the time in case of necessity.

(2) During this period the vessel can effect crew changes , land crew members needing medical care or dead bodies , supply bunker or provisions, undergo minor repairs, make agent contacts or other similar activities.

(3) If the vessels passing without stopover require to stay at anchor more than the given period, will anchor at the recommended anchorage area and must undergo free pratique, customs, immigration and other necessary formalities.

PART 3
PASSAGE THROUGH THE ISTANBUL AND CANAKKALE STRAITS

Precautions for safe passage

ARTICLE 12- (1) The Master of a vessel navigating within the Istanbul and Canakkale Straits, shall ensure that there is no person other than authorised crew members on the bridge, in the chart room or at the bridge wings in order not to endanger the safe command of the vessel and as well as to maintain a proper look-out.

(2) Only authorised crew members shall also stand by in the engine room whether the engines are controlled from the engine control room or not.

(3) Steering shall always be by manual , while navigating in the Istanbul and Canakkale Strait and automatic steering devices shall never be used and the emergency steering gear must be in the readiness at all times with standby authorised crew.

Steering light

ARTICLE 13- All vessels having a distance from bridge to bow over 150 meters and vessels whose bridge is so located that observing the bow's turning is severely difficult, shall have installed at or near the bow, a steering light of any color other than white properly hidden and visible only from the bridge by night .

Speed

ARTICLE 14 – (1) Vessels Speed over Ground while passing the Istanbul and Canakkale Strait shall be 10 nautical miles . However if more speed is needed to maintain a good steerage the nearest TBGTH Center shall be notified and the Master shall proceed with care and caution at a speed which will not create any danger of collision or cause environmental damages by causing excessive waves

Overtaking

ARTICLE 15 – (1) Vessels passing through the Istanbul and Canakkale Straits can not overtake vessels navigating in front of them exception made to emergencies.

(2) Vessels sailing in the same direction in the strait of Istanbul and Canakkalen shall maintain at least 8 cables distance between each other. This distance may be increased by the TBGTH Centers related to the type of the vessels.

(3) While sailing within the Straits of Istanbul and Canakkale the vessels which are going to reduce their speed for any reason , prior to reducing their speed will warn vessels navigating after them .

(4) Vessels navigating with their own power at slow speed shall keep the outer starboard limit of their navigating lane and will allow faster ships to overtake them.

(5) Any vessel which has the obligation to overtake a vessel sailing at low speed in the Strait of Istanbul and Canakkale shall inform the TBGTH Center and obtain information regarding the condition of the traffic and if the conditions are suitable shall indicate her intention to the vessel to be overtaken.

The overtaking can take place preferably on one course.

(6) No overtaking may take place between the Vanikoy and Kanlica points in Istanbul strait and between Nara and Kilitbahir points and in the vicinity of the Canakkale Brige Pylons in Canakkale Straits.

Accidents and engine failures during the passage

ARTICLE 16- (1) Vessels which are involved in an accident, having equipment / engine failures or dropped anchor in an emergency while passing through the Straits of Istanbul and Canakkale shall immediately notify the TBGTH Center and request instruction. The TBGTH shall take necessary precautions for vessels and environment safety and will ensure boarding of the pilot and completion of the passage .

Vessel not under command

ARTICLE 17- (1) Any vessel which is deemed “a vessel not under command” or “any vessel with restricted maneuvering capability” as per the International Collision Prevention Regulations shall be subject to special permission of the Ministry/Administration for their passage through the Straits of Istanbul and Canakkale.

(2) If a vessel while navigating in the Straits of Istanbul or Canakkale becomes “ a vessel not under command” for any reason , the Master shall immediately notify the TBGTH Center and comply with the instructions given.

Towing

ARTICLE 18-(1) For the navigational safety in the Straits towing of a vessel or any other floating objects can only be made by tug or tugs suitable only for that job or ships with suitable towage equipment for handling the tow through the Straits certified to have tugboat characteristics in compliance with IMO rules.

(2) The towing line shall be adequately shortened prior to enter the Straits of Istanbul and Canakkale .

(3) Whenever the total towing length is more than 150 meters and over the Ministry/Administration may require additional precautions to be taken in order to ensure that tow and tug keep their course.

(4) Vessel or floating object which are being towed shall keep a spare towing line of adequate strength ready for use and sufficient number of standby crew to ensure the handling of the rope.

(5) If possible, the tow shall keep her propeller in working condition and steering will be performed .

Vessels sailing from a port/berth within Istanbul and Canakkale strait

ARTICLE 19- (1) Vessels due to unberth from the berths, piers and anchorage places within the straits of Istanbul and Canakkale will inform the TBGTH Centers prior to their sailing and obtain traffic conditions. These vessels will enter the traffic upon the the traffic is clear .

Leaving the traffic separation scheme

ARTICLE 20- (1) Vessels which shall leave the traffic separation scheme while navigating in the straits for berthing, mooring to buoys, for dropping anchor, turning back , breakdown , exceptional conditions and similar reasons , shall notify the TBTH Centers and warn the vessels in the vicinity.

Suspending the traffic temporarily

ARTICLE 21- (1) Sea Traffic in the Straits may temporarily be suspended by the Ministry/administration in all the Turkish straits or in certain zones in case of

- a) In force majeure situations,
- b) Collision, grounding, fire, public security, pollution and similar occasions of danger.
- c) Bridge/tunnel constructions , drilling or similar underwater or surface works related to public constructions.

- ç) The existence of serious and unpredicted navigational dangers.
- (2) The Ministry/Administration shall take necessary measures to keep suspending time as short as possible.
- (3) The suspending and resuming of the traffic shall be announced to the vessels and concerned parties by the Port Authority and the TBGTH Centers.
- (4) Before the traffic resumes after such a suspension , the entrance to the Turkish straits of vessels waiting will be effected according to their passage turn registered in the Turkish Straits passage Report System .

Sailing within the Traffic Separation lanes

ARTICLE 22- (1) Vessels passing through the Turkish Straits ;

- a) When the vessel is effecting a passage without stopover, or a vessel joining or leaving the traffic separation lanes shall proceed in the appropriate traffic lane in the general direction of traffic flow.
- b) The Ministry/administration shall take necessary measures to ensure that vessels having restricted navigating capability effect passage in safety within the Traffic Separation lanes.
- (2) Vessels not following properly the Traffic Separation Lanes , exception made for vessels under Para (b) shall be reported to IMO and their Flag State.

Deep Draft vessels

ARTICLE 23-(1) Deep Draft vessels shall exhibit during the night three red lights in a vertical line visible all around the horizon , and during the day a cylinder shaped signal visible from all around the horizon.

- (2) all other vessels while navigating in the Turkish Straits will avoid restricting the maneuvering area of the deep draft vessels and will keep sufficient sailing distance between them.
- (3) All other vessels navigating in the Turkish Strait , will keep clear off the intersection zones of traffic separation scheme and will leave the route of the deep draft vessels.

Anchorage areas

ARTICLE 24-(1) The anchorage places for vessels passing through the Turkish Straits are given herebelow :

- a) Istanbul Straits northern entrance anchorage areas are shown in Annex 2-(1)
- b) Istanbul Straits southern entrance anchorage areas are shown in Annex 2-(2)
- c) Canakkale Straits northern entrance anchorage areas are shown in Annex 2-(3) c)
- ç) Canakkale Straits , Karanlık Liman anchorage areas are shown in Annex 2-(4)
- d) Canakkale Straits southern entrance anchorage areas are shown in Annex 2-(5)

(2) Pilotage is compulsory for anchoring and heaving up anchor at anchorage areas shown in Annex 2-(2) para (a) and Annex 2-(4) .

The Ministry/Administration may impose a compulsory pilotage for anchoring in all other anchorage areas in case that safe navigation, life and property safety is evaluated as risky.

- (3)The Ministry/Administration may declare dedicated anchoring areas.
- (4) All vessels must anchor in proper way so that while at anchor , vessel does not remain out the anchorage limits .
- (5) Anchoring within a distance less than 2,5 cables from the shore line is prohibited.

Provisions

ARTICLE 25-(1) The Regulations described in this section shall apply for both Straits, reserving the jurisdiction of the "Rules and Regulations for the Istanbul and Canakkale Ports" in force.

PART 4 COMMON RULES FOR THE STRAITS

Vessels restricted ability to manoeuvre in the traffic separation scheme

ARTICLE 26- (1) Vessels with a length over all between 150-200 meters and/or having a draft between 10-15 meters shall submit

SP 1 report in writing 24 hours before entering the Straits, vessels with a length over all between 200-300 meters and/or having a draft over 15 meters will submit SP 1 report in writing at least 48 hours before entering to the Straits, to the TBGTH Centers.

(2) The owner or the operator of a large vessel with a length over all of 300 meters and over, will inform the Ministry/Administration before fixing a voyage through the Straits advising ships particulars and cargo type to be carried.

The TBGTH Centers and in case of necessity the Ministry/Administration will evaluate the eventual passage of the vessel according to the information received, taking into consideration the safety of life, property and the environment, the physical, morphological and seasonal condition of the Straits and will inform the owner, operator or the Master about the requirements and safety measures to be taken during this passage. Vessels complying with the requirements shall submit SP 1 report in writing at least 72 hours before their arrival to the entrance of the Straits.

(3) TBGTH Centers shall take necessary measures for the maintenance of safe passage for the vessels described under Para (1) and para (2) as well as vessels carrying dangerous cargoes and may suspend the the rule of navigating Traffic Separation Scheme in case it is deemed necessary.

(4) A vessel having same specification with a Vessel carrying dangerous cargo and having the specifications described in Para 1 and 2 entering the straits of Istanbul from the north, will not be allowed to enter the Istanbul strait until such vessel passes the "15th July Martyrs bridge" or when entering from the straits of Istanbul from the south until such vessel passes the Hamsi Burnu-Fil burnu line .

In Canakkale Strait; no vessel sailing in the same direction will be permitted to enter the strait until the vessel having the same particulars clears the Nara Burnu area . However , keeping in mind the intensity of vessels waiting their passage turn at the Strait of Canakkale and in order

To decrease the eventual risks of crowded anchorage areas , the Canakkale TBGTH Center , provided necessary precautions are taken and provided ships of same particulars are not allowed to enter the strait closer to 6 nautical miles to the other vessel , may plan the passage traffic for a limited period.

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

ARTICLE 27-(1) The owner or the operator of the;

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

Should apply at least 72 hours before fixing a voyage through the Straits, to the Ministry/administration and informing the type of cargo planned to be carried with all

necessary certificates confirming that the carrying vessel is in compliance with IMO and related International Conventions together with the certificates confirming that the said cargo is properly carried issued by her Flag State .

(2) Masters of vessels described in Para (1) are compelled to take all passage instructions/precautions given by the Ministry/Administration to ensure the safety of the passage within the Straits .

(3) Such Vessels , will carry their cargoes in accordance to the International Regulations and will hoist the Code B flag during the day , and will have a red light visible from all the horizon during the night.

Taking Pilot

ARTICLE 28- (1) TBGTH Centers strongly recommends all

“ Vessels transiting the Turkish straits without stopover” to take pilot for the safe navigation ,safety of life, property, environment and sea .

(2) **In the Turkish Straits** the pilotage and towage services are rendered by the Coastal Safety General Directorate on behalf of the Ministry. The Coastal Safety General Directorate can not transfer such authority

Unauthorised berthing - anchoring

ARTICLE 29- (1)Vessels berthing to berth and piers , mooring to buoys or anchoring at anchorage places while sailing within the Traffic Separation Scheme without information or taking permission shall be removed by pilots and tugboats provided by the harbour master . Expenses related to this operation shall be debited/billed to the vessels owners/operators or agents .

(2) Exception made to cases of emergency to avoid an immediate danger, it is prohibited to ancho in the Traffic Separation Scheme . If anchorage is unavoidable , in such cases the Master shall immediately notify the anchorage position to the TBGTH Centers.

The Ministry/Administration will provide pilotage and tugboat/boats assistance and will ensure that Traffic Separation Scheme is cleared from the vessel and will anchor the vessel at a safe anchorage. Expenses sustained for this operation shall be debited/billed to the vessels Owners , Operators or its agents.

Pollution Prevention

ARTICLE 30 – (1) Vessels navigating within the Turkish Straits shall be in full compliance to the environment pollution prevention legislation and ensure all necessary measures are taken to prevent any incidental pollution.

Prohibition of Navigation under sail or oars

ARTICLE 31- Navigating under sail or oars and swimming or fishing within the traffic separation schemes of the Turkish Straits is prohibited. However any sports competition, such as sailing, rowing or swimming etc. is subject to the authorisation of the Ministry/Administration.

Notification obligation and reporting

ARTICLE 32

(1) The Master of the vessel navigating within the Straits, must notify the TBGTH Centers of any infectious and epidemic diseases, injuries, or death occurrence on board.

(2) The Masters, Pilots or other public authorities , are required to notify any vessel wrongly sailing in the Turkish Straits or in apparent violation of any Regulation, to

the Traffic Control Station immediately and to submit a detailed written report about the case within 24 hours.

- (3) The Pilots are required to notify the TBGTH Centers immediately of any accidents of the vessel they are assisting or, any navigational dangers noticed en route and to submit a detailed report in writing about the case within 24 hours.

Air Draft

ARTICLE 33- (1) Vessels, while navigating within the Straits Traffic Separation Scheme , shall pay due attention to the warning lights exhibited on the bridges for the safe navigation .

(2) No vessels with an air draft of 58 meters and over may pass through the Strait of Istanbul and no vessels with an airdraft of 70 meters and over may pass the Strait of Canakkale.

(3) For the Strait of Istanbul ,Vessels with an air draft between 54 and 58 meters and for the Strait of Canakkale , vessels with an airdraft between 66 and 70 meters shall be escorted by tugs which number and power will be determined by the Ministry/administration in order to keep such vessels on the safe course,

(4) The maximum airdraft of vessels described at Para (3) will be verified and certified by a recognised class society or by a company authorised by the vessel's class society and before passage will be notified in writing to the harbour master and the TBGTH Center. Keeping into consideration the safety of navigation , life , property and environment, additional passage conditions will be ascertained for the safe passage of the concerned vessels through the Turkish Straits and notified by the concerned harbour master to the vessel's agency.

PART 5

ISTANBUL STRAIT TRAFFIC SEPARATION SCHEMES REGULATIONS

Boundary lines

ARTICLE 34- (1) Istanbul Strait Traffic Separation Scheme boundaries ;

In the North ;

are set by the line connecting following points.

- a) 41 16' 330 N, 028 54' 974 E
- b) 41 20' 944 N, 028 54' 974 E
- c) 41 20' 944 N, 029 15' 974 E
- ç) 41 13' 830 N, 029 15' 974 E

In the South ;

The line connecting the point at 2 miles distance from the Southern bearing of Büyükçekmece Baba burnu To Yelkenkaya Light.

Local vessel traffic in Istanbul Strait

ARTICLE 35- (1) Within the waters, between the line drawn on the north from Turkeli Light to Anadolu Light and the line drawn on the South from Ahırkapı light to Kadikoy, Inciburnu Breakwater Light , all local vessels and passenger / ferry boats shall cross the traffic separation lanes the the shortest way/route on a heading as nearly as practicable at right angles to the general direction of the traffic flow and not impede the safe passage of the southbound and northbound vessels. However, if risk of collision exists, when taking action to avoid collision, both vessels shall refer to the related rules of International Regulations for Preventing Collisions at Sea .

Currents

ARTICLE 36- (1) When the main surface current exceeds 4 knots or when southern winds reverses the main current in Istanbul Strait, all vessels with dangerous cargo, large vessels and deep draught vessels with a speed of 10 knots or less shall not enter the Straits.

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

However, vessels other than above may pass through the Straits by taking tugs as advised by the TBGTH Centers.

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

(3) The TBGTH Centers reports the condition of the currents to the vessels and concerned parties.

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

Restricted visibility

ARTICLE 37- (1) The TBGTH Centers reports the visibility changes within the Istanbul Strait to all vessels and concerned parties.

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

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

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

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

Pilotage services

ARTICLE 38- (1) Pilotage services for Istanbul Strait shall be given as follows:

The coordinates have been set based on WGS 84 Datum

a) Vessels passing through Istanbul Strait;

1) At the Black Sea side, the pilot boarding area is in position at Lat. 41 15 093 N., Long. 029 07, 914 E. Depending on weather conditions, pilot boarding may take place in between this position and the line connecting Hamsi Limani Light to Fil Burnu Light, as near as possible to the outer limit of the Southbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

2) At the Black Sea side, the pilot disembarking area is in position Lat. 41 14 423 N., Long. 029 09' 494 E. Due to weather conditions, pilot disembarking may take place in between this position and the line connecting Hamsi Limani Light to Fil Burnu Light, as near to the outer limit of the Northbound traffic lane which lies on starboard side of the vessel.

3) At the Marmara Sea side the pilot bdg area is in pos. Lat. 40 55' 223N., Long. 028 58' 724 E. Due to the weather conditions, pilot boarding may take place in between this position and

the latitude passing through the Fenerbahce Light, as near to the outer limit of the Precautionary Area and Northbound traffic lane which lies on starboard of the vessel .

4) At the Marmara sea side the pilot disembarking area is in position Lat. 40 56'463 N., Long. 028 54' 674 E. Due to the weather conditions, pilot disembarkation may take place in between this position and the latitude passing through the Fenerbahce Light, as near to the outer limit of the Precautionary Area and Southbound traffic lane which lies on starboard of the vessel .

b) Vessels arriving to the port or sailing from the port

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

2) Vessels arriving to the port from Marmara Sea shall take port pilots at the same area where pilots for transiting the straits are boarding/disembarking.

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

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

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

Police and Customs control of vessels arriving from or heading to a Turkish port

ARTICLE 39-(1) Police and Customs controls may not take place within the limits of Istanbul Strait Traffic Separation Lanes . If deemed necessary, such controls shall be made at pilot boarding areas, on the way to the next port, at port or at anchorage areas which will be designated for this purpose.

Quarantine Controls

ARTICLE 40-(1) Quarantine controls shall be effected before the pilot boarding area or in areas which will not endanger the navigational safety within the Istanbul Strait. These areas shall be determined by the TBGTH center and reported to the vessels.

Agent contact areas

ARTICLE 41-(1) Vessels navigating within the Istanbul Straits may not make agent contacts except in anchorage areas. In cases of necessity, after obtaining permission from the TBGTH Center, agent contacts can be made while proceeding, as near as possible to the outer limit of the traffic separation lane which , on the starboard of the vessel and without endangering the navigational safety;

a) In the South, at the west of the longitude passing through the Kumkapi Barnak Light, not exceeding 1 hour.

b) In the North, on the north of the line connecting Hamsi Limani and Fil Burnu, not exceeding 15 minutes.

PART 6
CANAKKALE STRAIT, TRAFFIC SEPARATION SCHEMES REGULATIONS

Boundaries

ARTICLE 42-(1) The Canakkale Strait Traffic Separation Schemes is bounded by the lines connecting the following points

In the North,

a) 40 37' 670 N , 27 10' 740 E

b) 40 27' 081 N , 27 09' 263 E

In the South,

a) 40 05' 021 N , 26 11' 394 E

b) 40 01' 940 N , 25 54' 970 E

c) 39 49' 940 N , 25 52' 970 E

ç) 39 43' 940 N , 25 54' 970 E

d) 39 43' 940 N , 26 09' 129 E

Local vessel traffic in the Canakkale Straits

ARTICLE 43-(1) Within the Canakkale Strait, all local vessels and passenger / ferry boats shall cross the traffic lanes through the shortest route/way on a heading as nearly a practicable at right angles to the general direction of the flow and shall not impede the safe passage of southbound and northbound vessels. However, if risk of collision exists, when taking action to avoid collision, both vessels shall act in accordance to the International Regulations for Preventing Collisions at Sea.

Currents

ARTICLE 44- (1) When the main surface current exceeds 4 knots within the Canakkale Strait, all vessels carrying hazardous cargo with a manoeuvring speed of less than 10 knots, large vessels and deep draft vessels shall not enter to the Strait. Such vessels shall wait until the speed of the current drops to 4 knots or less.

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

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

(3) The Ministry/administration will report the condition of currents to the vessels and concerned parties.

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

Restricted visibility

ARTICLE 45 – (1) The TBGTH Center reports the visibility changes within the Strait of Canakkale to all vessels and concerned parties.

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

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

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

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

Pilotage services

ARTICLE 46- (1) Pilotage services for Canakkale Strait shall be given as follows:

The coordinates have been set based on WGS 84 Datum

a) Vessels passing through Canakkale Strait;

1) At the Aegean Sea side the pilot boarding area is in position at Lat. 40 00' 390 N. , Long. 26 08, 120 E. Depending on weather conditions, pilot boarding may take place in between this position and the latitude passing through Kumkale light, as near to the outer limit of the Northbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

2) At the Aegean side the pilot disembarking area is in position Lat. 40 01' 490 N. , Long. 26 08' 170 E. Depending on weather conditions, pilot disembarking may take place in between this position and the latitude passing through Kumkale Light, as near to the outer limit of the Southbound traffic lane which lies on starboard side of the vessel as is safe and practicable.

3) At the Marmara Sea side the pilot boarding area is in position Lat. 40 25' 642 N , Long. 26 44' 121 E. Depending on weather conditions, pilot boarding may take place in between this position and the latitude passing through the Gelibolu Light, as near to the outer limit of the Precautionary Area and Southbound traffic lane which lies on starboard of the vessel as is safe and practicable.

4) At the Marmara Sea side the pilot disembarking area is in position Lat. 40 24' 991 N., Long. 26 44' 071 E. Depending on weather conditions, pilot disembarkation may take place in between this position and the latitude passing through the Gelibolu Light, as near to the outer limit of the Precautionary Area and Northbound traffic lane which lies on starboard of the vessel as is safe and practicable.

b) Vessels coming to or sailing from the port

1) As the vessels effecting Canakkale Strait passage proceeding to the port , shall take the Strait pilots at the same areas as set out above in Para. a) 1 and 2) and shall drop the Strait pilots and take port pilots at a distance allowing necessary time for docking manoeuvres.

2) As the vessels effecting Canakkale Strait passage and proceeding to a port outside limits of the Straits of Canakkale shall take port pilots at a distance allowing necessary time for docking manoeuvres.

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

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

Police and Customs control of vessels arriving from or sailing to a Turkish port

ARTICLE 47- Police and Customs controls may not take place within the limits of Canakkale Strait Traffic Separation Scheme. If deemed so necessary, such controls shall be made at pilot boarding areas, during underway to the next port, at berth or at an anchorage area which will be determined for this purpose.

Quarantine Controls

ARTICLE 48- Quarantine controls for the vessels approaching from Aegean Sea, shall be affected before the pilot boarding area or in areas which will not endanger the navigational safety within the Canakkale Strait. These areas shall be determined by the TBGTH center and reported to the vessels.

Agent contact areas

ARTICLE 49- Vessels navigating within the Canakkale Straits may not make agent contacts except in anchorage areas. In the cases of necessity, subject to permission of the TBGTH Center , agent contacts can be made during proceeding in the Strait as near to the outer limit of the traffic lane which is on the starboard of the vessel without endangering the navigational safety, in the south of the line connecting Kanlidere Light to Karanfil Light not exceeding 1 hour.

PART 7 MISCELLANEOUS PROVISIONS

Vessels exempted from certain Regulations

ARTICLE 50- Articles 6, 10, 11, 12, 13, 16, 22, 26, 27, 28, 32, 39, 40, 47, 48 and 51 and Para. 1) of Article . 7 shall not apply to the warships , auxiliary vessels and state owned vessels which are not in use for trading.

Violations of the Articles of the REgulations

ARTICLE 51- Any Master or any member of the crew failing s to comply with any requirements of these regulations, shall be subject to the related legislation.

Entry into force

ARTICLE 52-(1) These regulations enter in force as of the date of publication.

Execution

ARTICLE 53- The President of the Republic executes the provisions of these Regulations.

ANNEX – 1
TURKISH STRAITS TRAFFIC SEPARATION SCHEME

Note: Traffic Separation Scheme Coordinates were based on WGS 84 datum.

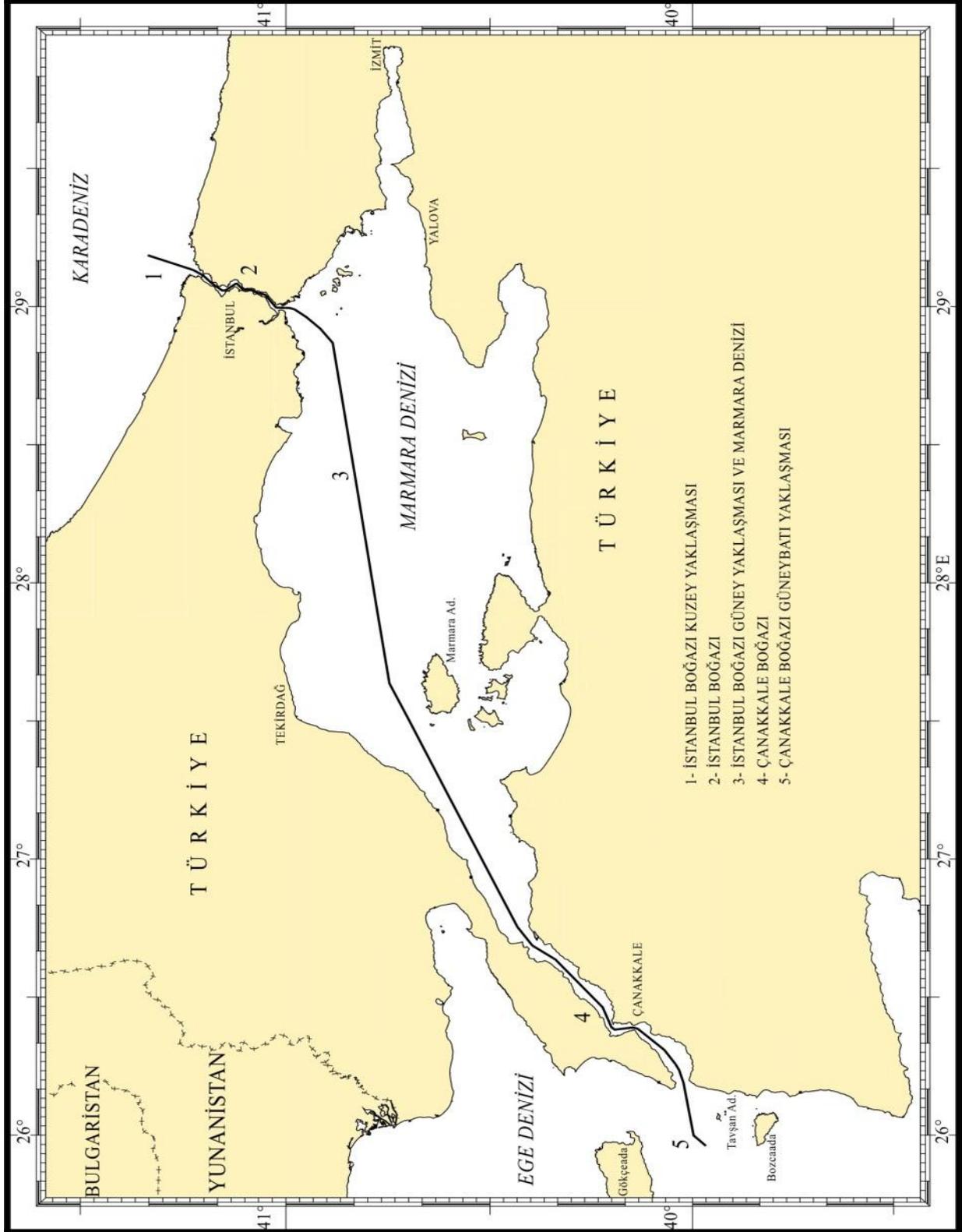


Chart 1 : Turkish Straits and Marmara Sea (General)

ANNEX - 1.1
ISTANBUL STRAIT NORTHERN APPROACHES

Traffic Separation Scheme definition ;

(a) A north to south direction traffic separation scheme has been set within the line connecting the following coordinates :

- (1) 41° 20'.443 N, 29° 09'.874 E
- (2) 41° 19'.943 N, 29° 12'.474 E
- (3) 41° 13'.543 N, 29° 07'.954 E

(b) A North to East direction traffic lane has been set between the separation area set in the Paragraph (a) and the line connecting the below coordinates :

- (4) 41° 15'.522 N, 29° 15'.974 E
- (5) 41° 14'.043 N, 29° 09'.974 E
- (6) 41° 13'.303 N, 29° 08'.524 E

(c) A South to Southwest direction traffic lane has been set between the separation area set in Paragraph (a) and the line connecting the below coordinates .

- (7) 41° 19'.343 N, 29° 01'.974 E
- (8) 41° 14'.643 N, 29° 07'.174 E
- (9) 41° 13'.743 N, 29° 07'.474 E

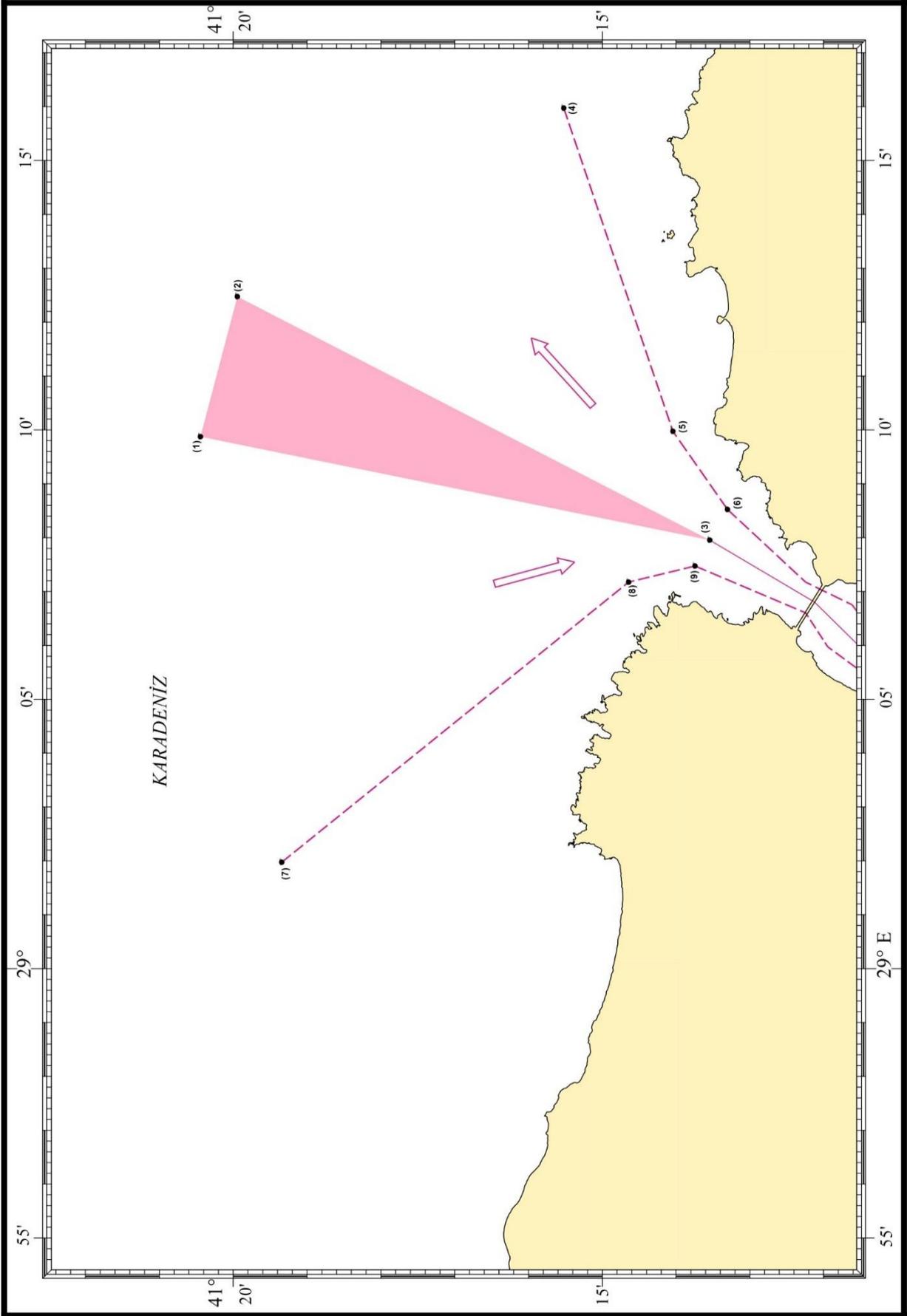


Chart 2 : Istanbul Strait Northern Approach

ANNEX -1.2

ISTANBUL STRAIT

1. Traffic Lanes have been set in the Istanbul Strait in order to separate the vessels opposite Traffic.

2. Definition of the Istanbul Strait traffic lanes :

Traffic lanes are the sea areas falling between the line connecting the Anadalu Lighthouse and the Rumeli Lighthouse at the North and the line connecting the Ahırkapı lighthouse and the Kakıköy – Inciburnu breakwater light at the South .

3. Istanbul Strait traffic lanes :

(a) The line connecting the following points is the center of the traffic lanes.

(3) 41° 13'.543 N, 29° 07'.954 E	(17) 41° 05'.943 N, 29° 03'.644 E
(10) 41° 12'.123 N, 29° 06'.804 E	(18) 41° 04'.923 N, 29° 03'.624 E
(11) 41° 10'.823 N, 29° 05'.054 E	(19) 41° 04'.473 N, 29° 03'.144 E
(12) 41° 09'.323 N, 29° 03'.503 E	(20) 41° 03'.043 N, 29° 02'.573 E
(13) 41° 08'.864 N, 29° 03'.503 E	(21) 41° 01'.493 N, 28° 59'.884 E
(14) 41° 07'.323 N, 29° 04'.974 E	(22) 41° 01'.343 N, 28° 59'.774 E
(15) 41° 07'.153 N, 29° 04'.974 E	(23) 41° 00'.093 N, 28° 59'.724 E
(16) 41° 06'.323 N, 29° 03'.784 E	

(b) Istanbul Strait Traffic Lane Eastern Boundary:

(24) 40° 59'.943 N, 29° 00'.034 E	(32) 41° 07'.143 N, 29° 05'.373 E
(25) 41° 01'.043 N, 29° 00'.044 E	(33) 41° 07'.343 N, 29° 05'.324 E
(26) 41° 01'.443 N, 29° 00'.175 E	(34) 41° 08'.793 N, 29° 03'.864 E
(27) 41° 03'.043 N, 29° 02'.934 E	(35) 41° 09'.423 N, 29° 03'.813 E
(28) 41° 04'.443 N, 29° 03'.304 E	(36) 41° 10'.743 N, 29° 05'.174 E
(29) 41° 04'.913 N, 29° 03'.893 E	(37) 41° 11'.613 N, 29° 06'.754 E
(30) 41° 05'.993 N, 29° 03'.823 E	(38) 41° 12'.243 N, 29° 07'.174 E
(31) 41° 06'.294 N, 29° 03'.973 E	(6) 41° 13'.303 N, 29° 08'.524 E

(c) Istanbul Strait Traffic Lane Western boundary:

(9) 41° 13'.743 N, 29° 07'.474 E	(46) 41° 05'.073 N, 29° 03'.503 E
(39) 41° 12'.243 N, 29° 06'.604 E	(47) 41° 04'.863 N, 29° 03'.374 E
(40) 41° 11'.943 N, 29° 05'.974 E	(48) 41° 04'.513 N, 29° 02'.914 E
(41) 41° 10'.453 N, 29° 04'.474 E	(49) 41° 04'.073 N, 29° 02'.824 E
(42) 41° 09'.463 N, 29° 03'.263 E	(50) 41° 02'.913 N, 29° 02'.045 E
(43) 41° 08'.973 N, 29° 03'.244 E	(51) 41° 01'.673 N, 28° 59'.704 E
(44) 41° 07'.424 N, 29° 04'.593 E	(52) 41° 01'.233 N, 28° 59'.424 E
(45) 41° 06'.193 N, 29° 03'.474 E	(53) 41° 00'.243 N, 28° 59'.394 E

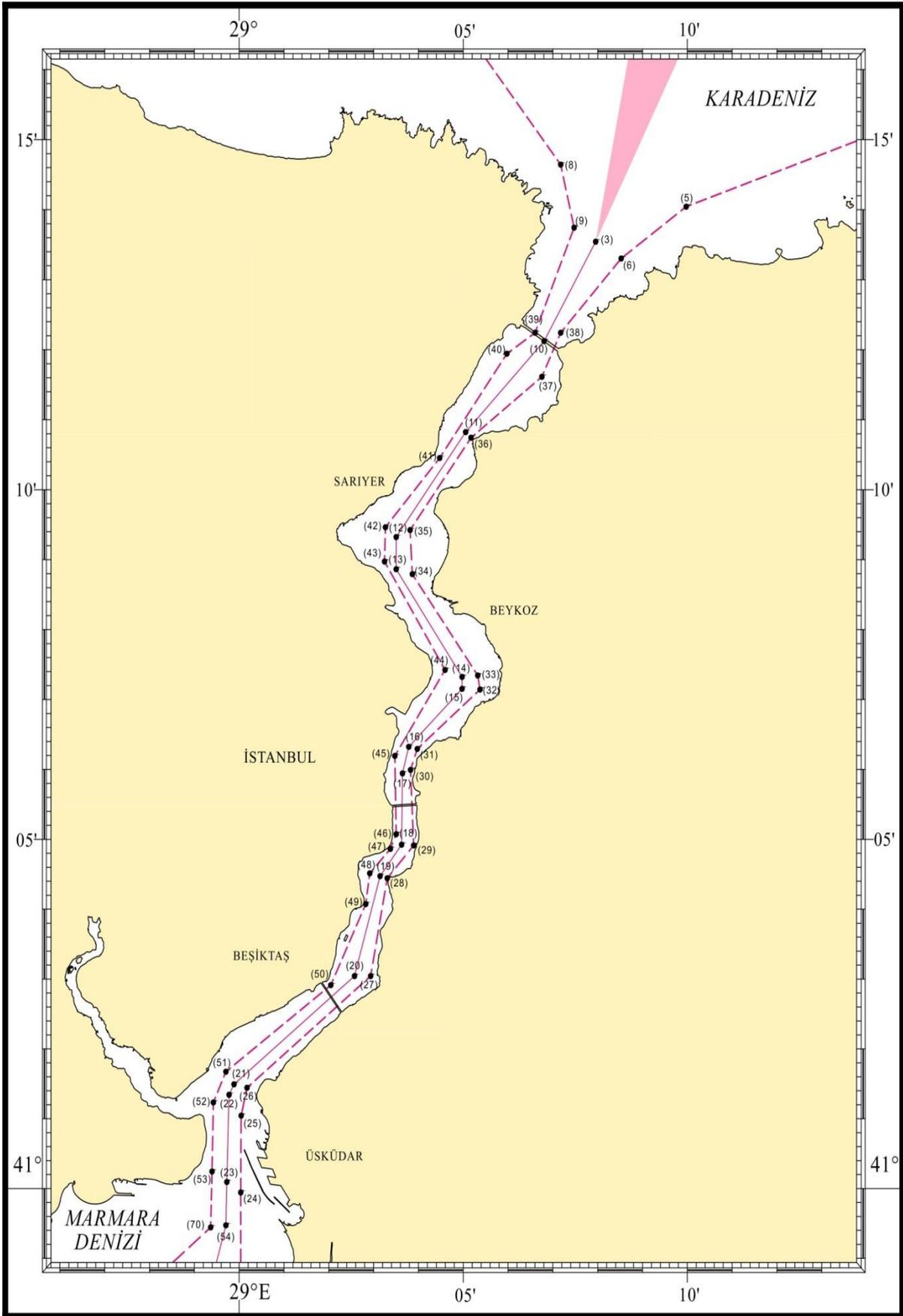


Chart 3: Istanbul Strait Traffic Separation Scheme

ANNEX -1.3

ISTANBUL STRAIT SOUTHER APPROACH and MARMARA SEA

Traffic Separation Scheme Definition.

(a) A line has been set as a continuation of the center line of the Traffic Lane.

(23) 41° 00'.093 N, 28° 59'.724 E

(54) 40° 59'.473 N, 28° 59'.704 E

(55) 40° 58'.743 N, 28° 59'.414 E

(b) A Traffic Separation area has been set within a line connecting the below coordinates.

(55) 40° 58'.743 N, 28° 59'.414 E

(56) 40° 57'.473 N, 28° 58'.604 E

(57) 40° 57'.723 N, 28° 58'.084 E

(c) An area to be avoided in the shape of a circle having its center at (58) 40° 56'.044 N, 28° 56'.974 E and a radius of 1.5 cable and an area to be careful limited to the lines connecting the following points have been set .

(71) 40° 58'.153 N, 28° 57'.194 E

(57) 40° 57'.723 N, 28° 58'.084 E

(56) 40° 57'.473 N, 28° 58'.604 E

(81A) 40° 56'.773 N, 29° 00'.034 E

(81) 40° 54'.943 N, 29° 00'.034 E

(67) 40° 54'.643 N, 28° 58'.524 E

(68) 40° 53'.723 N, 28° 57'.124 E

(78) 40° 52'.842 N, 28° 55'.894 E

(59) 40° 54'.243 N, 28° 55'.374 E

(65) 40° 55'.523 N, 28° 54'.794 E

(71A) 40° 56'.773 N, 28° 54'.204 E

(d) An area surrounded by the line connecting the following coordinates has been set as a traffic separation area.

(59) 40° 54'.243 N, 28° 55'.374 E

(60) 40° 52'.343 N, 28° 52'.074 E

(61) 40° 44'.142 N, 27° 38'.062 E

(62) 40° 25'.942 N, 26° 45'.221 E

(63) 40° 45'.363 N, 27° 38'.062 E

(64) 40° 53'.843 N, 28° 52'.074 E

(65) 40° 55'.523 N, 28° 54'.794 E

(e) An area surrounded by the line connecting the following coordinates has been set as a traffic separation area.

(66) 40° 51'.443 N, 29° 00'.284 E

(67) 40° 54'.643 N, 28° 58'.524 E

(68) 40° 53'.723 N, 28° 57'.124 E

(69) 40° 51'.893 N, 28° 57'.974 E

(f) A traffic lane has been sea in the Marmara sea in direction to the Strait of Canakkale between the line connecting the traffic separations areas/lane given under (a), (b), (c) and (d) given above and the coordinates given hereunder.

(53) 41° 00'.243 N, 28° 59'.394 E

(70) 40° 59'.443 N, 28° 59'.364 E

(71) 40° 58'.153 N, 28° 57'.194 E

(72) 40° 55'.833 N, 28° 52'.064 E

(73) 40° 47'.342 N, 27° 38'.062 E

(74) 40° 26'.441 N, 26° 45'.221 E

(g) A traffic lane has been sea in the Marmara sea in direction to the Strait of Istanbul between the line connecting the traffic separations areas/lane given under (d), (c), (b) and (a) given above and the coordinates given hereunder.

(75) 40° 25'.441 N, 26° 45'.221 E

(76) 40° 42'.142 N, 27° 38'.062 E

(77) 40° 50'.333 N, 28° 52'.044 E

(78) 40° 52'.842 N, 28° 55'.894 E

(h) The vessels passing the Strait of Istanbul and proceeding to the gulf of Izmit shall follow the southeastern traffic lane set within the Traffic Lane defined in Para (e) above , the traffic separation areas defined under Para (c) , (e) above , the traffic separation area defined under Para (d) and the line crossing the following coordinates .

(78) 40° 52'.842 N, 28° 55'.894 E

(79) 40° 51'.443 N, 28° 56'.544 E

(i) A traffic lane connecting the traffic Separation Area defined in Para (e) and the line connecting the following coordinates has been set for the vessels sailing from Southern and Eastern Marmara Sea as well as from the Gulf of Izmit and navigating toward the Strait of Istanbul

(80) 40° 51'.942 N, 29° 01'.704 E

(81) 40° 54'.943 N, 29° 00'.034 E

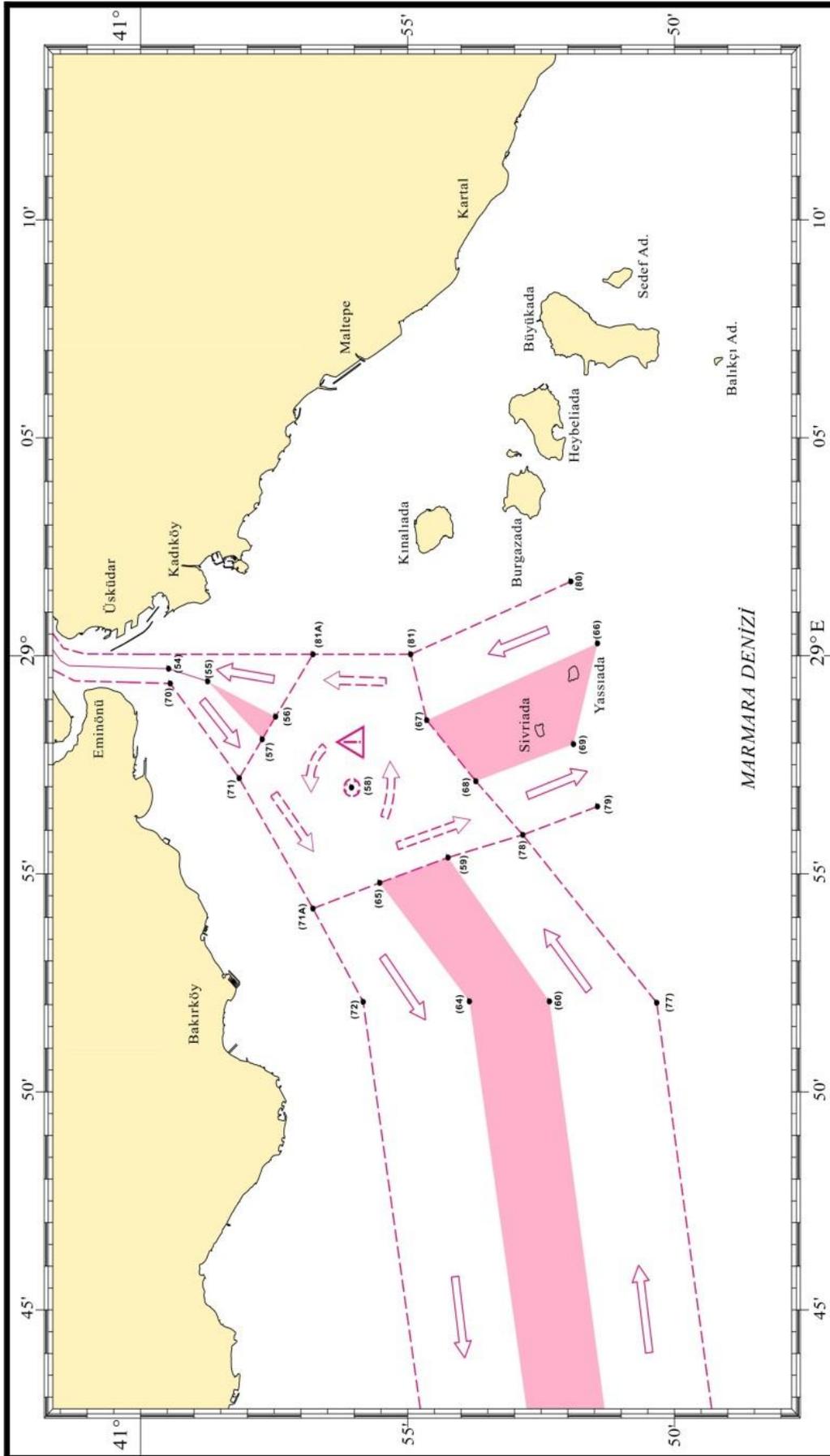


Chart 4: Istanbul Strait Southern Approaches

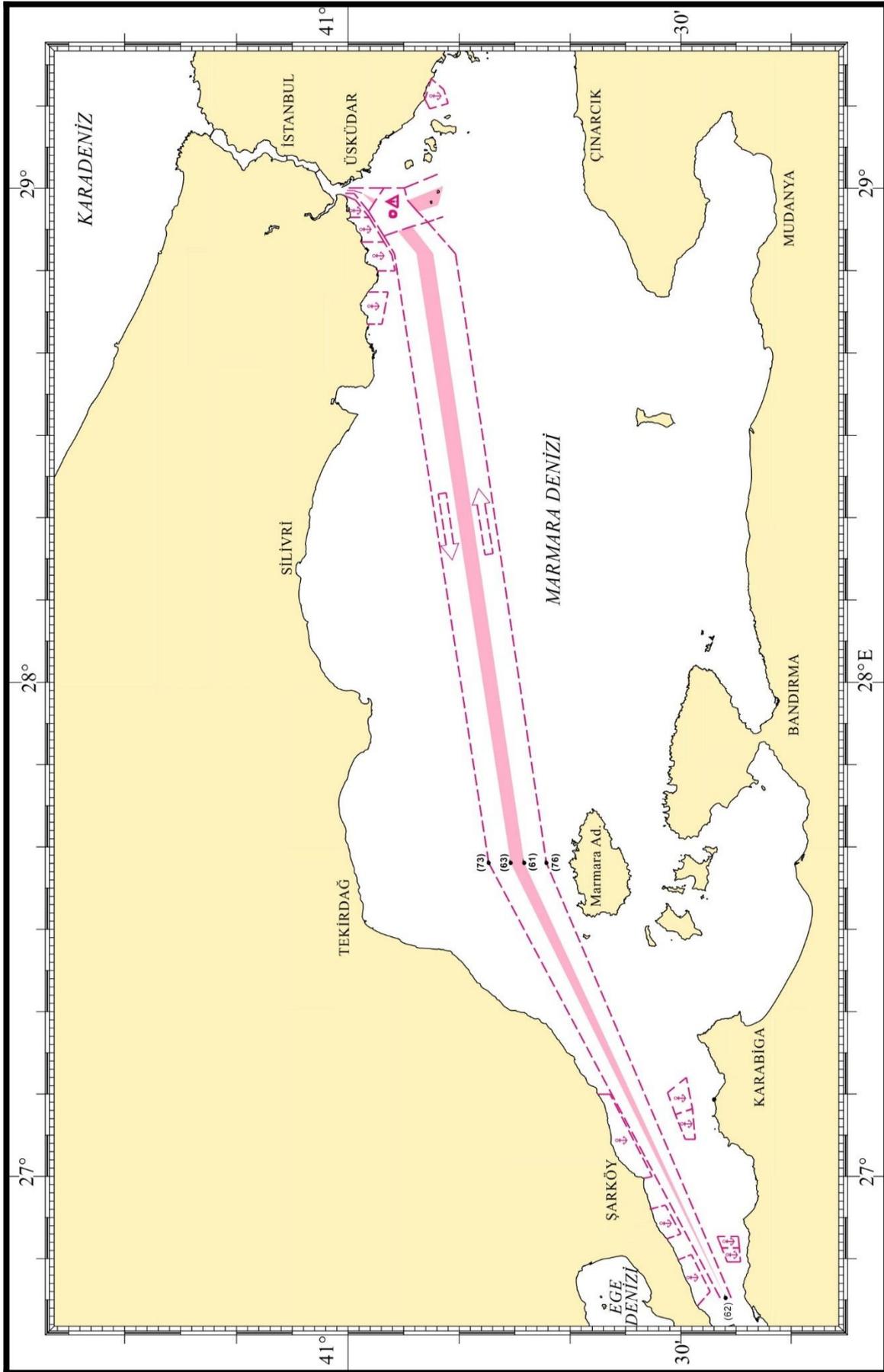


Chart 5: Marmara Sea Traffic Separation Scheme

ANNEX-1.4
STRAIT OF CANAKKALE

1. Traffic Lanes have been set in the Canakkale Strait in order to separate the vessels opposite traffic.

2. Definition of the Canakkale Strait traffic lanes :

The Canakkale Traffic Lanes Traffic lanes are the sea areas falling within the outer boundaries between the line connecting ,at the Southwest ,the Mehmetçik Burnu Lighthouse and Kumkale Lighthouse and the line connecting , at the Northeast , the Gelibolu Lighthouse and Çardak Lighthouse and the coordinates given herebelow .

3. Canakkale Strait traffic Lanes:

(I) The Traffic Separation Lane being the continuation of Canakkale Strait Center line and Southern exit

(a) Çanakkale Strait Center Line:

(62) 40° 25'.942 N, 26° 45'.221 E	(87) 40° 08'.941 N, 26° 23'.371 E
(82) 40° 23'.741 N, 26° 41'.191 E	(88) 40° 08'.491 N, 26° 23'.281 E
(83) 40° 20'.331 N, 26° 38'.160 E	(89) 40° 08'.091 N, 26° 23'.061 E
(84) 40° 13'.341 N, 26° 27'.770 E	(90) 40° 04'.191 N, 26° 18'.511 E
(85) 40° 12'.051 N, 26° 23'.470 E	(91) 40° 02'.531 N, 26° 15'.420 E
(86) 40° 11'.571 N, 26° 22'.920 E	

(b) Traffic Separation Area being the continuation of the Center Line

(91) 40° 02'.531 N, 26° 15'.420 E
(116) 40° 01'.460 N, 26° 11'.150 E
(121) 40° 01'.220 N, 26° 11'.380 E
(122) 40° 01'.840 N, 26° 14'.290 E

(II) Çanakkale Strait lane Eastern Boundary:

(92) 40° 00'.930 N, 26° 11'.670 E	(99) 40° 13'.041 N, 26° 28'.870 E
(93) 40° 01'.040 N, 26° 14'.980 E	(100) 40° 16'.841 N, 26° 34'.321 E
(94) 40° 01'.840 N, 26° 17'.191 E	(101) 40° 20'.091 N, 26° 38'.630 E
(95) 40° 07'.641 N, 26° 23'.451 E	(102) 40° 23'.591 N, 26° 42'.011 E
(96) 40° 08'.841 N, 26° 23'.671 E	(75) 40° 25'.441 N, 26° 45'.221 E
(97) 40° 09'.441 N, 26° 23'.921 E	
(98) 40° 11'.781 N, 26° 23'.591 E	

(III) Çanakkale Strait Traffic Lane Western boundary:

(74) 40° 26'.441 N, 26° 45'.221 E	(109) 40° 11'.961 N, 26° 22'.470 E
(103) 40° 23'.931 N, 26° 40'.571 E	(110) 40° 11'.331 N, 26° 22'.160 E
(104) 40° 20'.561 N, 26° 37'.690 E	(111) 40° 08'.671 N, 26° 23'.071 E
(105) 40° 19'.041 N, 26° 35'.420 E	(112) 40° 08'.361 N, 26° 22'.881 E
(106) 40° 14'.441 N, 26° 27'.850 E	(113) 40° 05'.541 N, 26° 18'.921 E
(107) 40° 13'.061 N, 26° 25'.520 E	(114) 40° 02'.611 N, 26° 13'.210 E
(108) 40° 12'.401 N, 26° 23'.281 E	(115) 40° 01'.940 N, 26° 11'.000 E

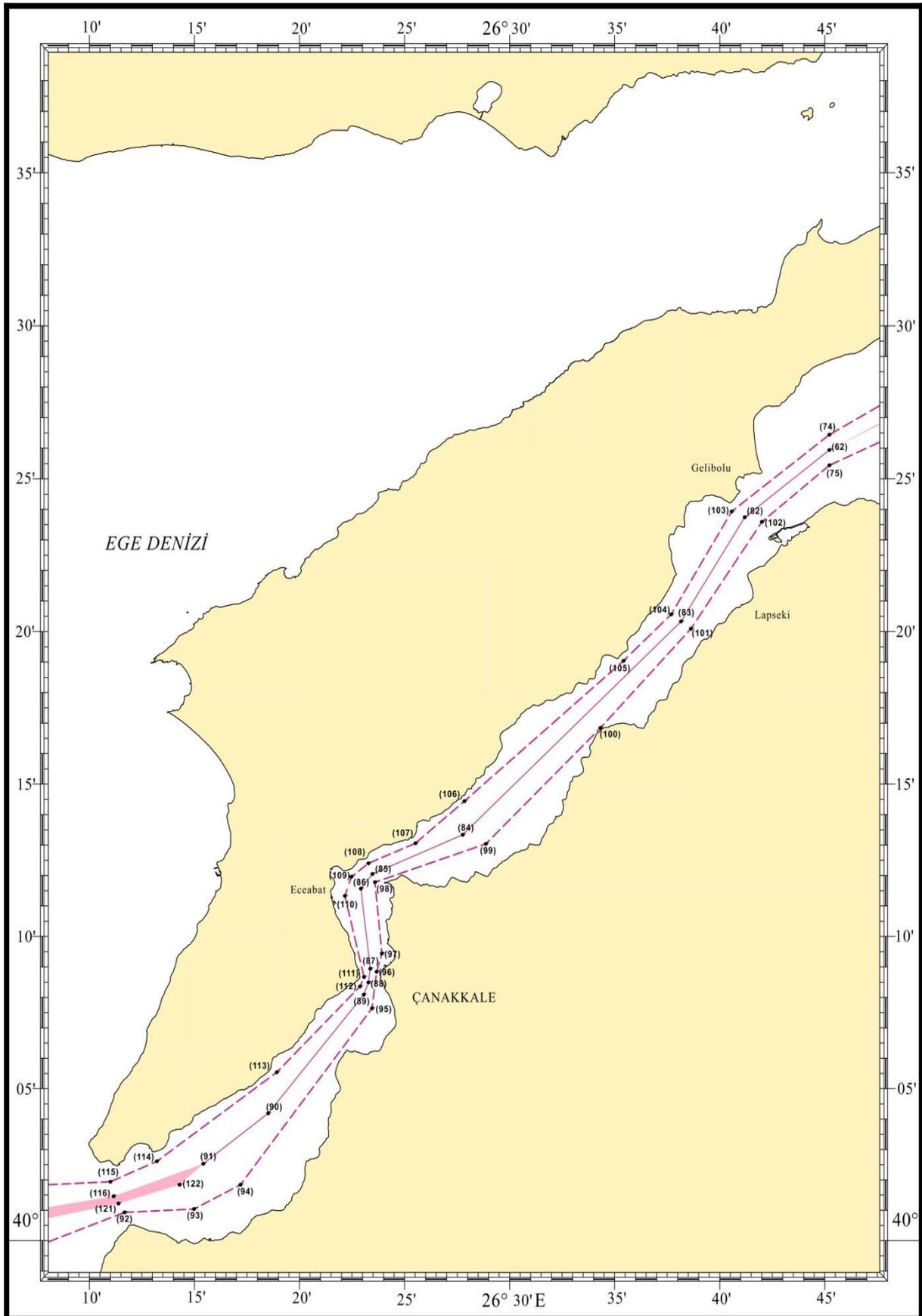


Chart 6: Çanakkale Strait Traffic Separation Scheme

ANNEX - 1.5

CANAKKALE STRAIT SOUTHWESTERN APPROACHES

(a) A Traffic Separation Area has been set within the boundaries of the lines connecting following coordinates .

(116) 40° 01'.460 N, 26° 11'.150 E

(117) 40° 00'.140 N, 25° 59'.669 E

(118) 39° 58'.740 N, 25° 57'.670 E

(119) 39° 57'.140 N, 25° 57'.670 E

(120) 39° 59'.640 N, 26° 00'.369 E

(121) 40° 01'.220 N, 26° 11'.380 E

(b) The following points must be connected to set the northern boundary of the Traffic Separation Area defined under (a).

(115) 40° 01'.940 N, 26° 11'.000 E

(123) 40° 01'.490 N, 25° 57'.670 E

(c) The following points must be connected to set the Southern boundary of the Traffic Separation Area defined under (a) .

(92) 40° 00'.930 K, 26° 11'.670 D

(124) 39° 58'.230 K, 26° 01'.570 D

(125) 39° 54'.940 K, 25° 57'.671 D

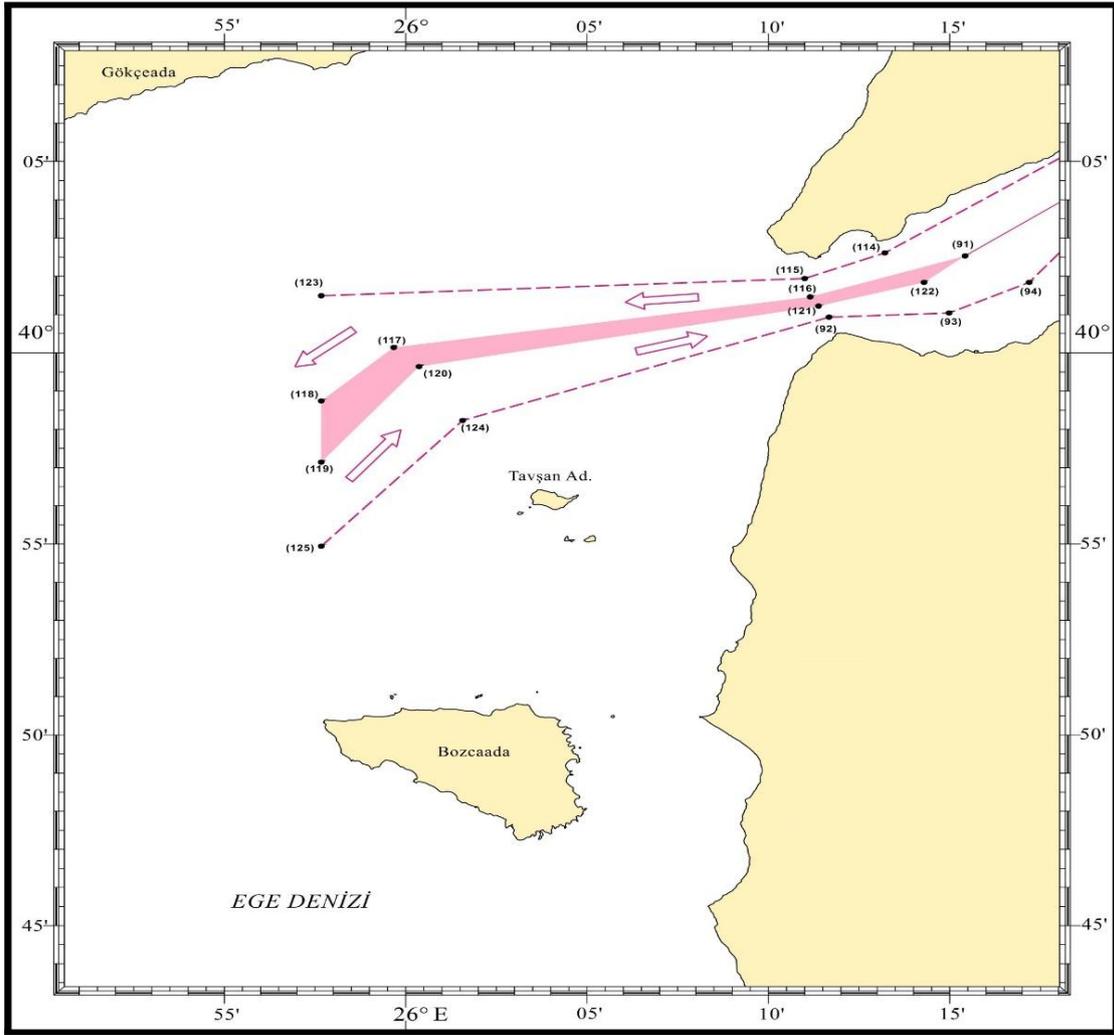


Chart 7: Çanakkale Strait Southwestern approaches

ANNEX-2

TURKISH STRAITS ANCHORAGE PLACES

Note: Anchorage areas coordinates have been prepared based on WGS 84 Datum.
In case that these anchoring places can be accessed from shore , vessels are prohibited
To anchor in a distance less than 2.5 cables from shore.

ANNEX - 2 (1)

(1)Istanbul Strait Northern Entrance anchorage Places;

D-The anchorage place at the Northern Entrance of the Istanbul Strait for vessels carrying dangerous cargoes , Nuclear powered military vessels and vessels which will effect gas freeing operations is the sea area covered by the following coordinates .

- (1) 41° 15'.600 N, 28° 57'.423 E(Shore)
- (2) 41° 17'.443 N, 28° 57'.423 E
- (3) 41° 17'.443 N,28° 59'.974 E
- (4) 41° 14'.853 N, 28°59' .974 E (Shore)

E- The anchorage places at the Northern Entrance of Istanbul Strait for vessels carrying non dangerous cargoes is the sea area covered by the following coordinates. In case of emergencies, bunkering and provisions supplied can be effected in this area subject to the authorisation of the Harbour Master , the Turkish Straits Ship Traffic Services Center and other administration/administrations .

- (1) 41° 14'.853 N, 28° 59'.974 E (Shore)
- (2) 41° 17'.443 N, 28° 59'.974 E
- (3) 41° 17'.443 N, 29° 02'.343 E
- (4) 41° 15'.843 N, 29° 04'.974 E
- (5) 41° 15'.004 N, 29° 04'.974 E (Shore)

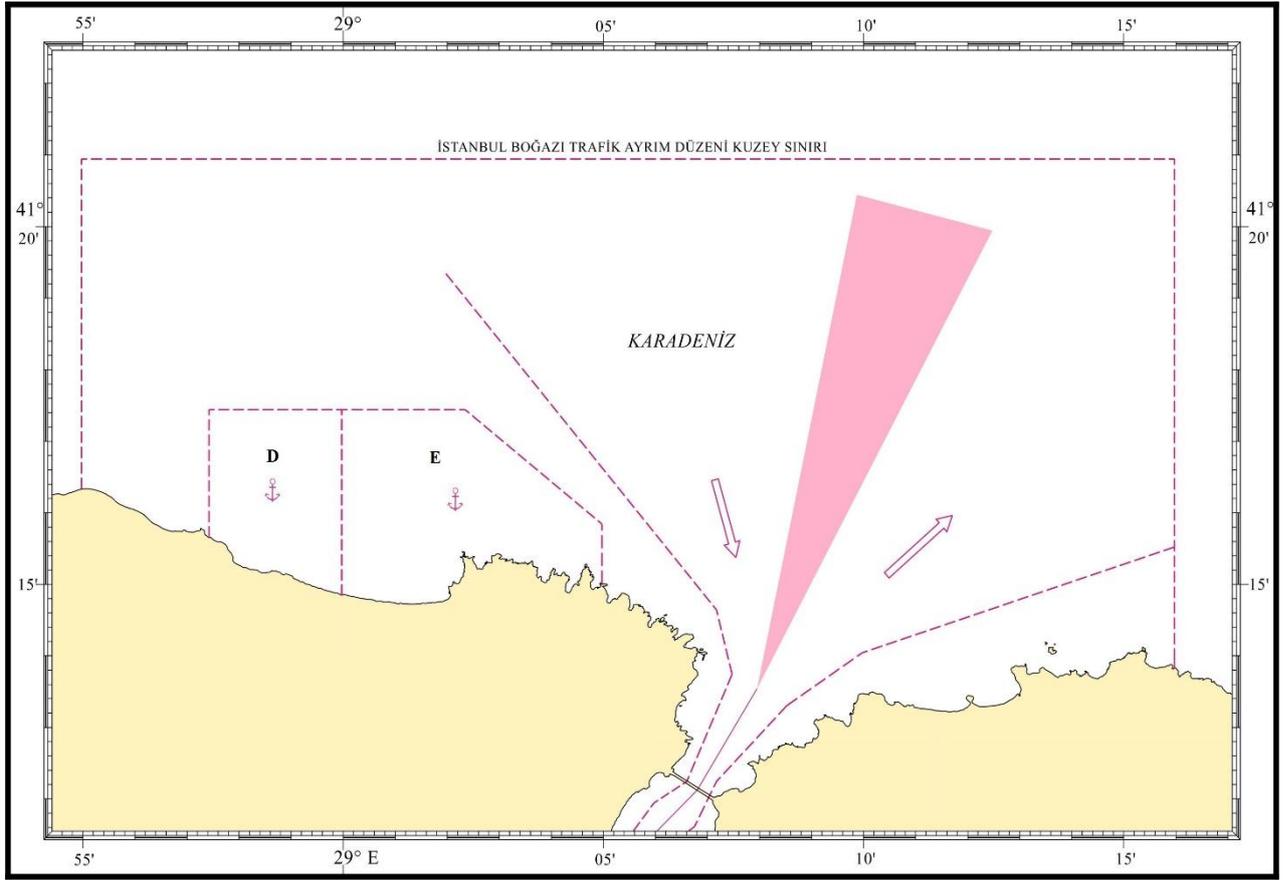


Chart 8: Istanbul Strait Northern Entrance Anchorage Areas

ANNEX - 2 (2)

(2)Istanbul Strait Southern Entrances Anchorage Places;

A-Anchorage places for vessels due to berth at shore facilities are the sea area covered by the following coordinates . Anchoring and heaving up anchor within this area is subject to pilotage .

- (1) 41° 00'.360 N, 28° 59'.134 E (Shore)
- (2) 40° 59'.333 N, 28° 58'.574 E
- (3) 40° 58'.093 N, 28° 56'.474 E
- (4) 40° 59'.840 N, 28° 56'.474 E (Shore)

B-Anchorage places of vessels sailing from a shore facilities and vessels intending to stay long time at anchorage are the area covered by the following coordinates.

- (1) 40° 59'.840 N, 28° 56'.474 E (Shore)
- (2) 40° 58'.093 N, 28° 56'.474 E
- (3) 40° 56'.763 N, 28° 53'.474 E
- (4) 40° 58'.801 N, 28° 53'.474 E (Shore)

C-Anchorage places for vessels carrying dangerous cargoes , nuclear powered military ships and vessels due to effect gas freeing operations are the area covered by the following coordinates .

- (1) 40° 58'.801 N, 28° 53'.474 E (Shore)
- (2) 40° 56'.763 N, 28° 53'.474 E
- (3) 40° 56'.063 N, 28° 51'.924 E
- (4) 40° 55'.773 N, 28° 49'.974 E
- (5) 40° 57'.354N, 28° 49'.974 E (Shore)

Ç-Küçükçekmece anchoring area; is the sea rea covered by the following coordinates and can be used as a quarantine anchorage area in case of need.

- (1) 40° 58'.197 N, 28° 47'.400 E (Shore)
- (2) 40° 56'.400 N, 28° 47'.400 E
- (3) 40° 56'.950 N, 28° 43'.500 E
- (4) 40° 58'.139 N, 28° 43'.500 E (Shore)

F- Kartal Anchoring Area ; is the sea area covered by following coordinates where vessels due to pass the strait of Istanbul and not carrying dangerous goods can anchor (Tuzla Harbour Master Anchorage area no. 3)

- (1) 40° 52'.650 N, 29° 09'.650 E
- (2) 40° 53'.083 N, 29° 10'.800 E
- (3) 40° 52'.517 N, 29° 13'.300 E
- (4) 40° 51'.400 N, 29° 12'.000 E
- (5) 40° 51'.000 N, 29° 10'.300 E

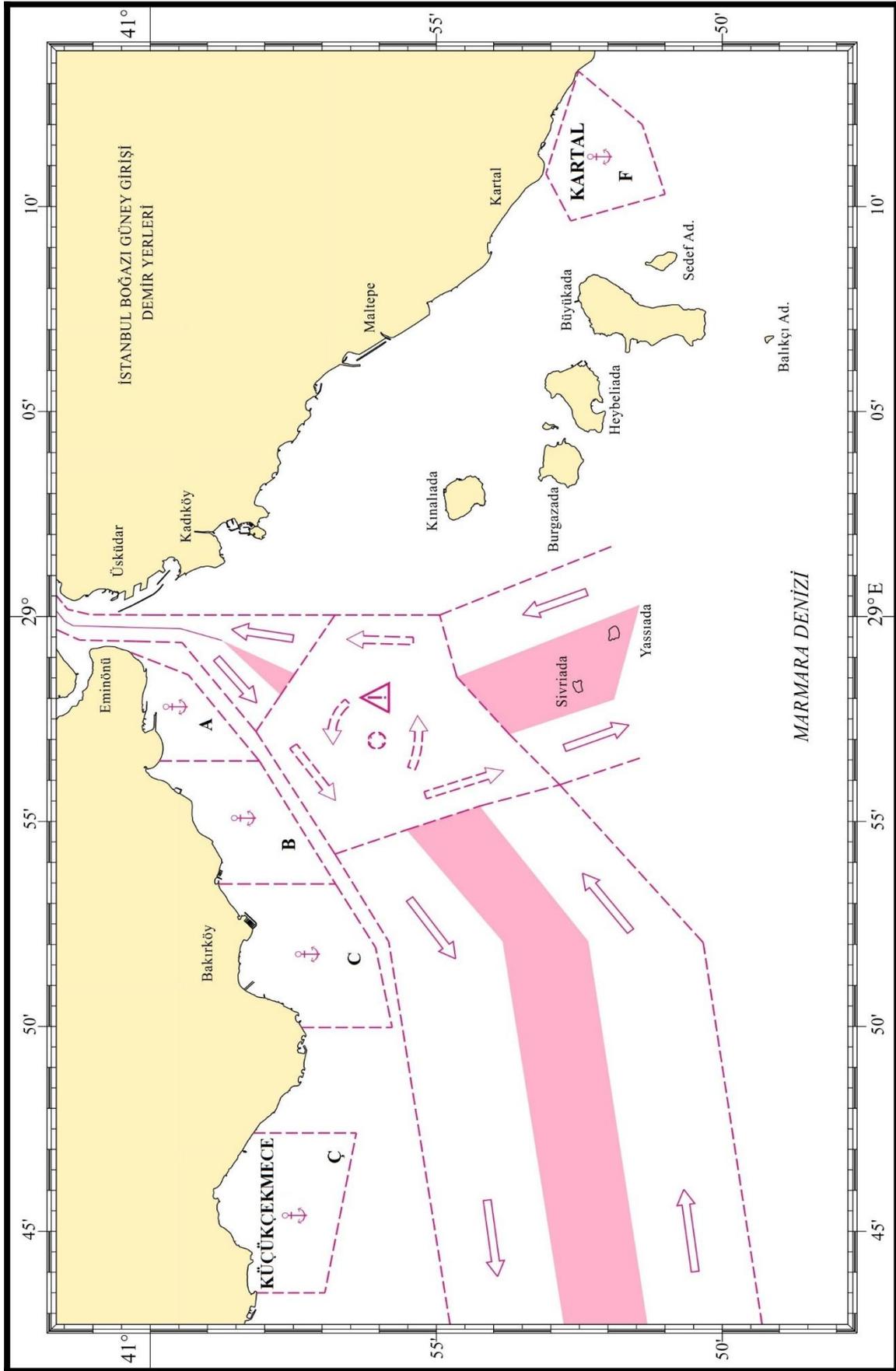


Chart 9: İstanbul Strait Southern Entrance Anchorage Areas

ANNEX-2 (3)

(3)Canakkale Strait Northern Entrance Anchorage Places;

A-Anchorage places for vessels carrying dangerous cargoes , nuclear powered military vessels, vessels subject to quarantine and vessels which will effect gas freeing operations, is the sea area covered by the following coordinates . (Tekridag Harbour Master anchorage area no. 6)

- (1) 40° 37' .500 N, 27° 09'.971 E (Shore)
- (2) 40° 36' .392 N, 27° 09'.971 E
- (3) 40° 32' .592 N, 26° 59'.971 E
- (4) 40° 33' .377 N, 26° 59'.762 E (Shore)

B-Anchorage places for vessels not carrying dangerous cargoes and military vessels , is the sea area covered by the following coordinates (Canakkale Harbour Master Anchorage Place No. 4)

- (1) 40° 32' .707 N, 26° 56' .034 E (Shore)
- (2) 40° 31' .400 N, 26° 56' .500 E
- (3) 40° 30' .000 N, 26° 53' .000 E
- (4) 40° 31' .268 N, 26° 52' .415 E (Shore)

C- Anchorage places for vessels not carrying dangerous cargoes and military vessels , is the sea area covered by the following coordinates (Canakkale Harbour Master Anchorage Place No. 5)

- (1) 40° 30' .243 N, 26° 49'.854 E (Shore)
- (2) 40° 29' .050 N, 26° 50'.500 E
- (3) 40° 27' .350 N, 26° 46' .000 E
- (4) 40° 28' .501 N, 26° 44' .246 E (Shore)

D-Anchorage places for vessels carrying dangerous cargoes , vessels which will discharge wastes and vessels which will take bunkers , is the sea area covered by the following coordinates

(Canakkale Harbour Master Anchorage Place No. 6)

- (1) 40° 26'.300 N, 26° 51'.300 E
- (2) 40° 26' .700 N, 26° 52' .700 E
- (3) 40° 24' .800 N, 26° 52' .700 E
- (4) 40° 24' .700 N, 26° 51'.3 00 E

E-Anchorage places for vessels not carrying dangerous cargoes and military vessels , is the sea area covered by the following coordinates (Canakkale Harbour Master Anchorage Place No. 7)

- (1) 40° 25' .800 N, 26° 49' .600 E
- (2) 40° 26' .300 N, 26° 51'.300 E
- (3) 40° 24'.700 N, 26° 51'.300 E
- (4) 40° 24' .600 N, 26° 49' .600 E

F-Anchorage places for vessels not carrying dangerous cargoes and military vessels , is the sea area covered by the following coordinates (Karabiga Harbour Master Anchorage Place No. 1)

- (1) 40° 29'.600 N, 27° 04'.500 E
- (2) 40° 30' .500 N, 27° 07' .500 E
- (3) 40° 28'.950 N, 27° 08' .200 E
- (4) 40° 28' .700 N, 27° 04' .500 E

G-Anchorage places for vessels carrying dangerous cargoes , nuclear powered military vessels, vessels subject to quarantine and vessels which will effect gas freeing operations, is the sea area covered by the following coordinates . (Karabiga Harbour Master anchorage area no. 2)

- (1) 40° 30'.500 N, 27° 07' .500 E
- (2) 40° 31' .200 N, 27° 10' .166 E
- (3) 40° 29' .500 N, 27° 12' .000 E
- (4) 40° 28'.950 N, 27° 08' .200 E

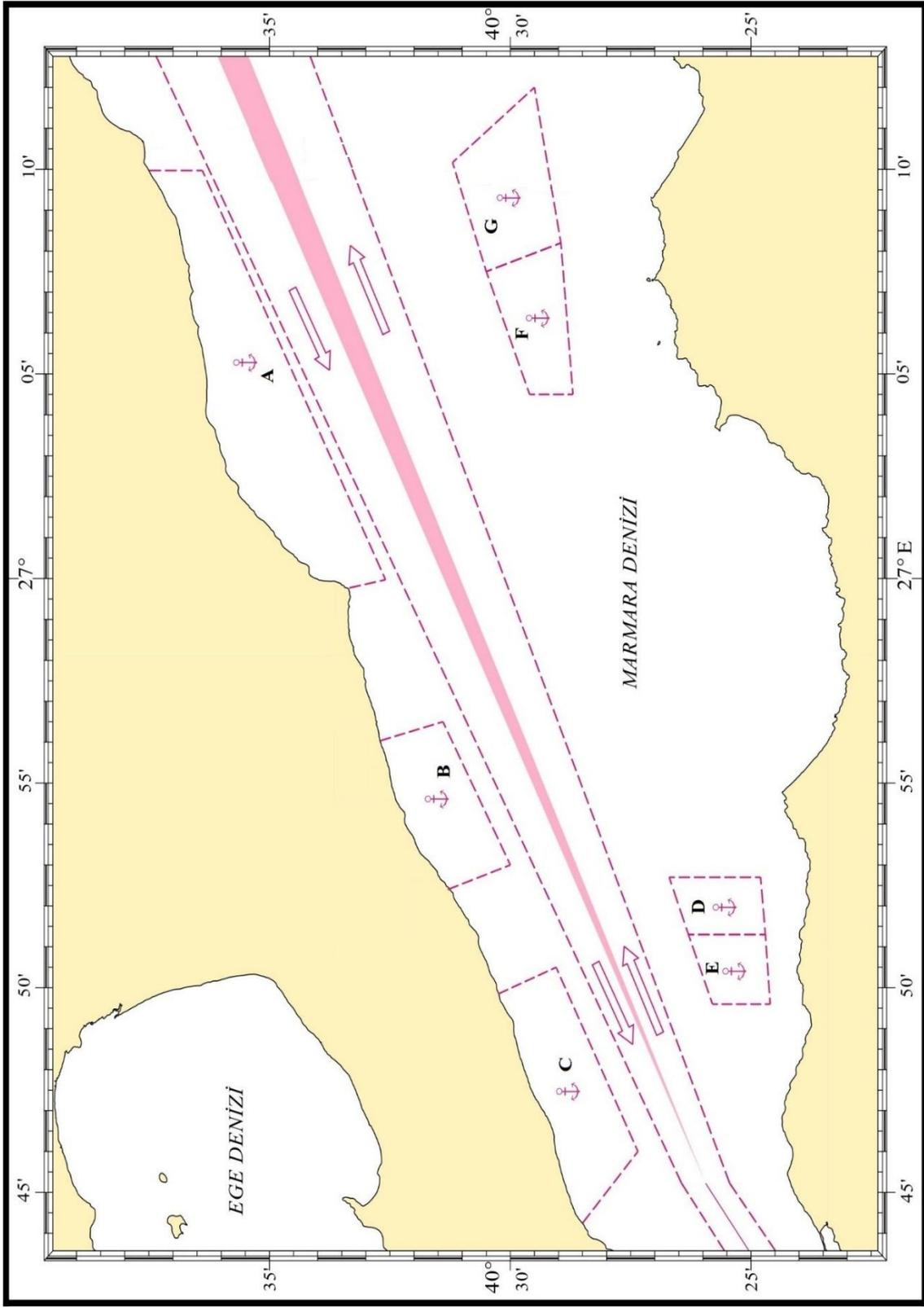


Chart 10: Çanakkale Strait Area Northern Entrance Anchorage Areas

ANNEX-2 (4)

(4) Anchorage Places in the Canakkale Strait;

H-Karanlık Liman Anchoring Place : Emergency anchoring area of all vessels passing the strait and military vessel is the area covered by the following coordinates . Anchoring and heaving up anchor in this area is subject to pilotage except for military vessels. (Canakkale HArbour Master Anchorage Place No. 1)

- (1) 40° 00' .841 N, 26° 15' .070 E
- (2) 40° 01' .641 N, 26° 17' .370 E
- (3) 40° 03' .010 N, 26° 18' .921 E
- (4) 40° 02' .490 N, 26° 19' .771 E
- (5) 40° 01' .340 N, 26° 18' .720 E
- (6) 40° 00' .240 N, 26° 15' .171 E

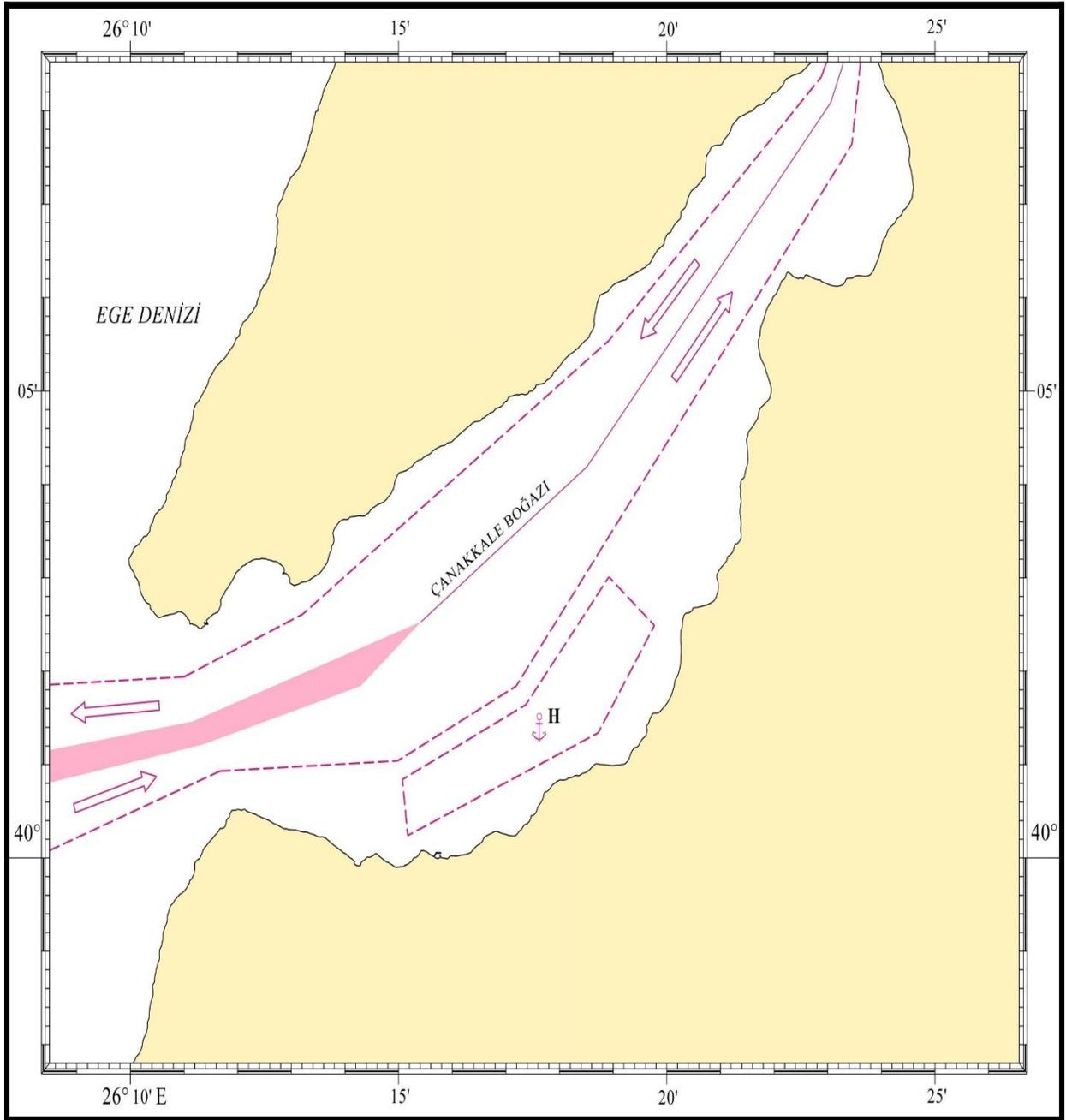


Chart 11: Çanakkale Inside Strait (Karanlık Liman) Anchorage Area

ANNEX-2 (5)

(5)Canakkale Strait Southern Entrance anchorage Places:

I- Anchorage palce for vessels less than 5000 GT , not carrying dangerous cargoes , which will take bunkers and discharge wastes , is the sea area covered by the following coordinates (Bozcaada Harbour Master Anchorage Place No. 1)

- (1) 39° 54'.150 N, 25° 57',800 E
- (2) 39° 54'.300 N, 26° 02'.433 E
- (3) 39° 51'.800 N, 26° 03'.600 E
- (4) 39° 51'.050 N, 26° 02'.700 E

J- Anchorage places for vessels carrying dangerous cargoes , nuclear powered military vessels, vessels subject to quarantine and vessels which will effect gas freeing operations, is the sea area covered by the following coordinates . (Bozcaada Harbour Master Anchorage Area No. 2)

- (1) 39° 50'.378 N, 25° 57' .932 E (Shore)
- (2) 39° 52'.750 N, 26° 00'.000 E
- (3) 39° 54'.150 N, 25° 57'.800 E
- (4) 39° 50'.450 N, 25° 53'.400 E
- (5) 39° 46'.950 N, 25° 55'.300 E
- (6) 39° 46'.000 N, 25° 57'.400 E
- (7) 39° 49'.104 N, 26° 00'.003 E (Shore)

K- Anchorage places for vessels not carrying dangerous cargoes and military vessels , is the sea area covered by the following coordinates (Bozcaada Harbour Master Anchorage Area No 3)

- (1) 39° 49'.104 N, 26° 00'.003 E (Shore)
- (2) 39° 46'.000 N, 25° 57'.400 E
- (3) 39° 44'000 N, 26° 01'.950 E
- (4) 39° 47'.728 N, 26° 04'.725 E (Shore)

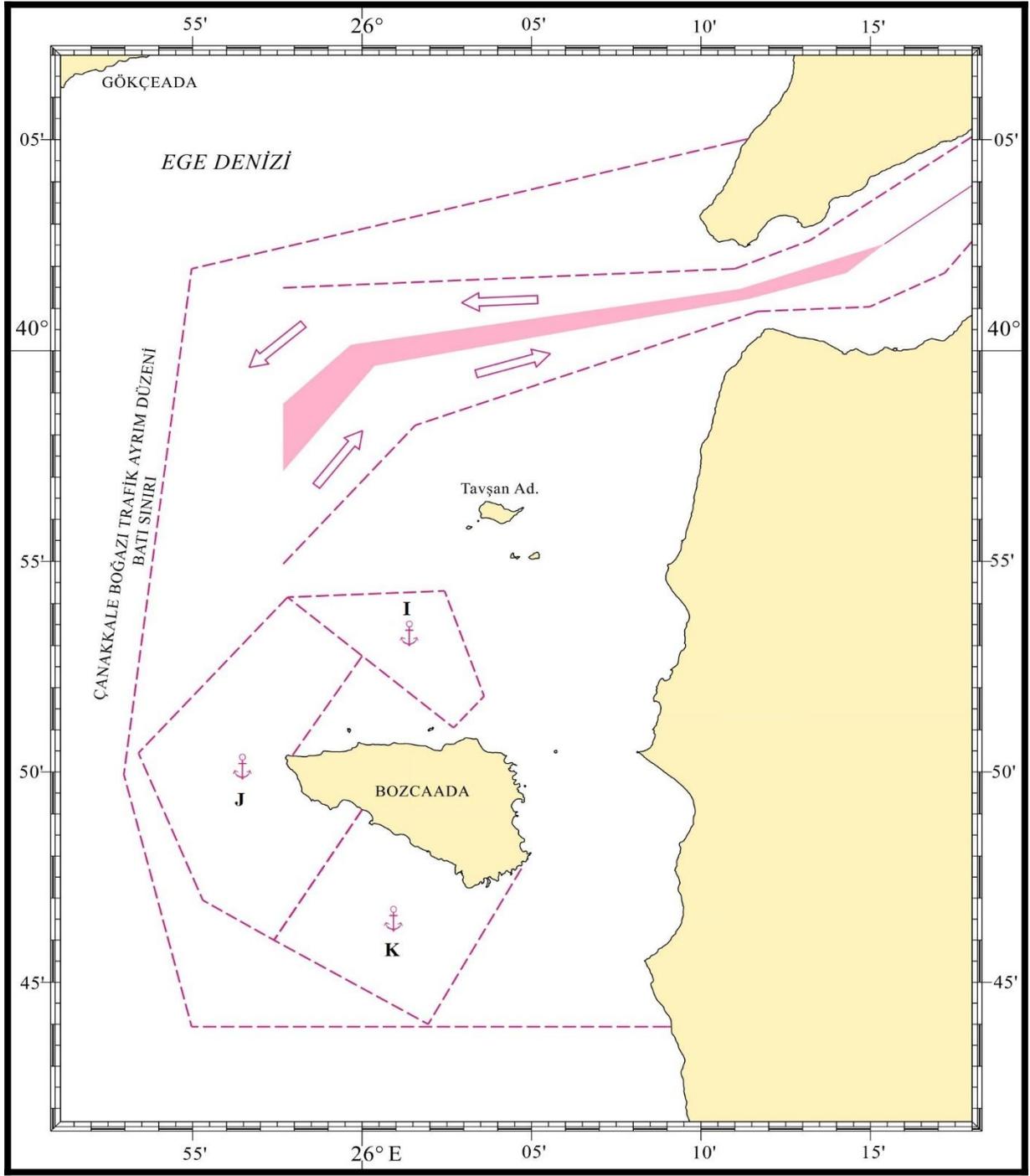


Chart 12: Çanakkale Strait Southern Entrance Anchorage Areas