



No: 38591462-400-2025-1109
Subject: Regarding Anchorage Areas

08.05.2025

Circular No: 380

Dear Member,

In the letter of 07.05.2025, no. 2702652, sent to our Chamber by the Directorate General of Maritime Affairs of the Ministry of Transport and Infrastructure, it was stated that:

Pursuant to the Ports Regulation published in the Official Gazette of 31.10.2012, no. 28453, and the Turkish Straits Maritime Traffic Regulation of 15.08.2019, no. 30859, rules have been established concerning the anchorage of ships and marine vessels operating within the administrative port zones of our country and the Turkish Straits. It was further emphasized that the Administration continues to carry out inspections, oversight and monitoring activities under the applicable legislation to ensure the safety of navigation, life, property, and the environment. However, it has been noted that ships and marine vessels do not always anchor in compliance with the established anchoring procedures. In particular, it has been observed that some ships and marine vessels anchoring in the Southern Entrance Anchorage Areas of the Istanbul Strait have dropped anchor outside the designated anchorage areas, thereby posing a risk of damage to underwater structures such as cable systems and oil and natural gas pipelines.

To mitigate the risk of such incidents, it has been underlined that, for ships and marine vessels intending to anchor in the Southern Entrance Anchorage Areas of the Istanbul Strait and those within the jurisdiction of the Ambarlı Regional Port Authority, ship agents are required to inform the ship's master and relevant ship personnel in advance of anchoring with respect to the following matters:

- a) Ships and marine vessels must not anchor outside the designated anchorage areas.
- b) The responsibility for implementing the necessary monitoring and precautionary measures against potential anchor dragging rests with the ship's master.
- c) Anchoring outside designated anchorage areas shall be subject to administrative sanctions in accordance with the applicable legislation.
- ç) If a ship or marine vessel is found to be outside the defined anchorage limits, the relevant port authority may assign an escort tugboat, regardless of whether any damage to underwater infrastructure has occurred.
- d) In cases where a ship or marine vessel is considered to pose a potential hazard, all related costs — including those arising from underwater hull and keel inspections — shall be borne by the responsible parties of the vessel.

Accordingly, ship agents are expected to ensure that this information is properly conveyed to the ship's master and/or relevant ship personnel.

Respectfully submitted for your information.

e-signature

İsmet SALİHOĞLU
Secretary General

This document has been signed with a Secure Electronic Signature in accordance with the Electronic Signature Law No. 5070.

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ISO 9001:2015 Quality
Management System and
ISO 27001:2013 Information
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System are implemented in
our chamber.

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A Zero Waste
Management System is
implemented in our
Chamber.





Encl.: Letter Received from Directorate-General of Maritime Affairs
(1 page)

Distribution:

For action:

- All Members (via our website and e-mail)
- İMEAK DTO (Istanbul & Marmara, Aegean, The Mediterranean, Black Sea Regions Chamber of Shipping) Branches and Representative Offices
- Turkish Shipowners' Association
- S.S. Shipowners Transport and Operations Cooperative
- Shipowners and Agents Association (VDAD)
- Turkish Port Operators Association (TÜRKLİM)
- Coastal Ship Owners and Operators Association (KOSDER)
- Kocaeli Ship Agents Association (KOGAD)
- İMEAK DTO Chairpersons and Members of the Professional Committees No. 13, 15, 16, 17, 18, 20, 22, 25, 27, 28, 29, 30, 31, 33, 40, 41, 42, and 43.
- Ship Agents
- Shipowners

For information:

- Chairperson and Members of the Board of Directors
- İMEAK DTO Branch Chairpersons
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