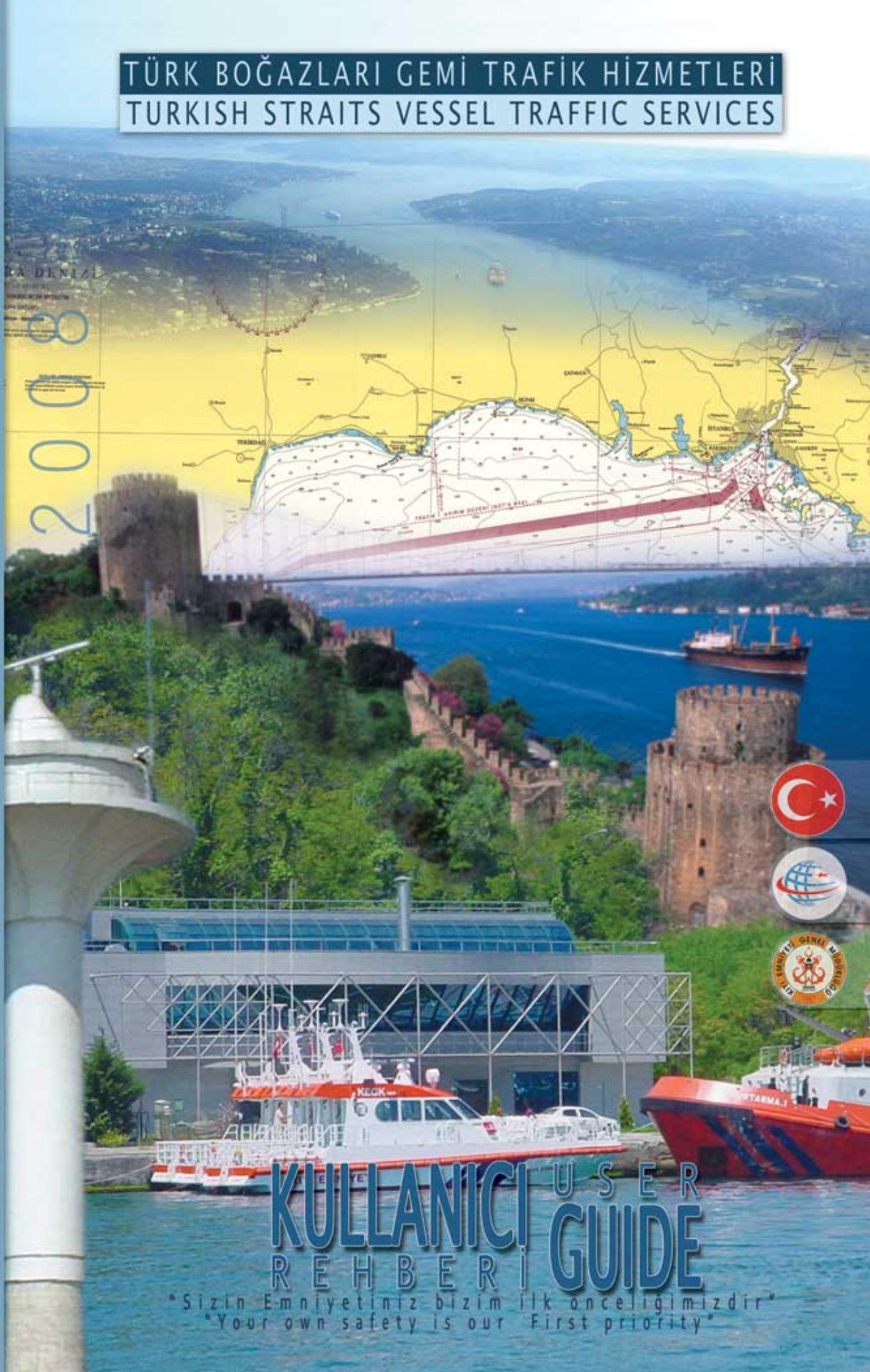
KIYI EMNİYETİ GENEL MÜDÜRLÜĞÜ

DIRECTORATE GENERAL OF COASTAL SAFETY

TÜRK BOĞAZLARI GEMİ TRAFİK HİZMETLERİ
TURKISH STRAITS VESSEL TRAFFIC SERVICES



2008

KULLANICI REHBERİ
USER GUIDE

"Sizin Emniyetiniz bizim ilk önceliğimizdir"
"Your own safety is our First priority"

TABLE OF CONTENTS

TABLE OF CONTENTS ..... **i**
ABBREVIATIONS ..... **iii**
GENERAL **1**
Introduction 1
Operation 1
Competent Authority 1
Administration 1
TSVTS Authority 1
Services Provided 1
Service Area 1
Active Participant Vessels 1
Passive Participant Vessels 1
Caution 1
TURKISH STRAITS REPORTING SYSTEM **2**
Traffic Separation Scheme 2
SP 1 Report 2
SP 2 Report 3
Position Report 4
Call Point Report 4
Marmara Report (MARRAP) 4
COMMUNICATION **5**
Communication Language and Format 5
Sectors And VHF Channels 6
DEFINITIONS OF MAIN MESSAGE MARKERS USED BY THE VTS **10**
SERVICES PROVIDED **11**
Information Service 11
Navigational Assistance Service 11
Traffic Organization Service 11
PROCEDURES FOR SHIPS **12**
In General 12
Anchoring and Leaving the Anchorage 13
Berthing and Unberthing 14
Slowing Down 14
Overtaking 14
Reporting Accidents 14
In Case of Run Aground 14
In Case of Failure 14
Reporting Incidents and Marine Pollution 15
Local Marine Traffic 15
Sanitary Inspections 15
Tele-Health 15
Contact Areas with Agent 15
Fishing Boats 15
Sailing and under oars vessels navigating 15
IMPORTANT NATIONAL AND INTERNATIONAL VHF CHANNELS **16**
EMERGENCY PHONE NUMBERS **16**

ABBREVIATIONS

AIS	:	Automatic Identification System
COLREG	:	Collision Regulations (International Regulations for Prevention of Collisions at Sea)
DF	:	Direction Finder
DSC	:	Digital Selective Calling.
DTO	:	Vessel Traffic Operator
ETA	:	Estimated Time of Arrival
VTS	:	Vessel Traffic Service
VTSC	:	Vessel Traffic Services Center
IALA	:	International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	:	International Maritime Organisation
LOA	:	Length Overall
RT	:	Radio Telephone
MMSI	:	Marine Mobile Service Identity
MARRAP	:	Marmara Report
SMCP	:	Standard Marine Communication Phrases
SOLAS	:	International Convention for the Safety of Life at Sea 1972
SP	:	Sailing Plan
TSS	:	Traffic Separation Scheme
TSMTR	:	Turkish Straits Maritime Traffic Regulation
TSVTS	:	Turkish Straits Vessel Traffic Services
TUBRAP	:	Turkish Straits Reporting System
UTC	:	Universal Time Coordinated
VHF	:	Very High Frequency
WGS	:	World Geodetic System

GENERAL

Introduction
The Turkish Straits VTS has been established in accordance with applicable national and international rules and regulations in order to improve the safety of navigation, protection of life, property and environment in the Turkish Straits by using the latest technology. This User's Guide has been prepared in order to enhance the safety of navigation, life and property of vessels navigating, anchoring, berthing, unberthing within the TSVTS area stated in its content and to protect the marine environment and structures located at sea from the negative effect of marine traffic and prepared in order to determine the procedures and bases that they will be responsible of and provide the information needed by considering the efficiency of maritime traffic. This Guide is to be used by taking the Turkish Straits Maritime Traffic Regulations into account as promulgated in 23515 numbered and 06 November 1998 dated Official Gazette.

Operation
The TSVTS shall be operated in accordance with the Turkish Straits Maritime Traffic Regulations, as promulgated in the 23515 numbered and 6 November 1998 dated Official Gazette and Regulation related with Establishment and Operation of Vessel Traffic Services promulgated in the 26438 numbered and 18 February 2007 dated Official Gazette by taking the IMO Resolutions A.857 (20) and A.827 (19) into account.

Competent Authority
Minister of Transport.

Administration
Undersecretariat for Maritime Affairs.

TSVTS Authority
Director General of Coastal Safety.

Services Provided
The services provided by TSVTS have been determined by taking the related IALA resolutions and recommendations into account and TSVTS provides the Information Service, Navigational Assistance Service and Traffic Organization Service in compliance with IMO Resolutions A.857(20) and A.827(19), Regulation related with Establishment and Operation of Vessel Traffic Services and requirements for quality management standards TS EN ISO 9001:2000.

Service Area
The TSVTS covers the area indicated in figures no. 1, 2, 3 and 4.

Active Participant Vessels
Except of local traffic vessels, all vessels carrying dangerous cargo and vessels 20 meters in length or over, whatever purpose, shall be designated as "Active Participant" vessels within the TSVTS area. These vessels shall comply with TUBRAP reporting system prepared in accordance with the international legislation (IMO A.851 (20) numbered resolution).

Passive Participant Vessels
Vessels less than 20 meters in length and local traffic vessels within the TSVTS area, for whatever purpose, shall be designated as "Passive Participant" vessels.
Passive participant vessels do not do active reporting; however these vessels must listen continuously VHF channel of their own sector and obey the instructions given by the TSVTS within the TSVTS Area.
At the extend of legislation applied by the related authority, vessels which are not required to carry VHF are described as non participant vessels.

Caution
Within the TSVTS system, an ENC prepared based upon WGS 84 datum is used. Participants using charts of a different datum should make the necessary datum corrections for the positions given by the TSVTS in latitudes and longitudes.

TURKISH STRAITS REPORTING SYSTEM

Traffic Separation Scheme

The limits of the traffic separation scheme as established in accordance with Rule 10 of the Convention on the COLREG and adopted by the IMO for the Turkish Straits and their approaches are shown below:

Northern Limits:
41˚ 16´ N / 028˚ 55´ E
41˚ 21´ N / 028˚ 55´ E
41˚ 21´ N / 029˚ 16´ E
41˚ 14´ N / 029˚ 16´ E

The area connecting the positions.

Southern Limits:
40˚ 05´ N / 026˚ 11´ E
40˚ 02´ N / 025˚ 55´ E
39˚ 50´ N / 025˚ 53´ E
39˚ 44´ N / 025˚ 55´ E
39˚ 44´ N / 026˚ 09´ E

The area connecting the positions.

SP 1 Report

Masters, owners or agents of the vessels carrying dangerous cargo or the vessels that are 500 GT and above should submit a written Sailing Plan 1(SP-1) to the relevant VTS Centers at least 24 hours prior to entry into the Turkish Straits. Masters, owners or agents of the vessels that are between LOA 200-300m and/or vessels with a draft over 15m should submit a written Sailing Plan 1(SP-1) at least 48 hours prior to entrance.

SP 1 REPORT FORM

Code	Meaning
A	*SHIP'S NAME, CALL SIGN, FLAG, IMO No, MMSI No*
B	*DATE AND TIME (UTC)*
C	*POSITION (LAT/LONG)*
F	*CONTINUOUS MANOEUVRING SPEED (in KNOTS including decimals)*
G	*PORT OF DEPARTURE*
H	*ARRIVAL DATE AND TIME TO THE ENTRANCE OF THE STRAIT/ LT (TURKEY)*
I	*PORT OF DESTINATION*
J	*REQUEST PILOT (YES/NO)* *ISTANBUL STRAIT* *MARMARA SEA* *ÇANAKKALE STRAIT*
O	*FORE AND AFT DRAFT, MAX AIR DRAFT (AT THE ENTRANCE OF THE STRAIT)*
P	*CARGO (TYPE AND QUANTITY)** *DESCRIPTION OF DANGEROUS, NOXİOUS AND POLLUTANT GOODS(UN NO/NAME/CLASS/QUANTITY) (IMDG, IGC, IBC, GC, INF)* *****
Q	*DEFECTS/DAMAGE/DEFICIENCIES/OTHER LIMITATING REASONS*
T	*SHIP'S AGENT /REPRESANTATIVE / TAX NO / NAME - SURNAME OF MASTER*
U	*SHIP TYPE* *LOA /BEAM (METRES)* *GRT / NRT* *DOUBLE OR SINGLE HULL TANKERS / CONSTRUCTION YEAR OF VESSEL*
W	*NUMBER OF CREW AND PASSANGER*
X	*P&I INSURANCE INFO (P&I Club Name / Policy NO / Validity)* *BUNKER ON BOARD (F/O – D/O - L/O)* *LAST PSC DATE*

(*)Detailed information related with her cargo may be requested as needed

Owners , operators or agents of vessels that are LOA 300 m or more , vessels that are propelled by nuclear power and vessels carrying nuclear cargo or nuclear waste shall provide information regarding their characteristics and cargo to the Administration during the planning stage of the voyage provided that not being less than 72 hours. They shall submit the documents issued by the flag state in order to prove that vessel is complied with the IMO standards and regulations arranged by other related international agreement and cargo are carried appropriately. The Administration, based upon to these data related with vessels, shall inform the relevant vessel's owner, agent, operator or master in order to provide the necessary conditions for the safe passage through Turkish

Straits by considering all specifications of the vessels including the dimensions and maneuvering capabilities, the morphological and physical structure of the Turkish Straits, the condition of the season, safety of navigation, life, property and environment and situation of maritime traffic. Those vessels mentioned which possess the necessary conditions for passage submits a SP 1 at least 72 hours in advance.

Vessels carrying dangerous cargo and/or vessels 500 GT and above, about to depart from ports in the Sea of Marmara, shall submit sailing plan SP 1 Report to the relevant VTSC at least 6 hours prior to their departure. All TUBRAP reports should be sent to the VTSC timely and accurately.

The SP 1 report has great importance to effective traffic management. As vessels that do not send SP 1 report timely may cause congestion of marine traffic, delays and waiting, they may be excluded from the daily traffic plan.

SP 1 report should be sent to the addresses of Istanbul and Canakkale VTSC below.

Istanbul VTSC;

- Fax: + 90 212 323 48 06
  323 48 07
  323 48 08
- Delivery service/Hand over to the VTSC

  Address: Istanbul Boğazı Gemi Trafik Hizmetleri Merkezi
  Istinye Cad. Eski Tersane içi
  34460 Istinye/Istanbul
- Tel: +90 212 323 4800 PBX

Çanakkale VTSC;

- Fax: + 90 286 2131240
  2131241
  2133077
- Delivery Service/Hand over to the VTSC

  Address: Çanakkale Boğazı Gemi Trafik Hizmetleri Merkezi Akbaş Mevkii
  17900 Eceabat/Çanakkale
- Tel: +90 286 213 4800 PBX

SP 2 Report
Except of war ships, state-owned vessels not used for commercial purposes, and local traffic vessels, ship masters who declared that their vessels are technically suitable on his SP1 report and masters of vessels LOA 20 meters or more shall submit SP2 report to the relevant VTS via VHF channel designated 2 hours or 20 miles (whichever comes first) prior to entry into the Istanbul or Çanakkale Straits.

After having submitted the SP 2 Report, vessels shall act by taking into account information provided by the relevant VTS and shall record in the ship's log that they have submitted SP 2 Report and all information received regarding strait traffic .

The SP 2 report shall be submitted to the concerned sector of the relevant VTS area where the ship will enter into.

VTS NAME	NORTH ENTRANCE	VHF	SOUTH ENTRANCE	VHF
İSTANBUL	SECTÖR TÜRKELİ	CH 11	SECTÖR MARMARA * SECTOR KADIKÖY	CH 10 CH 14
ÇANAKKALE	SECTOR GELİBOLU	CH 11	SECTOR KUMKALE	CH 13

*For vessels which will make their first contact with Sector Kadıköy as per their approach direction

SP 2 REPORT FORM

Code	Meaning
A	*SHIP'S NAME / CALL SIGN / FLAG / IMO NO / MMSI NO*
F	*MAXIMUM MANOEUVRING SPEED*
G	*PORT OF DEPARTURE*
H	*TIME TO THE ENTRANCE OF THE STRAIT*
I	*PORT OF DESTINATION*
J	*REQUEST PILOT (YES OR NO)* *ISTANBUL STRAIT* *MARMARA SEA* *ÇANAKKALE STRAIT*
P	*DANGEROUS CARGO (IF HAVE)*
***T**	*SHIP'S AGENT / REPRESENTATIVE*
Q	*DEFECTS/DAMAGE/DEFICIENCIES/OTHER LIMITATING REASONS*
X	*WHETHER READY FOR THE PASSAGE OF STRAIT*

*For the vessels/boats do not obliged to submit SP1 but just SP2

If vessels will wait for any reason they should notify it on their SP2 report. After they inform the relevant VTS that they are ready for the passage of Strait, they are accepted for the traffic organization.

Position Report

Vessels LOA 20 meters and over that will enter the Straits of Istanbul and Çanakkale, up to 5 nautical miles from the entrances of the Strait, shall provide a Position Report containing information identifying themselves to the relevant VTS sector via VHF.

POSITION REPORT FORM

Code	Meaning
A	*SHIP'S NAME*
D	*POSITION*

Call Point Report

- Active Participant vessels which will pass through Istanbul and/or Çanakkale Straits, at the entrance, exit and sector passage to the VTS area covering Strait is to be passed;
- Active Participant vessels which will not pass through Istanbul and/or Canakkale Strait but will pass from VTS area in Black Sea and Aegean Sea;

should submit call point report via VHF at the entrance and exit of area.

CALL POINT REPORT FORM

Code	Meaning
A	*SHIP'S NAME*
D	*POSITION (DEPARTED AND INCLUDED SECTOR)*

Marmara Report (MARRAP)

- Active participant vessels which will pass through TSVTS area and navigating between Marmara Ports shall submit MARRAP to both their exit and entrance sector at the Sector Gelibolu-Sector Marmara and Sector Marmara- Sector Gelibolu passage with the sector that they entered to the TSVTS area;
- If Vessels departed from a port in Marmara and will pass through the Strait , enter to another VTS area before the VTS area covering the Strait that they will pass shall submit MARRAP to the sector entered via VHF.

MARMARA REPORT (MARRAP) FORM

Code	Meaning
A	*SHIP'S NAME*
D	*POSITION*
G	*PORT OF DEPARTURE*
I	*PORT OF ARRIVAL*
P	*WHETHER DANGEROUS CARGO IS ON BOARD*

COMMUNICATION

Communication Language and Format

- The communication language of the TSVTS is English and SMCP shall be used in order to ensure an accurate communication.
- Turkish can be used to the Turkish vessels and vessels engaged pilot on board.
- The following message markers should be used for communications with the TSVTS.

When Communication in Turkish	When Communication in English
• BİLGİ • TAVSİYE • UYARI • TALİMAT • SORU • CEVAP • TALEP • NİYET	• INFORMATION • ADVICE • WARNING • INSTRUCTION • QUESTION • ANSWER • REQUEST • INTENTION

- In circumstances that TSVTS operator deemed to be necessary, he may repeat a message in English to Turkish and/or vice-versa.
- When communicating with the VTSC, care should be exercised not to speak rapidly and to pronounce words correctly.

TSVTS shall operate in VHF channels **10, 11, 12, 13 and 14**.

"All communication except for the SAFETY OF NAVIGATION on these channels is forbidden ."

As a general principle within the TSVTS area, there should be no communication between vessels as much as possible and data flow shall be conducted through the TSVTS. Working channels of TSVTS should not be used other than **its purpose**.

Keeping in mind that the positions of all vessels transmitting on VHF is determined through VHF/DF by the system and all communication is recorded, all unnecessary communication should be avoided and always should be obeyed to the discipline of communication.

Sectors And VHF Channels

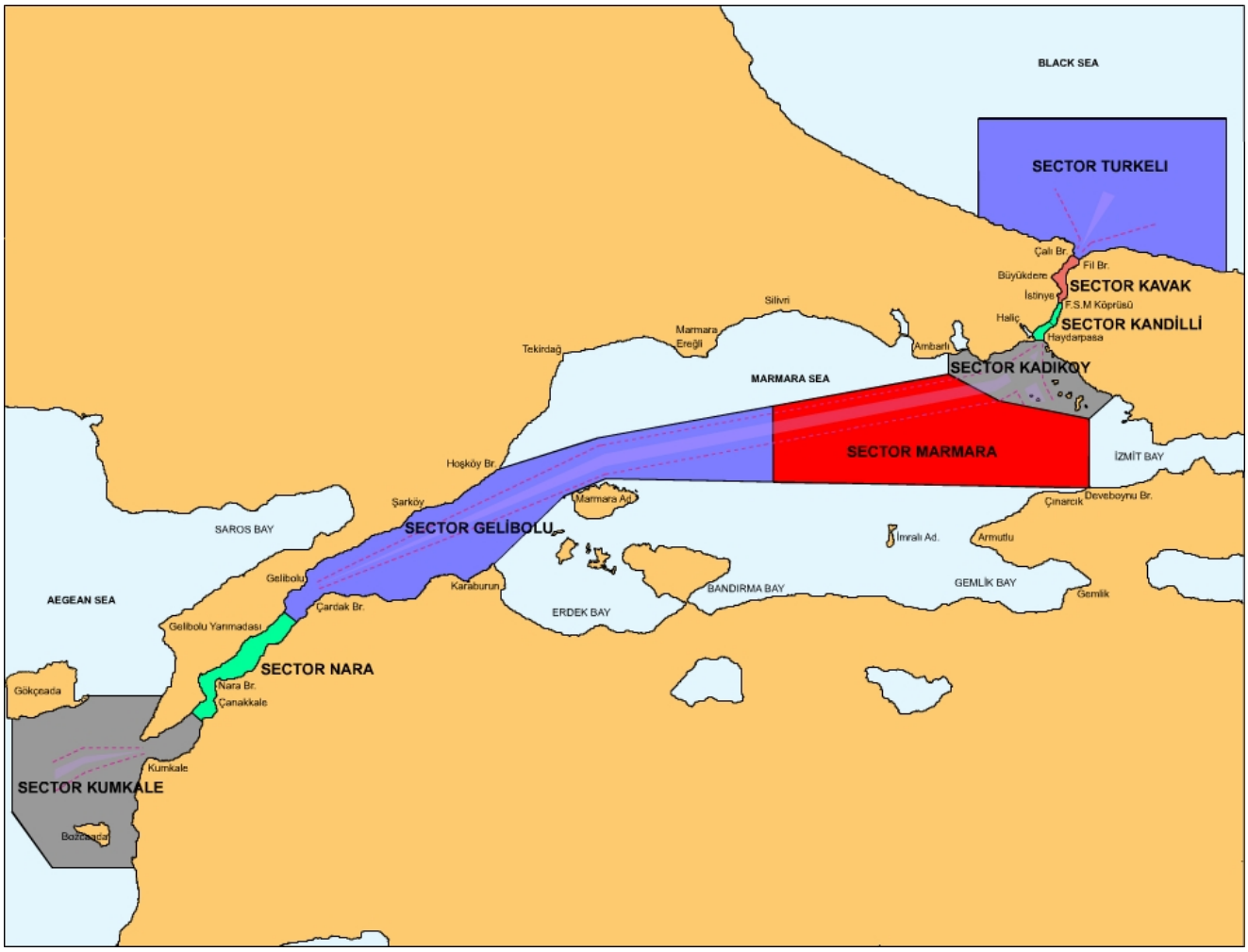


Figure 1 : Turkish Straits Vessel Traffic Service (TSVTS) Area and Sectors

ISTANBUL VESSEL TRAFFIC SERVICE

The sectors of Istanbul VTS and designated VHF working channels are in the following order from north to south.

SECTOR NAME	WORKING CHANNEL	CALL SIGN
TÜRKELİ	VHF Channel 11	SECTOR TÜRKELİ
KAVAK	VHF Channel 12	SECTOR KAVAK
KANDİLLİ	VHF Channel 13	SECTOR KANDİLLİ
KADIKÖY	VHF Channel 14	SECTOR KADIKÖY
MARMARA	VHF Channel 10	SECTOR MARMARA

The northern limits of the Istanbul VTS are the line connecting the following positions.

A : 41° 10.5’ N / 029° 35’ E
B : 41° 32.5’ N / 029° 35’ E
C : 41° 32.5’ N / 028° 45’ E
D : 41° 19.0’ N / 028° 45’ E

The southern limits of the Istanbul VTS are the lines connecting the following positions.

A: 40° 52.5’ N / 029° 13.8’ E
B: 40° 48.5’ N / 029° 09.0’ E
C: 40° 39.9’ N / 029° 09.0’ E
D: 40° 41.0’ N / 028° 10.0’ E
E: 40° 51.6’ N / 028° 10.0’ E
F: 40° 55.1’ N / 028° 43.4’ E
G: 40° 58.2’ N / 028° 43.4’ E

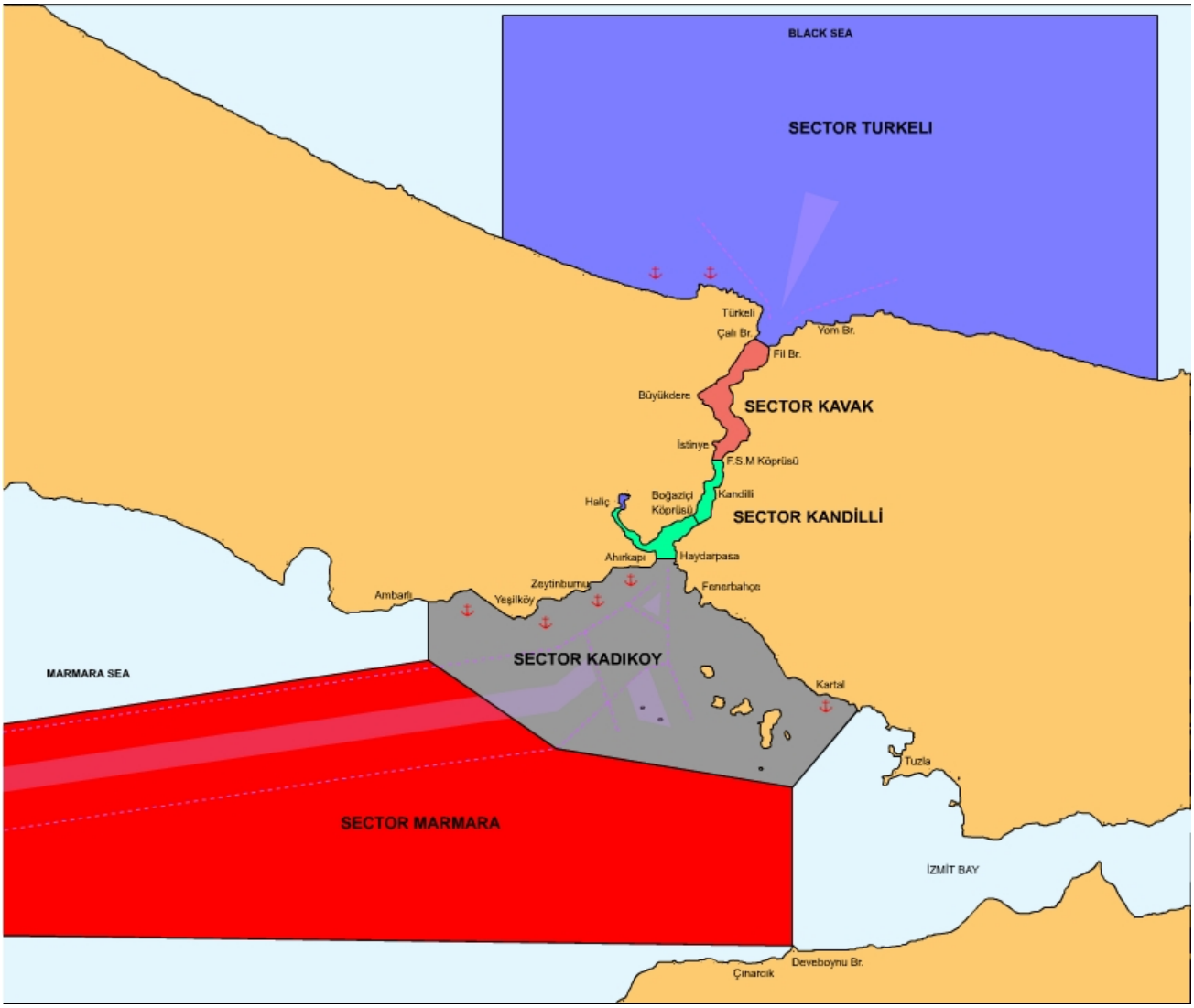


Figure 2 : Istanbul Vessel Traffic Service Area and Sectors

Sector Türkeli
The northern limit of this sector is the northern limit of the Istanbul VTS.
The southern limit of this sector is the line connecting Fil Burnu Light at (41°12.4’ N / 29° 07.13’ E) and Çalı Burnu Light (41° 12.43’ N / 29° 06.37’ E)

Sector Kavak
The northern limit of this sector is the southern limit of sector Türkeli.
The southern limit of this sector is the Fatih Sultan Mehmet Bridge.

Sector Kandilli
The northern limit of this sector is Fatih Sultan Mehmet Bridge.
The southern limit of this sector is the line joining Haydarpasa Breakwater north end (41° 00.6’ N / 029° 00.1’ E) and position ashore 41° 00.6’ N / 28° 59.23’ E including the Haydarpasa Port and Kadiköy Breakwater

Sector Kadiköy

The northern limit of this sector is the southern limit of Sector Kandilli.
The southern limit of this sector is the line connecting the following positions.

A: 40° 52.5’ N / 029° 13.8’ E
B: 40° 48.5’ N / 029° 09.0’ E
C: 40° 50.3’ N / 028° 52.0’ E
D: 40° 55.1’ N / 028° 43.4’ E
E: 40° 58.2’ N / 028° 43.4’ E

Sector Marmara
The northern and eastern limits of this sector is the line connecting the following positions.

A: 40° 55.1’ N / 028° 43.4’ E
B: 40° 50.3’ N / 028° 52.0’ E
C: 40° 48.5’ N / 029° 09.0’ E
D: 40° 39.9’ N / 029° 09.0’ E

Western limit of this sector is the line connecting the following positions.

A: 40° 41.0’ N /028° 10.0’ E
B: 40° 51.6’ N /028° 10.0’ E

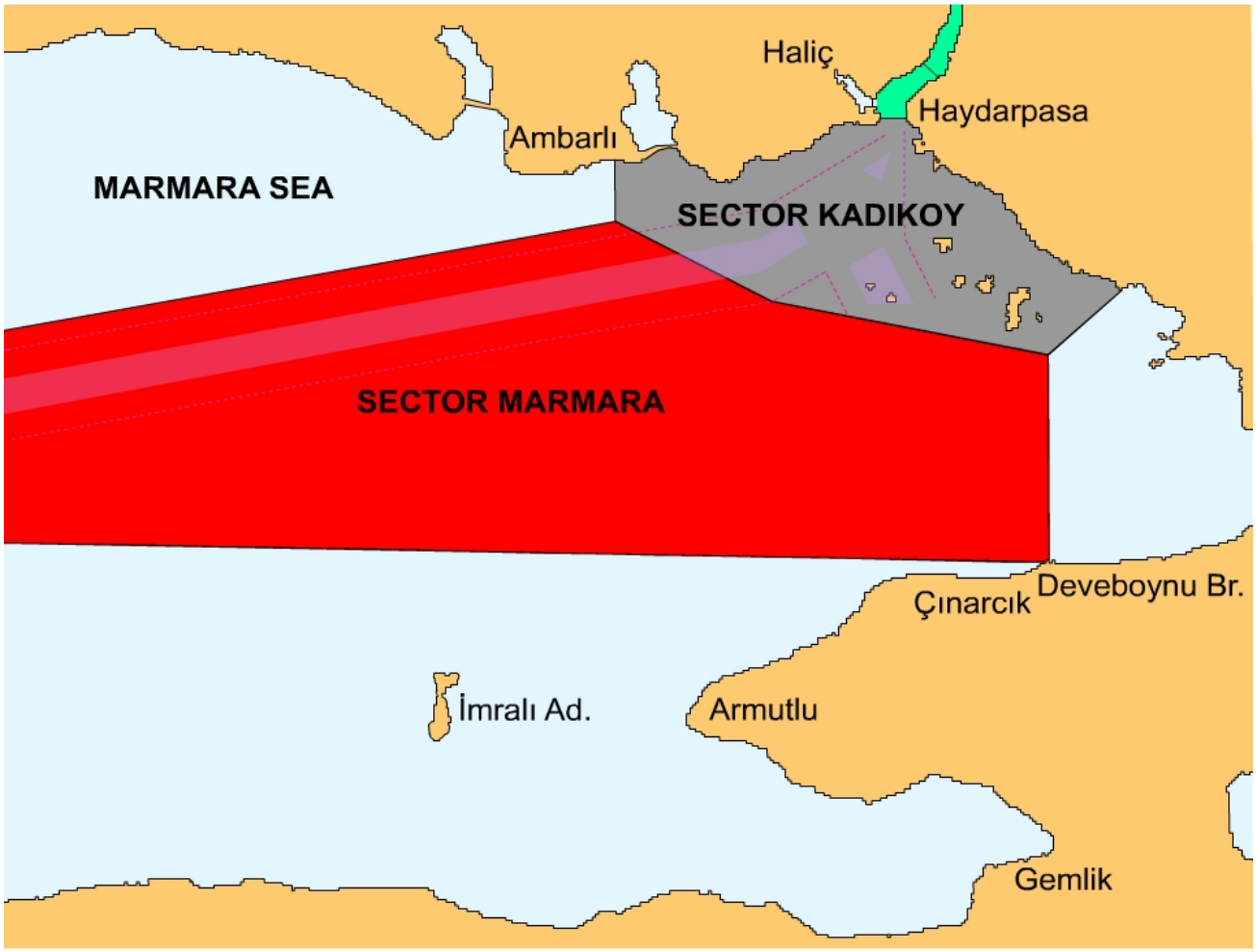


Figure 3 : Sector Marmara

The sectors of Çanakkale VTS and designated VHF working channels are in the following order from north to south.

SECTOR NAME	WORKING CHANNEL	CALL SIGN
GELİBOLU	VHF Channel 11	SECTOR GELİBOLU
NARA	VHF Channel 12	SECTOR NARA
KUMKALE	VHF Channel 13	SECTOR KUMKALE

The northern limits of the Çanakkale VTS is a line connecting the following positions.

A: 40° 42.3’ N / 027° 18.5’ E (Hoşköy Br.)
B: 40° 48.0’ N / 027° 38.0’ E
C: 40° 51.6’ N / 028° 10.0’ E
D: 40° 41.0’ N / 028° 10.0’ E
E: 40° 41.7’ N / 027° 38.5’ E
F: 40° 39.0’ N / 027° 29.4’ E (Hayırsız ada)
G: 40°28.6’ N / 027° 17.0’ E (Karaburun)

The southern limits of the Çanakkale VTS is the line connecting the following positions and/or following the shoreline.

A: 39° 44.0’N / 026° 09.2’ E
B: 39° 44.0’N / 025° 55.0’ E
C: 39° 52.6’N / 025° 47.0’ E
D: 40° 06.0’N / 025° 47.0’ E
E: 40° 09.0’N / 026° 00.9’ E
F: 40° 09.0’N / 026° 14.2’ E

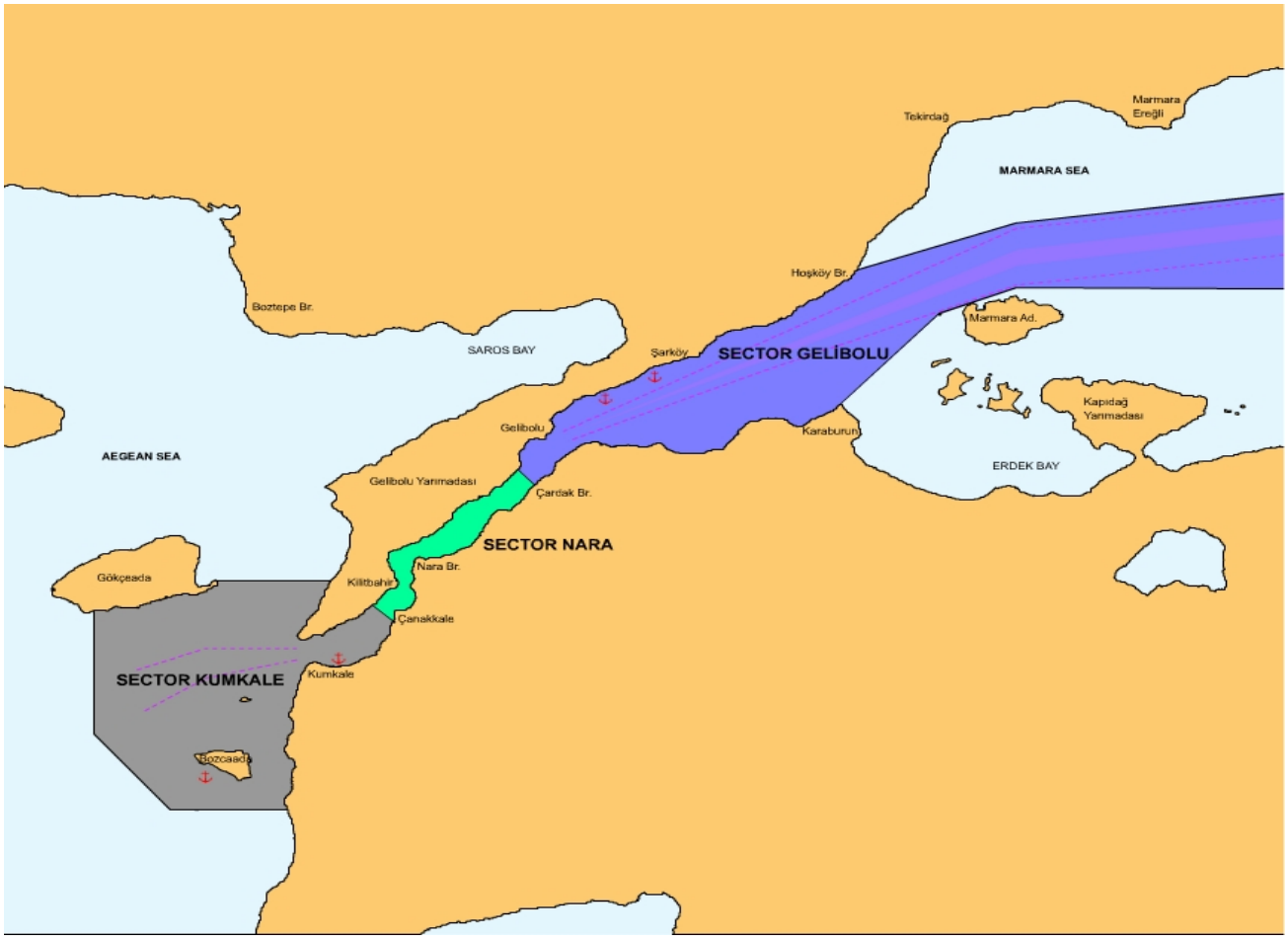


Figure 4 : Canakkale Vessel Traffic Service Area and Sectors

Sector Gelibolu

The northern limit of this sector is the northern limit of Çanakkale VTS
The southern limit of this sector is the line joining the following positions.

A: 40° 21.56' N / 026° 37.65' E
B: 40° 20.15' N / 026° 39.75' E

Sector Nara

The northern limit of this sector is the southern limit of sector Gelibolu.
The southern limit of this sector is the line joining the following positions.

A: 40° 06.8' N / 026° 20.2' E
B: 40° 05.7' N / 026° 21.75' E

Sector Kumkale

The northern limit of this sector is the southern limit of sector Nara.
The southern limit of this sector is the southern limit of the Çanakkale VTS.

DEFINITIONS OF MAIN MESSAGE MARKERS USED BY THE VTS

Information: The TSVTS analyses the information collected from different sources and distributes them to all participant vessels according to their requests and needs. Information may be given by the TSVTS at regular intervals or as requested by the participants or when deemed necessary by the TSVTS. The purpose of informing is to facilitate the safe navigation of participant vessels and to assist the ship masters in taking decisions.

Recommendation: TSVTS operators in charge, in order to prevent a potentially dangerous situation when deemed necessary, may make recommendations to all participant vessels such as the taking of a pilot (for active participants only) or regarding maneuvers to be made. Abiding by the recommendations is solely at the initiative of the master or the person in charge.

Warning: Except of information and recommendation, TSVTS warns vessel when she is running in to danger or when an imminent emergency situation developing is observed. TSVTS, after issuing a warning, will monitor whether warning is considered or not and if appropriate maneuvers have been exercised to prevent the danger.

Instruction: Relevant VTSC may give instructions to all participant vessels upon the development of an imminent and unavoidable danger, the violation of safety rules and regulations, when a participant is not or does not seem to be aware of an imminent and obvious danger or in case of a warning is ignored by a participant vessel.

Vessels; shall obey to instructions given by relevant VTSC unless there is no conflict about safety. If master will not obey to an instruction for security reasons, he/she shall notify this situation to VTSC with its causes.

The TSVTS, while providing these services, shall at all times respect the master's ultimate responsibility to control his/her vessel and shall exercise care not to interfere with the traditional master-pilot relationship.

While rendering these services, consideration must be given to master's responsibility about safe navigation and shall exercise care not to interfere with the traditional master-pilot relationship.

Taking into consideration that all decisions concerning the safe navigation of a vessel shall be the sole responsibility of the master; information, recommendations, warnings and instructions provided by the TSVTS shall n o t relieve the Master responsibility to command of his/her vessel with his/her professional knowledge and skills and the TSVTS shall n o t be hold responsible for decisions and actions taken by the Master.

SERVICES PROVIDED

Services provided by TSVTS has been defined by considering the regulations and recommendation of IALA related with VTS and TSVTS has been providing Information, Navigational Assistance and Traffic Organization Services in accordance with A.857(20) and A.827(19) numbered regulation of IMO.

Information Service

- Marine Traffic information.
- Information about the position of a vessel in relation with other vessels.
- Information about positions of other vessels by means of distances from own vessel, course and speed over the ground.
- Information about intended movements of other vessels.
- Notice to Mariners.
- Meteorological information and current situation.
- Information about the reported status of aids to navigation.
- Any other information when deemed necessary by the TSVTS.

Navigational Assistance Service

Navigational Assistance Service will be provided when severe meteorological situations have been observed, deficiencies or breakdowns have occurred during the passage of the participants, when required by the master or when deemed necessary by the TSVTS. With regard to the safety of navigation, decision making process on the bridge of the participant vessels may be assisted by providing the following information.

- Position information in order to ensure safe navigation of vessels sailing within the TSS
- Information about movements of other vessels in the vicinity
- Warnings with regard to dangerous situations that might develop

The beginning and ending time of the navigational assistance service must be clearly agreed and recorded by the Master and TSVTS operator.

Traffic Organization Service

- Vessel Sailing Plan and its entry permission, time and date to the Istanbul and Çanakkale Straits.
- Any changes in the Sailing Plan.
- Necessary operational information to the vessels before entering the Straits related to the traffic organization.
- Operational information to all vessels in Straits according to the Turkish Straits Maritime Traffic Regulations.
- The SP 1 and SP 2 Reports constitute the primary sources for traffic organization service to be provided by the TSVTS. Sending all these reports timely and accurately will increase the efficiency of traffic organization.

As vessels not providing timely and accurate information will disrupt the regular flow of maritime traffic may expose to delays and penalty procedure. After all, vessels not providing timely and accurate information may create risk in terms of safety of life, property and navigation by endangering not only their own vessels but also the others.

All these services above are provided on request of Vessels or by TSVTS as deemed necessary. TSVTS cannot be hold as responsible related with services unclaimed.

PROCEDURES FOR SHIPS

In General

- SP 1 shall be given to the relevant VTSC in accordance with the TUBRAP.
- SP 2 shall be given to the relevant VTSC in accordance with the TUBRAP.
- Marmara Report (MARRAP) shall be given.
- Call Point Report shall be given to the relevant VTSC.
- AIS device should always be kept in working order within the TSVTS area
- VHF channel of the current sector should be listened during navigating or anchorage within the TSVTS area.
- Vessels navigating within the Turkish Straits should continuously monitor all TSVTS broadcasts and information, recommendations, warnings and instructions given by the TSVTS should be taken into account in terms of safety of navigation, protection of life and of the environment.
- Vessels navigating within the Turkish Straits should report all perils observed related with safety of navigation to the VTS Centers.
- All stopover or non- stopover vessels navigating within the TSS through the Marmara Sea should report to the relevant VTSC about berthing or mooring to buoys, dropping anchor, turning back or emergencies and similar exceptional circumstances ,in case of any deviation from the TSS and any delays on their ETA's exceeding 2 hours .
- All communications concerned with pilotage service should be performed via VHF Channel 71.

For safety of navigation, protection of life and of the environment, pilotage is strongly recommended to all vessels intending to engage in non-stopover passage through the Turkish Straits. (IMO Res. A.827 (19))

Anchorage Areas

Anchorage areas and intended uses for İstanbul Strait are as follow:

a) Free anchorage Area of vessels which departs the port and which will stay for a long time; **(Sector B)**

41° 00′.15 N – 028° 56′.50 E
40° 58′.15 N – 028° 56′.50 E
40° 56′.82 N – 028° 53′.50 E
40° 58′.92 N – 028° 53′.50 E

b) Free anchorage Area of vessels carrying dangerous cargo; (**Sector C**)

40° 58′.92 N – 028° 53′.50 E
40° 56′.82 N – 028° 53′.50 E
40° 56′.12 N – 028° 51′.95 E
40° 55′.88 N – 028° 50′.00 E
40° 57′.48 N – 028° 50′.00 E

c) Quarantine Anchorage Area;

40° 57′.54 N – 028° 48′.70 E
40° 56′.10 N – 028° 48′.70 E
40° 56′.40 N – 028° 47′.40 E
40° 58′.23 N – 028° 47′.40 E

d) Küçükçekmece Anchorage Area;

40° 58′.32 N – 028° 43′.50 E
40° 56′.90 N – 028° 43′.50 E
40° 56′.40 N – 028° 47′.40 E
40° 58′.23 N – 028° 47′.40 E

e) Kartal Anchorage Area;

40° 53′.20 N – 029° 11′.10 E
40° 52′.55 N – 029° 09′.55 E
40° 51′.00 N – 029° 10′.30 E
40° 51′.40 N – 029° 12′.00 E
40° 52′.60 N – 029° 13′.40 E

It is territorial water specified by coordinates; vessels not carrying hazardous cargoes and departed from Marmara Sea and the ports of İzmit Gulf will pass through Istanbul Strait and the vessels not carrying hazardous cargoes and navigating at cabotage line can anchor at this area by the permission of VTS Center.

If the vessels anchored at this area stay at anchor more than 48 hours except imperative reasons, they will be treated as vessel arriving into port. Vessels at this situation are obliged to get permission from other related organization/institution.

f) North Entrance of Port Anchorage Areas;

1) Anchorage Area for Vessels Carrying Dangerous Cargo

41° 15′.40 N – 028° 57′.45 E
41° 17′.50 N – 028° 57′.45 E
41° 17′.50 N – 029° 00′.00 E
41° 14′.90 N – 029° 00′.00 E

2) Anchorage Area for Passenger and Dry Cargo Vessel

41° 14′.90 N – 029° 00′.00 E
41° 17′.50 N – 029° 00′.00 E
41° 17′.50 N – 029° 02′.37 E
41° 15′.90 N – 029° 05′.00 E
41° 15′.00 N – 029° 05′.00 E

Anchorage areas and intended uses for Çanakkale Strait are as follow:

Anchorage Areas for North Entrance of Çanakkale Strait

1) Anchorage Area for Vessels Carrying: Dangerous Cargo

40° 37'.55 N – 027° 10'.00 E
40° 36'.45 N – 027° 10'.00 E
40° 32'.65 N – 027° 00'.00 E
40° 33'.42 N – 026° 59'.80 E

2) Anchorage Area for Passenger and Dry Cargo Vessels:

40° 33'.42 N – 026° 59'.80 E
40° 32'.65 N – 027° 00'.00 E
40° 30'.00 N – 026° 53'.00 E
40° 31'.30 N – 026° 52'.40 E

Anchorage Area the Inner of Çanakkale Strait (Karanlık Liman) (Pilotage is compulsory for anchoring and to weigh anchor in this Anchorage area.)

40° 00'.90 N – 026°15'.10 E
40° 01'.70 N – 026°17'.40 E
40° 03'.07 N – 026°18'.95 E
40° 02'.55 N – 026°19'.80 E
40° 01'.40 N – 026°18'.75 E
40° 00'.30 N – 026°15'.20 E

Anchorage Areas for South Entrance of Çanakkale Strait

1) Anchorage Area for Vessels Carrying: Dangerous Cargo

39° 49'.17 N – 026° 00'.00 E
39° 46'.00 N – 025° 57'.40 E
39° 46'.90 N – 025° 55'.30 E
39° 50'.45 N – 025° 53'.40 E
39° 54'.15 N – 025° 57'.80 E
39° 52'.75 N – 026° 00'.00 E
39° 50'.40 N – 025° 57'.90 E

2) Anchorage Area for Passenger and Dry Cargo Vessels

39° 48'.10 N – 026° 04'.97 E
39° 44'.00 N – 026° 01'.90 E
39° 46'.00 N – 025° 57'.40 E
39° 49'.17 N – 026° 00'.00 E

Anchoring and Leaving the Anchorage

- Anchorage position is determined by the relevant VTSC.
- Anchored vessel should report to the relevant VTSC about her anchorage position and time.
- Masters should act according to the requirements of "Guidelines for taking a safe anchorage shift", by force of the concerned STCW and IMO Circular (STWC Code VIII-A.VIII/2 IMO Circ. STWC. 7 / Circ.14) while they were at anchor.
- Sector channel should be continuously listened while being at anchorage area.
- Vessel should inform the VTSC one hour prior to heave up her anchor.
- When vessel heaved up anchor, she should notify the time of heaving, arrival port and ETA for entrance of Strait to the relevant VTSC and she should take information about maritime traffic.
- Vessels having non-stopover passage through the Turkish Straits may stay at anchor up to 48 hours without taking Free Pratique provided that having permission from the relevant VTSC.

Berthing and Unberthing

- Vessels should notify the time of berthing to the relevant VTSC while being alongside to any port at Turkish Straits. Listening the sector channel is not obligatory while being in port.
- Vessels leaving the pier should report their time of departure, arrival port and ETA for entrance of Strait to the relevant VTSC and should proceed by having traffic information.

Slowing Down

Immediate notice should be given to the relevant VTS Center when a vessel has to slow down within the Istanbul and Çanakkale Straits. The VTS Center provide information, recommendations and instructions by evaluating the traffic situation.

Overtaking

Vessels shall not overtake another vessel unless there is an absolute necessity. Vessel which is in the necessity of overtaking other ahead vessel navigating slowly, should take permission from the relevant VTS Center. Passage permission given vessel by the VTS Center, shall try to pass the vessel ahead within the single course.

However, the vessel will not be overtaken between Vaniköy and Kanlica in Istanbul Strait and between Nara and Kilitbahir in Çanakkale Strait.

Reporting Accidents

An accident occurred within the TSVTS area should be immediately notified to the TSVTS in her own sector by both the vessel(s) involved in the accident and the witness vessel(s). The TSVTS is the first contact point in terms of the necessary precautions that can be taken and the minimization of any happened or probable loss of lives and property in the accident and the protection of the environment.

In Case of Run Aground

Vessel running aground within the TSVTS area;

1) Immediately notify the relevant VTS Center.
2) Never make intervention to such operations like; refloating operations, ballast operation, cargo discharge/transfer, use the engine except necessary precautions for the protection of environment and safety of life provided that not using any chemical material, and waits information/recommendations/instructions from the relevant VTS Center. Vessel run aground is liable to obey instructions given by the VTS Center.
3) If the master requests to salve the vessel with her own means, he/she is liable to submit salvage plan to Technical Committee in maximum 3 hours after getting underwater survey report,.

In Case of Failure

Vessel making failure within the TSVTS area;

1) Immediately gives information to relevant VTS Center.
2) In case of failure in the Traffic Separation Schemes in Marmara Sea, maximum 2 hours are given to the vessel in order to repair herself and if she couldn't do within the prescribed time she is liable to obey to instructions given by the relevant VTS Center.

Reporting Incidents and Marine Pollution
If any incident occurs within the TSVTS area that may affect the safe maneuver capability of vessels negatively or if any situation occur which may expose to a danger to the marine environment and surrounding areas, situation should be immediately notified by vessel(s) to the TSVTS in order to take necessary precautions on time.

Local Marine Traffic
Ferries, conventional ferries, sea buses, passenger boats engaged in regular voyages, tankers delivery oil-bunker fuel-water supplies to the vessels, pleasure crafts, fishing boats, agent boats, boats belongs to government, tug boats, vessels belonging to non-governmental organizations, vessels engaged in underwater and survey operations and all other similar vessels within the administrative zone of İstanbul Port.

All vessels that compose local marine traffic should listen current VHF channel, whether it is under SOLAS Convention or not.

Sanitary Inspections
Vessels that will pass through the Turkish Straits shall be subject to Sanitary Inspections in the places stated at Turkish Straits Marine Traffic Regulation in accordance with the 1936 Montreux Convention.

Tele-Health
24 hours uninterrupted medical consultation service to all health problems that can be occurred at marine and air vehicles during the navigation, medical rescue at sea and sea ambulance services are given by the Tele-Health Center.

Contact Areas with Agent
During passage through Turkish Straits, vessels shall not make agent contact except anchorage areas in compliance with the items 40 and 48 of TSMTR unless it is obligatory.
In obligatory cases; the most starboard side of their traffic separation schemes by taking permission from VTS Center, obeying traffic separation schemes and without affecting navigational circumstances, and within the time period and position defined as follow:

<u>While passing through Istanbul Strait;</u>
In the South, at the west of the longitude passing through the Kumkapı Barınak Light, not exceeding 1 hour;
In the North, on the north of the line connecting Hamsi Limanı and Fil Burnu, not exceeding 15 minutes;

<u>While passing through Çanakkale Strait</u>;
In the south of the line connecting Kanlidere Light to Karanfil Light not exceeding 1 hour;
vessels can make agent contact.

Fishing Boats
Regardless of her length, any vessel engaged in fishing shall not fishing within the TSS and shall not impede the passage of other vessels while navigating outer limit of TSS .

Sailing and under oars vessels navigating
Navigating by sail or under oars, swimming and fishing within the Turkish Straits TSS is prohibited. However, sailing, rowing and swimming competitions conducted for sporting purposes and demonstrations and ceremonies are subject to the permission of Administration and arrangement to be made.

IMPORTANT NATIONAL AND INTERNATIONAL VHF CHANNELS

06	EMERGENCY ASSISTANCE AND SEARCH & RESCUE CHANNEL
08	COAST GUARD CHANNEL
09	IDO SERVİCE (CONVENTIONAL FERRY) CHANNEL
16	INTERNATIONAL CALLING AND DISTRESS CHANNEL
67	METEOROLOGY CHANNEL
68	AGENCY SERVİCES
69	SHIPYARD / SHIP BUILT - REPAIR
71	PILOT STATION CHANNEL (ISTANBUL AND ÇANAKKALE)
72	LOCAL TRAFFIC CONTROL CENTER (İSTANBUL) AND YACHT CHANNEL
73	YACHT CHANNEL
74	PORT PILOT (İSTANBUL) CHANNEL
77	FISHER CHANNEL

EMERGENCY PHONE NUMBERS

DIRECTORATE GENERAL OF COASTAL SAFETY	PHONE: 0-212-292 52 80 PBX WEB : www.kegm.gov.tr
HAREM EMERGENCY RESPONSE STATION	0-216-341 11 42
MARMARA ISLAND EMERGENCY RESPONSE STATION	0-266-885 56 20
YOMBURNU RESCUE STATION	0-216- 536 02 19
RUMELİ FENERİ RESCUE STATION	0-212- 228 21 27
KEFKEN RESCUE STATION	0-262- 566 78 99
ŞİLE RESCUE STATION	0-216- 711 51 95
KİLYOS RESCUE STATION	0-212- 201 25 57
RUMELİ KARABURUN RESCUE STATION	0-121- 762 20 87
LAPSEKİ RESCUE STATION	0-286- 512 51 77
LIGHTHOUSE NOTIFICATION	151 (Free of Charge)
DIRECTORATE OF ENVIRONMENT PROTECTION-AIR AND SEA POLLUTION	0-212- 455 13 20/21/22
TELE HEALTH	PHONE: 0-212- 444 83 53 MAIL : info@telesaglik.gov.tr

KIYI EMNİYETİ GENEL MÜDÜRLÜĞÜ
1997

KIYI EMNİYETİ GENEL MÜDÜRLÜĞÜ
DIRECTORATE GENERAL OF COASTAL SAFETY

Meclisi Mebusan Cad. No:14/4 Salıpazarı/İSTANBUL
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