

**IMPLEMENTATION DIRECTIVE FOR THE REGULATION REGARDING  
SEA TRAFFIC SCHEME IN TURKISH STRAITS**

**PART ONE  
Purpose, Basis, Definitions and Abbreviations**

**PREAMBLE**

**Purpose and basis**

ARTICLE 1 – (1) This Directive has been prepared with the purpose of determining the procedures and principles in the implementation of the Regulation regarding “Sea Traffic Scheme in Turkish Straits” which has entered into force with its publication in the Official Gazette dated 15.08.2019 number 30859 and in order to increase the safety of navigation and the safety of life, property, sea and environment.

(2) This Directive has been prepared based on the provisions of the Regulation regarding “Sea Traffic Scheme in Turkish Straits” which has entered into force with its publication in the Official Gazette dated 15.08.2019 number 30859.

**Definitions and abbreviations**

ARTICLE 2 – (1) for the purposes of this Directive, the following abbreviations will have the following meanings:

- a) AAKKM: Main Search Rescue and Coordination Center,
- b) Military ship: Ships written in Part / II of the Montreux Straits Convention titled 'Warships'
- c) Ministry: The Ministry of Transport and Infrastructure,
- ç) Chief pilot: maritime pilots assigned as Chief maritime pilots,
- d) Straits: the Istanbul and Çanakkale Straits
- e) Strait passage: Strait navigation between the pilotage pick-up and drop-off points of the Istanbul Strait and the places where pilots are picked up and dropped off in the Çanakkale Strait determined by Articles 38 and 46 of the Regulation,
- f) Regional Port Authority: Regional port directorates which acts as provincial units of the ministry.
- g) Maritime accident: An event or sequence of events that results in an eventuality of sea pollution caused in connection to the operations and activities of a ship and resulting in death, injury, loss, sinking, material damage, grounding / contact with the coastline, coastal or offshore structure or collision with another ship, or collision with another ship, damage suffered by ships.
- ğ) Maritime incident: An event or sequence of events occurring in connection with the operations and activities of a ship, which endanger the safety of the ship, the people or other persons on board, or the environment, or which, if not corrected, may endanger the ship,

- h) Marine Traffic Chief operator: Marine traffic operators appointed as chief Marine Traffic operators in ship traffic services centers,
- i) Livestock Carriers: A ship loaded with livestock designed and certified for carrying livestock,
- i) IMDG Code: International Maritime Dangerous Goods Code
- j) IMO: International Maritime Organization,
- k) Administration: Directorate General of Maritime Affairs
- l) KEGM: General Directorate of Coastal Safety,
- m) Coastal strip: The natural boundary of sandy, pebble, rocky, stony, reed, marsh and similar areas formed by water movements in the direction of the land following the shore line,
- n) Classification body: The Authorized Institution defined in the Regulation on Authorized Bodies for Ships published in the Official Gazette dated 18.01.2017 number 29952 for Turkish flagged ships and the organizations authorized by the flag state for foreign flagged ships,
- o) Commission: The commission consisting of at least one expert from the port authority, a chief pilot from the pilotage organization and a maritime traffic chief operator from the relevant TBGTH Headquarters, under the chairmanship of the relevant port authority, in order to determine the conditions for passage through the Straits of ships subject to additional passage conditions,
- ö) Critical areas: Between Aşiyân light & Arnavutköy light in the Istanbul Strait, between Nara & Kilitbahir Cape in the Çanakkale Strait and the areas where pillards of Çanakkale 1915 Bridge are.
- p) Port Authority: Port Authorities which are reporting to the provincial units of the Ministry,
- r) LNG: Liquefied Natural Gas,
- s) LPG: Liquefied Petroleum Gas,
- ş) Watercraft: Any craft and structure other than a ship that can float in water and used for the purpose for which it is allocated,
- t) Ship carrying dangerous goods:
- 1) Ships carrying petroleum and petroleum products listed in 73/78 Annex 1, Appendix 1 of the International Convention for the Prevention of Pollution from Ships (MARPOL),
  - 2) Ships carrying packaged transported substances and objects listed in IMDG Code Section 3,
  - 3) Ships carrying bulk cargoes with UN number listed in Bulk Cargo Shipment Name given in Appendix-1 of the International Maritime Solid Bulk Cargo Code (IMSBC),
  - 4) Ships carrying liquid bulk materials bearing the phrase 'S) or ' S / P 'in the ' d 'column with the heading' Hazards' of the International Code on the Construction and Equipment of Ships Carrying Bulk Dangerous Chemical Cargo (IBC) Section 17.,
  - 5) Ships carrying gaseous substances given in Section 17 of the International Code (IGC) on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk,

6) Ships passing through the Straits after discharging the cargoes specified in subparagraphs 1, 4 or 5,

ş) TBGTH: Turkish Straits Ship Traffic Services,

t) Expert: Maritime Expert and Assistant Maritime Experts, who are authorized to conduct surveys with a Maritime Survey Engineer and have graduated from the maritime departments of universities

u) Regulation: Refers to the Turkish Straits Maritime Traffic Scheme Regulation published in the Official Gazette dated 15.08.2019 number 30859.

## **PART TWO**

### **General Rules**

In Transit passages, anchoring and cases not affecting the transit status of a ship

ARTICLE 3 - (1) During transit passages, the right of anchoring without affecting the transit status of a ship for up to 68 hours within the scope of Article 11 of the Regulation is applied as follows.

a) These ships are informed by the TBGTH Centers that they have the right to anchor up to 168 hours in total, without affecting their transit status at the anchorage areas, within the conditions specified in Article 11 of the Regulation.

b) In the calculation of the anchoring time, all the anchoring times of the ship during the passage of the Turkish Straits are taken into account.

c) In case that anchorage time exceeds the 168 hrs due to passage planning made by the TBGTH Centers and / or adverse weather and sea conditions, ships transit status is no affected .

d) Ships which intends to use their free 168 hrs anchoring right must inform the TBGTH Centers at least 24 hours before the end of 168 hours, otherwise, full transit status will be affected .

### **Overtaking ship**

ARTICLE 4 – (1) In strait passages, a fast ship that has to pass a slow ship ahead is considered an overtaking ship. The passage of an overtaking ship is subject to the approval of the TBGTH Center.

(2) The TBGTH Center may allow ships to increase and decrease speed for a certain period of time in places and situations it deems necessary to ensure safe passage in terms of safety of navigation, life, property, environment and maritime traffic.

### **Ships that have lost their technical competence and / or seaworthiness**

ARTICLE 5 - (1) Strait passages of ships that have lost their technical competence and / or seaworthiness specified in Article 6 of the Regulation before entering the Straits, including their entries to the straits from the Sea of Marmara, will be allowed under the assistance of a pilot provided a survey to be carried out by the regional port authority or the classification society confirms that the deficiency has been repaired and that there is no impediment for their Strait passage.

(2) Strait passages of ships referred in the first paragraph are not allowed even if a waiver/equivalent document or letter based on international conventions is released by the Classification society or administration. Conditions for remote damage surveys to be done by the ship's classification societies are determined by the administration.

(3) In case that the deficiency referred in the first paragraph can not be repaired and based to the declaration made by the ship, passage of the ship through the straits is allowed as per the following rules set in the Turkish Strait Passages Regulations Article 6 :

a) The passage conditions of ships having lost their technical capabilities specified under Article 6, paragraph 1 , clause (a) ; in clause (b) sub clause 1,2,3 ( main and auxiliary steering equipment or both radars) , sub clause 5 (both ECDIS), sub clause 7 (both VHF) , sub clause 9 ( both anchors and windlass equipment) , sub clause 11 and 13 as well as the passage of ships having a draft of 20 meters and over will be determined by the commission ,

b) The passage conditions of ships having lost their technical capabilities specified under Article 6 , paragraph 1 , clause (b) sub clause 3 (compass , gyro or 1 radar) ; sub clause 4 , 5 (AIS automatic identification system, voyage data recorder , speed log , navigation lights , whistle , 1 ECDIS , depth sounder , etc) ; sub clause 7 (1 VHF) ; sub clause 8,9 (one anchor or windlass ) and sub clause 12 as well as in cases that it is detected that one of the combined pilot ladders is defective (out of order) will effect their passage during day light under pilotage assistance and with the escort of appropriate tonnage and number of tugs deemed necessary under Article 7 , paragraph 1 clause (e) of this directive , or whenever tugboat escort is not obligatory , under the escort of a rapid evacuation boat.

c) In cases where the ships have lost their technical capabilities specified under all other sub clauses, passage will be provided under the knowledge of the pilot and/or related regional port authority under the escort of appropriate tugboats which power and number will be deemed necessary by the Turkish Straits Traffic Control Centers (TBGTH) and without the necessity of the commission consent.

(4) If the passage to be effected under the scope of third paragraph clause (a) , will be done through both straits, the commission will be established under the responsibility of the Istanbul Regional Port Authority.

(5) Regional Port Authorities, within the provisions of this directive, are always authorized to take additional measures for passages effected with or without the commission decision.

### **Ships subject to additional passage rules**

ARTICLE 6 – (1) Except passenger ships , Ships an LOA of 300 meters and over , convoys pushed or navigating side to side and regardless to their length ; platforms, floating dock etc. will effect their passage through the straits during daylight under pilotage assistance and will be subject to the following additional rules .Passenger ships over 300 Mtrs LOA may effect their passage during daylight through Istanbul strait and during day & night through the Canakkale strait under pilotage assistance and subject to the following additional rules. Passenger ships of 300 Mtrs LOA and over passing the Dardanelles and berthing to ports with the strait of Istanbul without transitting the straits of Istanbul, which will return back to the sea of Marmara, may effect their unberthing maneuvers during night under the assistance of a pilot and subject to the following additional rules.

a) Ships shall make their applications to the relevant regional port authority at least 10 days before the planned Strait passage through their authorized agents, only to the Istanbul Port Authority, even if the passage will be through both Straits, containing information on navigation and technical issues. The additional conditions of passage of the ships and watercraft in question through the Straits are determined by the Commission in consideration to the safe navigation, safety of life and property and notified by the Regional Port Authority to the Administration, the TBGTH Center and the ship agency. The passage of ships passing through the strait of Canakkale and berthing in ports in the strait of Istanbul without transiting the Istanbul strait is determined by the commission established under the Regional Port Authority of Canakkale.

b) Strait passages of containers and passenger ships with an LOA of 300 meters and over will be effected by taking necessary additional conditions determined by the commission during each of their passage, under the consent of related regional harbour master. Additional conditions will be valid for one year starting from the date of their first passage. The day time passage of these ships in the South to North direction through the strait of Canakkale can be planned for passage during the passage of other ships sailing under pilot assistance on the opposite direction provided they will not cross each other.

(2) Ships with an air draft of 54-58 meters for the Strait of Istanbul and 66-70 meters for the strait of Canakkale shall apply to the relevant port authority at least 10 days before their planned passage through their authorized agents, giving details on navigation and technical issues. The maximum air draft of the ship determined and documented by the classification society to be added to the application. The additional transit conditions for the safe passage of the said ships through the Straits are determined by the Commission and notified to the Administration, the TBGTH Center and the shipping agency by the relevant port authority with consideration for the safety of navigation, life, property and the environment.

#### **Additional passage rules for convoys (tug + tow)**

ARTICLE 7 – (1) Passage of Convoys (tug + tow) through the straits are made according to the following rules.

a) Convoys passage which total length is less than 300 meters make their applications to the relevant TBGTH Center 3 business days in advance through their authorized agencies. Additional conditions of passage of the relevant ships are determined by the TBGTH Center and notified to the port authority and the shipping agency.

b) Applications including information pertaining to the navigation and technical matters for convoys which total ships with a total length is 300 meters and over are made to the relevant port authority at least 10 days before their planned Strait passages, through their authorized agencies, and only to the Istanbul Port Authority even if their passage will be through both Straits. The Commission determines the additional conditions of passage of the said ships through the Straits, taking into account the safety of navigation, life, property and environment and air draft, and the port authority notifies the TBGTH Center and the shipping agency.

c) More than one ship under tandem tow by one single tugboat cannot pass through the Straits.

ç) All convoy passages are made during the daytime and under the assistance of a pilot.

d) Convoys which total length (tug + tow) will be less than 150 meters must use a spare towing line of at least 25 meters, while those with a total length of 150 meters and over must use a spare towing line of at least 50 meters.

e) Convoys having a total length:

1) of less than 100 mtrs will be assigned one escort tugboat of at least 20 tons bollard pull.

2) between 100 and 150 mtrs will be assigned at least one tugboat with a total bollard pull of at least 30 tons

3) of 150 meters and over will be assigned at least one tugboat with a total bollard pull of at least 60 tons.

4) In this directive, references made to length of the ship is considered as total length of the convoy.

f) A tolerance of (+/-) 10% can be applied to the total bollard pull when allocating the tug, taking into account the changes in the bollard pull of the tugboats in paragraph (e) over time depending on various factors.

### **Ships under risk**

ARTICLE 8 - (1) In line with the sensors established in the Turkish Straits, meteorological data, reports of the maritime pilots passing or data received from the ships navigating in the region, the TBGTH Centers can apply the following exceptions on behalf of the Administration in cases where maritime traffic in the Istanbul or Çanakkale Straits is temporarily suspended from one or both directions.

a) Within the knowledge of the relevant port authority, the relevant TGTH Center can allow the entrance to the straits of ships under risk in terms of navigation, life, property and environmental safety due to bad weather conditions or force majeure, under the assistance of pilots and under the escort of tugboat/s which number and bollard pull is set under the clause 7 article (e) of this directive.

b) In cases where pilot and / or tugboat escort cannot be provided in the positions specified in the Regulation, these ships are allowed to enter the straits upto the point where above services can be provided, with the condition to follow the navigational assistance services, information, warnings, recommendations and instructions given by the TBGTH Centers

### **LNG and LPG ships**

ARTICLE 9 – (1) LNG ships are subject to the following rules during Strait passage.

a) Strait passages are made during the day and under the assistance of pilot.

b) Strait passages are made under the escort an appropriate number of tugboats with a total bollard pull of 150 tons, provided that the bollard pull of each tug is not less than 60 tons.

c) The number of tugboats and the total bollard pull can be increased when necessary, taking into account the weather and maritime conditions.

ç) The traffic through the straits to be suspended during the passage of these ships except on the following cases and provided they do not cross each other in critical areas:

1- passenger ships through the strait of Istanbul

2- Passenger ships, livestock carriers, ro-ro and container carriers not

transporting IMDG code class 1 cargoes

These ships are allowed to transit the straits under pilotage assistance and under the control of the VTS centers.

d) Exceptional arrangements can be set for Canakkale Strait passages of the ships deemed appropriate with the authorization of the administration in line with the strategies and practices regarding the LNG supply.

e) The authorities consent is required for the passage of the Strait of Istanbul and passages are made under the additional passage conditions set by the commission.

f) On condition that a maritime pilot is used and 30 tons are added to the total bollard pull specified in article 15 of this Directive, Dual fuel powered ships that can use LNG and another substance as fuel of 150 mtrs LOA and over can pass the Strait on the condition that they report the amount of LNG they carry as fuel in the SP-1 report. Those ships that are not within the scope of Article 15 pass through the Strait during daylight by using pilotage assistance and the escort of a tugboat with a bollard pull of at least 60 tons.

(2) The following rules are applied in the Strait passages of LPG ships.

a) Those whose full length is up to 150 meters can pass through the Straits under the assistance of a pilot, those with an LOA of 150 meters and over can pass in daytime, under the assistance of a pilot and escorted by tugboat.

b) LPG ships carrying ammonia having an LOA between 150-200 meters can pass the Çanakkale Strait Day and night, under the assistance of pilot and escorted by tugboat.

c) Those with an LOA of 150-200 meters can pass the Strait escorted by appropriate number of tug boat/s of at least 60 tons bollard, and those over 200 meters escorted by appropriate number of tugboat/s of at at least 90 tons bollard pull.

ç) The number of tugboats and the total bollard pull can be increased when necessary, taking into account the weather and maritime conditions.

### **Nuclear powered ships and ships carrying IMDG code class 7 cargo**

ARTICLE 10 - (1) These ships pass through the Straits under the assistance of pilots, during the daytime period with the planning of TBGTH Centers, provided that they make the notifications specified in Article 27 of the Regulation.

(2) Ships up to 100 meters effect their passages under the escort of tugboat/s of at least 45 tons bollard pull, those between 100-200 meters under the escort of at least 60 tons bollard pull and those over 200 meters under the escort of at least 90 tons.

(3) The number of tugboats and the total bollard pull can be increased when necessary, taking into account the weather and maritime conditions.

(4) Permission of the Administration is sought and one-way traffic planning is applied when these ships pass through the Strait.

### **Local Maritime Traffic**

ARTICLE 11 – (1) Ships operating in local maritime traffic act in accordance with the Local Marine Traffic Guide published for their region.

### **Reporting system in Turkish Straits**

ARTICLE 12 - (1) Ships wishing to pass through the Straits, shall make their passage application through the system established by the Administration by their masters, ship owners or agencies authorized by the Administration, in accordance to the timing

specified in the Regulation with the Sailing Plan-1 (SP-I) Report, the form of which is determined by the Administration, and Annex-2 Checklist filled by the master.

(2) In the event of a delay exceeding 2 hours in the arrival times at the Strait declared in the SP-1 Reports of the ships, the declarant notifies the relevant TBGTH Centers.

(3) In case the notification obligation is not complied with, or the notifications do not contain correct information, the relevant regional port authority can take action against the person/party giving the wrong notification based on the report issued by the Coastal Safety General Directorate (KEGM) and the notified ship will lose her transit turn.

(4) The information in the SP1 report given over the system established by the administration is checked and approved by the administration or KEGM. If the notification contains incomplete information or errors, same is returned to the notifier in order to be corrected.

(5) Detailed information including Name of the ships , IMO number (if any), type , gross tonnage, length , cargo information or similar (if any) in respect to ships that do not pass the straits due to force majeure cases, or that do not have the obligation to submit an SP1 report within the scope of article 7 of the regulation, or that are exempted from issuing an SP1 but do cross the straits , is reported to the administration by the KEGM on the 10<sup>th</sup> day of each following month.

### **P&I Insurance**

ARTICLE 13 - (1) All ships carrying dangerous goods, ships of 300 GRT and over, convoys that will pass through the straits, ships of 300 GT and above and towing ships shall have P&I Insurance covering the following:

a) Extraction of the wreck, incurred as a result of any marine accident, the expenses related to the removal of the wreck, if any, and the cost of removing ship wrecks from the accident site,

b) Service fees provided,

c) Compensation for environmental damage,

ç) Compensation for damages caused by striking any other object, including port, pier, dock, breakwater or structures on the shore, and

d) Have a P&I policy covering compensation for death or injury of third parties outside of the shipyards.

(2) P&I insurances of the towed party and towing party will be arranged as policy documents independent from each other. In cases where P&I insurance is not available for the towed party, the P&I insurance of the towing party shall be arranged to cover the towed party.

(3) The validity of the ships' P&I insurance is determined by their agents and declared in the SP-1 Report. Shipping agencies are responsible for the validity of these insurances.

(4) Necessary administrative actions shall be taken by the port authority against those who are found to have made false statements regarding P&I insurance. These ships will not be included in the passage planning until they make a declaration of appropriate and valid P&I insurance before passing the Strait. If this situation is determined during passage the port authority shall be informed and the TBGTH Centers shall supply an appropriate number of maritime pilots and tugs of appropriate bollard pull to ensure



the passage. If the next port is a Turkish port, the relevant port authority is informed by the port authority.

### **PART THREE**

#### **Sea Traffic Scheme and Passage Rules of Ships under Strong Current Conditions**

##### **Traffic order under strong current conditions**

ARTICLE 14 - (1) The following rules are applied in order to regulate maritime traffic in the current situations in the Straits.

- a) When the current intensity is 4 knots / hour or less in any part of the straits,
- 1) Appropriate current conditions will be waited, if the speed declared by the ship in the SP-2 report is less than 4 miles / hour according to the land in case of counter current or for a ship traveling in the same direction with the current. In case the ship requests passage, this passage is made with under the assistance of a pilot and tugboats in the number and bollard pull specified in clause (e) of the first paragraph of article 7 of this Directive.
  - 2) In case of counter current while navigating the Strait, when the speed of the ship falls below 4 mph according to the land or the speed of a ship moving in the same direction with the current falls below 4 mph according to the water, the passage will be made by dispatching a maritime pilot to the ship and assigning tugboats in the number and bollard pull specified in clause (e) of the first paragraph of article 7 of this Directive.
- b) When the intensity of the current is between 4-6 miles / hour in any part of the straits or when undertow currents occur due to southwest wind;
- 1) Ships with declared maneuvering speed of at least 10 miles / hour pass through the Strait.
  - 2) Ships carrying dangerous goods, deep draft ships or large ships with a declared speed below 10 mph are not allowed into the Strait.
  - 3) Strait passages of other ships with declared maneuvering speed less than 10 miles / hour shall pass after dispatching a maritime pilot to the ship and assigning tugboats in the number and bollard pull specified in clause (e) of the first paragraph of article 7 of this Directive.
- c) When the intensity of the current is between 6-7 miles / hour in any part of the straits or when undertow currents occur due to southwest wind;
- 1) Sea traffic is kept open in one direction and suspended from the opposite direction until the current intensity falls below 6 mph.
  - 2) Ships with declared maneuvering speed of at least 12 miles / hour shall proceed with their Strait passages in the open direction.
  - 3) Regardless of the declared maneuvering speed, ships carrying dangerous goods, large ships and deep draft ships are not allowed to enter the Strait.
  - 4) Strait passages of ships carrying dangerous goods, deep-draft ships, and ships other than large ships with declared maneuvering speed of less than 12 mph shall proceed with their passage during the day, with a maritime pilot and the number of tugboats

with a bollard pull specified in clause (e) of the first paragraph of article 7 of the Directive.

ç) When the current intensity is 7 miles / hour or more in any part of the Straits, maritime traffic is temporarily suspended from both directions until the current intensity falls below 7 miles / hour.

d) Sensors installed in the Straits, meteorological data, reports of the maritime pilots passing or the current data received from ships navigating in the area are announced to the ships and the concerned parties by the TBGTH Centers.

e) Provided that there is mutual agreement with the passing ships TBGTH Centers may recommend a 'safe speed' as specified in Article 14 of the Regulation by considering the traffic density in the straits, wind, visibility, current, maneuvering ability of the ship, steerage way or draft that can affect the speed of the ship.

### **General passage rules for ships in Turkish Straits**

ARTICLE 15 – (1) Ships with the following properties are strongly recommended to pass through Istanbul Strait during daytime under pilot assistance and tugboat escort which number and bollard pull is stipulated under article 7 paragraph 1 clause (e) of this directive.

a) Ships with a full length of 200 meters and above specified in clause (t) of the first paragraph of Article 2 of this Directive, except for Ro-Ro and container ships.

b) All ships transiting under tow

c) Ships subject to additional passage conditions.

ç) All ships with full lengths of 250 meters and above.

d) Deep draft ships.

(2) It is strongly recommended that ships whose characteristics are given below effect their passage through the strait of Istanbul under the assistance of a pilot

And the escort of appropriate number and bollard pull tugs as specified under Article 7 Paragraph 1 clause (e) of this directive.

a) Except ships specified under Paragraph 1, all ships having a LOA between 200 and 250 meters.

b) Except ro-ro and container ships, ships specified in article 2, Paragraph 1, clause (t) of this directive. All ships having a LOA between 150 and 200 meters.

(3) The following issues to be taken into considerations during the planning for Istanbul Strait passage.

a) The passages of Ro-Ro and container ships carrying dangerous goods with an LOA between 150 and 250 meters shall be planned so as to be at least 6 nautical miles apart from other ships carrying dangerous goods with an LOA of 150 meters and over. It is strongly recommended that these ships effect their passage under pilot assistance.

b) The passages of Ro-Ro and container ships carrying dangerous cargoes with an LOA of 250 meters and over will be effected under the assistance of pilots and their passage shall be planned to be at least 8 nautical miles apart of others ships of 150 mtrs LOA and

carrying dangerous cargo.

(4) Ships whose specifications are given below shall pass through Çanakkale Strait during the daytime.

a) Ships with full lengths of 250 meters and above specified in clause (t) of the first paragraph of Article 2 of this Directive, except for Ro-Ro and container ships,

b) Ships whose LOA is 200 meters and over specified in sub clauses 1,4 and 6 of clause (t) of the first paragraph of Article 2 of this Directive

c) Ships with an LOA of 200 meters and over carrying IMDG Code Class 1 cargo,

ç) Deep draft ships.

(5) It is strongly recommended that ships specified in clause (a) of the fourth paragraph carry out the Çanakkale passage with a maritime pilot and tugboats in the number and with the bollard pull specified in clause (e) of the first paragraph of Article 7 of this Directive.

(6) While turning from Nara and Kilitbahir points while transiting the strait of Canakkale, ships with the following properties shall not cross each other;

a) Deep-draft ships with ships having an LOA of 150 meters and over,

b) Ships with an LOA of 150 meters and over, specified in sub-paragraphs 1,4, 5 and 6 of clause (t) of the first paragraph of Article 2 of this Directive with ships with an LOA of 150 meters and above.

c) Ships carrying IMDG Code Class 1 cargo having an LOA of 150 meters and over with ships having an LOA of 150 meters and over.

ç) Ships having an LOA of 200-300 meters, with LPG ships or ships having an LOA of 200 meters.

(7) When deep draft ships, ships with an LOA of 150 meters and over and specified in sub-paragraphs 1, 4, 5 and 6 of clause (t) of the first paragraph of Article 2 of this Directive and ships carrying IMDG Code Class cargo with full lengths of 150 meters and above are passing through Çanakkale Strait, ships with similar characteristics shall not be allowed to enter the strait from the opposite direction.

(8) Except for IMDG Code Class 1 container and Ro-Ro ships, passenger ships and livestock carriers (provided that there is a pilot on board these ships) ships with an LOA 200 meters and over will not be allowed to enter the Canakkale Strait during the passage of ships mentioned in the seventh paragraph.

(9) Ship having an LOA of 200 meters and over carrying IMDG Code Class 1 and ships having 200 Mtrs and over LOA specified in Article 2, clause (t) sub clause 1,4,5 and 6 will not be allowed to enter the strait during the passage and until the turn of NARA point of convoys which total length is between 200 and 300 mtrs.

(10) Merchant ships not reporting in the SP-1 Report that they are carrying military ships as cargo will be notified immediately by TBGTH Centers, maritime pilots or harbor masters, to the Administration. The port authority shall notify the TBGTH Center to suspend the passage until the administration issues instructions; if this situation is detected during passage, the ship is anchored at the nearest anchorage by the TBGTH Center and the port authority is informed.

## **EXCEPTIONS**

ARTICLE 16 - (1) In cases where the marine traffic is suspended in one direction in the Strait of Istanbul or Çanakkale Strait, ships carrying dangerous goods, ships subject to additional passage conditions or towed convoys:

a) In the strait of Istanbul, Passenger ships, Ro-Ro passenger ships not carrying IMDG Code Class 1 cargo, and ships carrying livestock can be allowed into the Strait provided that they are using pilotage assistance and do not cross each other in a critical zone.

b) In the Çanakkale Strait, the ships specified in paragraph (a) can be admitted to the Strait under the same conditions, including container ships that do not carry IMDG Code Class 1 cargo.

(2) In cases where maritime traffic in Istanbul or Çanakkale Strait is suspended one-way due to current and visibility conditions; ships described in subparagraph (a) of paragraph one are accepted into Istanbul Strait , while ships described in subparagraph (b) are accepted into Çanakkale Strait provided that they use pilotage assistance and

tugboats escort in the number and with the bollard pull specified in clause (e) of the first paragraph of Article 7 of this Directive.

(3) Considering the general traffic, weather and sea conditions, for passage in the strait of Istanbul passenger ships, ships certifying that they will effect the straits passage using an alternative environmentally friendly energy source other than fossil fuel derivative fuel , Ro-Ro passenger ships not carrying IMDG Code Class 1 and Class 7 cargoes, and ships carrying livestock can be given priority , while for passage in the Strait of Canakkale in addition to these ships , container ships that do not carry IMDG code class 1 and class 7 cargoes can be given priority in passage.

For both straits the passage of above-mentioned ships are highly recommended to use pilot assistance.

### **Extraordinary circumstances and risk management**

ARTICLE 17 - (1) In order to avoid unexpected events such as possible sea accidents or sabotage due to the excessive accumulation of ships in the anchorage areas due to various reasons such as poor weather conditions in the Straits, local traffic or to eliminate risks that may cause danger, the TBGTH Centers can plan ship passage by taking all necessary measures, including suspension of traffic, one-way traffic application, change in places of meeting with the agency to increase the safety of navigation, life, property and environment with the knowledge of the relevant port authority.

## **PART FOUR**

### **Rules to be Applied to Ships in the event of a Maritime Accident, Breakdown or Other Marine Incident**

#### **Marine accident, breakdown or other marine incident situations**

ARTICLE 18 – (1) Strait passages of ships engaged in maritime accidents within the TBGTH jurisdiction before the Strait passage begins, are provided with additional passage conditions to be determined by the Commission based on the results of the survey to be carried out by the Administration or the classification bodies.

(2) In case of a maritime accident, breakdown or maritime incident that can occur during the passage of ships through the Turkish Straits, article 16 of the Regulation is applied as follows.

a) The following are done by the Regional Port Authorities.

1) The relevant Port Authority ensures that all necessary measures are taken to ensure the safety of navigation, life, property and environment in the area where a maritime accident, breakdown or maritime incident has occurred. If the ship does not comply with the instructions given, administrative sanctions will be imposed on the relevant person of the ship in accordance with the provisions of Ports Law No. 618.

2) In order to carry out the necessary investigations in case of maritime accidents, the expert / experts and the technical team consisting of a diver or diver team for underwater survey according to the nature of the accident are immediately transferred to the accident site and the Survey Report (ANNEX-1) is prepared. During the preparation of the Survey Report, matters such as how the maritime accident happened and its nature, the setting position, the bottom structure, the ship's position, maneuverability, environmental pollution risk and existing maritime traffic are taken into consideration.

3) In case of a maritime accident occurring in an area outside 2 miles from the entrances of the Istanbul and Çanakkale Straits, following operations aimed at ensuring the safety of navigation, life, property and environment, the ship (s) are taken to a suitable place (anchorage place, shipyard, dock, etc.) in order to carry out national and international inspections. If transportation and weather / sea conditions are suitable for access to the accident site, a maritime pilot and a tugboat are engaged in the process.

4) Ships that had to anchor in the traffic separation zones due to a breakdown in the Strait or due to another maritime event, are taken to suitable anchorage place ex officio. Ships that anchored out of traffic separation zone and anchorage areas and which do not prevent the passage of other ships ,can be allowed up to 4 hours , taking into account the type, size, draft, cargo, weather and maritime conditions and traffic flow.

5) In the event that the malfunction or maritime incident is repaired within the given time and provided the ship is confirmed to be seaworthy as a result of the survey made by the Administration or the classification society, a maritime pilot is engaged based on article 16 of the Regulation and the ship is allowed to pass through the Strait under the escort of a tug, if deemed necessary. Ships that cannot repair their breakdown or maritime incident within this period of time, will be sent to a suitable anchorage location outside the Strait ex officio. The straits traffic is suspended by the regional port authority until the negative consequences of the incident are eliminated and the ship is anchored out of the straits and all ordinary and/or alternative measures are taken by KEGM in the safety planning of the case.

6) Ships in transit which declare a breakdown during their passage through the straits are allowed to continue their voyage after that a survey is carried out at the suitable anchorage place by the relevant port authority or classification society determine the ship seaworthy to continue its navigation.

7) In the event of a breakdown or maritime incident in the traffic separation scheme in the Marmara Sea, a maximum of 4 hours is allowed to eliminate the problem, taking into account the location where the ship is. At the end of this period, if the ship fails to repair the breakdown or the maritime incident or if it is in the traffic separation scheme and creates a danger in terms of navigation, life, property and environmental safety, if necessary, a maritime pilot and a sufficient number of tugboats with sufficient bollard pull as stipulated in sub-clause (e) of the first paragraph of Article 7 of this Directive are dispatched to ensure that the ship is taken to a safe place. A ship that declares a breakdown in the Marmara Sea, and proceeding to a Marmara Sea port, is surveyed by the port authority or classification society after her arrival.

8) Salvage services is provided ex officio to ships ex officio, after evaluating the maritime accidents in the Straits and anchorage areas specified in the Regulation. In these cases, all determinations and examinations for rescue, including underwater surveys, are made by KEGM.

9) The resuming of the voyage of a ship is not allowed before the removal of judicial and administrative measures, the completion of the administrative investigation, the payment of the salvage cost and the damages to the environment, or without lodging any guarantees in these matters.

b) The following are done by the TBGTH centers.

1) Considering the type of maritime accident, breakdown or maritime incident and the nature, location, type and size of the ship, a rescue boat and a sufficient number of

tugboats with the purpose of saving lives immediately are dispatched immediately, and if the incident takes place after starting on the Strait passage, a maritime pilot is dispatched as well. The Administration, the port authority and all relevant units are informed immediately through AAKKM.

2) Notices are provided to other ships in the region by taking the necessary precautions regarding navigation. Within the knowledge of the port authority, maritime traffic can be temporarily suspended in one or both directions.

3) As a result of the investigation made after a maritime accident, if the ship / ships are allowed to navigate by the port authority, the passage will be effected through the Strait under the assistance of pilot and / or tugboats in the number and bollard pull specified in clause (e) of the first paragraph of Article 7 of this Directive.

4) Within the scope of this article, in cases where the ship has to be towed to a safe place but the ship refuses this service, the port authority shall be informed immediately and the ship will be officially instructed. The port authority is notified to impose administrative sanctions on the ship's concerned persons who do not comply with the instructions in accordance with the provisions of the Ports Law No. 618.

c) The following are done by the ship.

1) The TBGTH Center is informed immediately in case of any maritime accident, maritime incident or breakdown or loss of technical competencies and / or seaworthiness specified in Article 6 of the Regulation and Article 5 of this Directive.

2) Ships cannot effect any refloating attempt, ballast operations, cargo discharging or shifting, use of main engine and similar interventions, except any measures to prevent sea pollutions provided that no chemical substances are used and ensure safety of life.

3) In case of maritime accidents, maritime incidents or breakdowns, it is obligatory to comply with the instructions given by the port authority or by the TBGTH Centers who inform the port authority.

### **Salvage services**

ARTICLE 19 – (1) In case of maritime accidents, maritime incidents or breakdowns, a rapid and effective response is made to provide salvage services to ships and ship crew in order to ensure the safety of navigation, life, property and environment and maritime security.

(2) In the salvage service process, exclusively for situations where danger clearly persists, with the aim of not endangering the salvaged ships again, as a part of continuing salvage activity and as a part of the activity and provided that the other necessary procedures are performed later, the stricken ship can be taken to a more sheltered area, anchorage or an area suitable for repair with the instructions of the port authority and coordinated by the relevant TBGTH Center.

## **PART FIVE**

### **Miscellaneous and Final Provisions**

### **Maritime pilot pick-up and drop-off locations**

ARTICLE 20 - (1) The Administration executes its authority specified in the the second paragraphs of Article 38 and 46 of the Regulation under the supervision of the relevant regional port authorities through KEGM Centers.

(2) In bad weather conditions, when the pick-up and drop-off points of the pilots are taken in positions in the strait, the situation is reported to the relevant regional port authority by the TBGTH. Ships are allowed to enter the Straits upto the pick-up and drop-off points where the service can be safely given provided, they comply with the sailing assistance, informations, warnings, recommendations and instructions given by the TBGTH centers.

### **Bridge Legs**

ARTICLE 21 - (1) Ships, including local maritime traffic, cannot pass each other and approach bridge legs more than 100 meters.

### **Administrative sanctions**

ARTICLE 22 - (1) Administrative sanctions are imposed in accordance with the relevant legislation against those who act in violation of this Implementation Directive.

### **Repealed Legislation**

ARTICLE 23 - (1) With the entry in force of this directive, the Turkish Strait Maritime Traffic Regulation implementation directive which entered into force under authorities consent on 18/04/ 2022 under ref no. 30173 is considered as repealed.

### **Entry into Force**

ARTICLE 24 - (1) This Directive enters into force on the 01/01/2024.

### **Execution**

ARTICLE 25 - (1) The provisions of this Directive are executed by the Minister of Transport and Infrastructure.

## ANNEX-1

## SURVEY REPORT

1	SHIP'S NAME/CALL SIGN			2	NATIONALITY
3	PORT OF REGISTRY			4	OWNERS
5	TYPE OF SHIP	6	DATE BUILT		
7	GROSS TONNAGE	8	NET TONNAGE	9	MASTER'S NAME
10	DWT:	11	TPC	12	CLASSIFICATION SOCIETY
13	NUMBER OF CREW	14	NUMBER OF PASSENGERS	15	SHIP INSURANCE (WHERE & BY WHOM)
16	DEPARTURE PORT			17	SEA DENSITY AT DEPARTURE PORT
18	DESTINATION PORT			19	KIND & QUANTITY OF CARGO ON BOARD
20	BUNKERS ON BOARD				
	F.W:	F.O:		21	TOTAL BALLAST ON BOARD
	D.O:	I.O:			
22	EXACT POSITION OF STRANDING			23	WHETHER SHIP IS MAKING ANY WATER AND IF SO, STATE LOCALITY AND WHETHER THE SHIP'S PUMPS CAN CONTROL THE LEAKAGE
24	PRESTRANDING SPEED				
25	DATE & TIME OF STRANDING				
26	SHIPS HEADING AT THE TIME OF STRANDING AND WHETHER IT HAS ALTERED SUBSEQUENTLY.				
27	DRAFTS BEFORE STRANDING	PORT	STARBOARD	28	LISTING IF ANY/AMOUNT
	Prow				Before the casualty   After the casualty
	Midship				
	Stern				
30	DRAFTS after STRANDING	PORT	STARBOARD	29	Weather at time of stranding and up to the present time
	Prow				
	Midship				
	Stern				
31	Whether any discharge operation has been carried out up to now / amount of discharge)			32	Oil Pollution observed from casualty. Yes/No

MASTER

ON BEHALF OF HARBOR MASTER



## Master's Statement

### TO THE ATTENTION OF THE MASTER

In case of any maritime accident, breakdown or grounding / contact with the coastline, you must immediately inform the relevant TBGTH Center.

Except for the precautions to be taken to prevent maritime pollution, on the condition that no chemicals are used, relief works (ballast, cargo evacuation / transfer, engine operation and similar interventions) are not to be carried out and the recommendation of the relevant TBGTH Center/ Directive is applied.

The expert in charge of the Port Authority and the divers and technical team for underwater survey will be dispatched to your ship for the purpose of conducting the necessary surveys according to the nature of the incident. The team will ask you about necessary information regarding your ship and establish their checklists.

The Survey Report to be prepared will inform you about the bottom structure, the location of the ship and the risk of environmental pollution.

In case of grounding / contact with the shoreline, any movements that operate the propeller and machinery, transfer ballast / load and could possibly worsen the current position of the ship shall be avoided before a rescue plan is made.

After the last underwater situation has been checked by the divers, if the condition and circumstances of your ship does not present any danger in the location, you will be asked by the Rescue Specialist to take delivery of your ship.

The ship will be allowed to navigate after the necessary surveys are completed and the service fee is collected / guaranteed.

I have read and understood the information above. Therefore, any other action will be my sole responsibility.

ANNEX-2

CHECK LIST FOR THE TECHNICAL STATUS OF SHIPS THAT WILL PASS THROUGH  
TURKISH STRAITS

Ship's name:		Type:	
IMO/MMSI:		Agency:	

CONTROLLER	YES	NO	EXPLANATION
Is the main engine and auxiliary equipment ready to operate for maneuvers at any moment?			
Are the emergency generators ready to kick in at any time?			
Are the main and auxiliary steering gear, and the compass and radar operational? (For emergency steering use, at least 1 personnel shall be available at the helm during a Strait passage.)			
Are the bridge propeller RPM, rudder and propeller turning angle indicators operational and illuminated?			
Are the navigation lights, ship's horn and bridge equipment operational?			
Are the VHF devices operational?			
Are the capstan and equipment in good operational order? Are both anchors ready for letting go? (At least 1 crew member shall be present at the head of the capstan during a Strait passage.)			
Are there ready-to-use towing ropes and handles, rocket rifle and lanyards at the fore and aft? (In ships carrying dangerous goods, in addition to these, special towing rope shall be kept ready for use at the fore and aft.)			
Is the ship trimmed by the stern? (The ship shall not have enough stern to adversely affect maneuvering and steering. No ship entering Turkish Straits shall be trimmed by the head.)			
Is the ship propeller completely below the waterline? (In compulsory cases, the part of the propeller blade above the water level shall not exceed 5% of the propeller diameter.)			
Is the ship trimmed in such a way that the bow and the area ahead can be seen easily when viewed from the bridge?			
Are updated and corrected navigational maps of the Turkish Straits available?			
Are ships equipped with crew in compliance with the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW / 78-95)?			
Have necessary precautions been taken for response and fight in the event of a possible maritime accident or fire? Are the related equipment in working order?			

**MASTER**

\* The ships shall be seaworthy according to the legislation of the country they are flying and according to international rules.

\*\* Before submitting a SP2, the ship masters shall determine that the ships are technically compliant with the above-mentioned conditions and write this in their logbook. The maritime pilot who joins the ship will confirm this.

\*\* Before entering Turkish Straits, ships that have lost their ability to navigate safely for any technical reason, including navigation equipment malfunctions, and the failure of ship masters to maintain the above-mentioned conditions shall notify their situation to the TBGTH Center by telephone, fax or VHF. Legal action will be applied to ships that fail to make this notification.

