

No: 38591462-430.99-2025-546

26.02.2025

Subject: Maritime Traffic Regulations for Istanbul Strait

Circular No: 152

Dear Member,

In its letter of 25.02.2025, no. 2391210, Ministry of Transport and Infrastructure, Directorate General of Maritime Affairs states that certain measures have been taken through their correspondence referred to hereinabove in order to reduce the congestion at the southern anchorage areas of Istanbul Strait. In addition, in its letter of 17.11.2023, no. 1539827, it is stated that all of the currently applied rules have been terminated, other than the allocation of (C) Zone Anchorage Area to vessels that will remain at anchor for extended periods or will berth at / unberth from coastal facilities, and the allocation of Küçükçekmece Anchorage Area to vessels carrying dangerous cargo.

The letter further states that, as a result of audits conducted by Directorate General of Maritime Affairs, due to the congestion caused by vessels waiting adrift in the Sea of Marmara for passage through Istanbul Strait, it has been reported that these vessels should be directed to designated anchorage areas, for the sake of both enhancing the navigational, life, property, and environmental safety, and allowing fishing activities in the region, by also taking into account the anchorage revenues to be generated as a result. Accordingly, the following points are highlighted and you are hereby requested to comply with the following decisions in connection therewith:

a) Vessels waiting adrift in the Sea of Marmara should be directed to Ambarlı Anchorage Areas No. 2, 3, and 4 in line with the intended purposes of these anchorage areas, and if needed, they may also be directed to Yalova Anchorage Areas No. 1 and 2, but these vessels should not be directed to drift in the Sea of Marmara as long as these anchorage areas are available for anchoring; and

b) Regarding Anchorage / Waiting Area No. 7, defined as the “waiting and anchorage area allocated for fuel and water barges within Istanbul (A) and (B) Zones anchorage areas,” the fuel and water barges are required to use only these designated areas and to refrain from waiting or anchoring outside their allocated zones, and audits in relation therewith should be increased; and

c) In the maritime zones between two anchorage areas where fishing is not prohibited (for example, the area between Istanbul (G) Zone Anchorage Area and (C) Zone Anchorage Area), no restrictions are imposed on fishing vessels, and so, fishing vessels may continue their fishing activities in these areas, provided that they comply with the navigation aids and related regulations and warnings thereat; and

d) Vessels anchoring outside the designated anchorage areas as specified in the Ports Regulation should be monitored and detected via our National AIS system, warned accordingly, and directed to proper anchorage areas, or otherwise, if such vessels fail to comply, actions should be taken in accordance with the applicable legislation.

Respectfully submitted for your information.

e-signature
İsmet SALIHOĞLU
Secretary General

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ISO 9001:2015 Quality Management System and ISO 27001:2013 Information Security Management 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 (2 pages)

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
- Turkish Shipbuilders' Association (GISBİR)
- Ship, Yacht and Services Exporters' Association
- Shipowners and Agents Association (VDAD)
- Turkish Port Operators Association (TÜRKLİM)
- Coastal Ship Owners and Operators Association (KOSDER)
- Ship Brokers Association (GBD)
- Turkish Ship Suppliers Association (TURSSA)
- Ship Recycling Industrialists Association
- S.S. Istanbul Anatolian Side Kumcular Production and Marketing Cooperative
- Cabotage Line Ro-Ro and Ferry Operators Association (ROFED)
- Central Union of Turkish Marine Fishers Producers (DEM-BİR)
- Yalova Altınova Shipyard Entrepreneurs San. ve Tic. A.Ş.
- Association of International Forwarding and Logistics Service Providers (UTIKAD)
- Turkish Shipowners Employers' Union (TAİS)
- Chamber of Marine Engineers (GEMİMO)
- Chamber of Naval Architects and Marine Engineers (TMMOB GMO)
- WISTA Turkey (Association of Women Engaged in International Maritime Trade)
- Turkish Oceangoing Ship Captains Association
- Turkish Pilot Captains Association
- Maritime Traffic Operators Association
- Oceangoing Chief Engineers Association
- İzmir Oceangoing Captains and Chief Engineers Association (İZKABDER)
- Turkish Maritime Education Foundation Piri Reis University Alumni Association
- Piri Reis University Alumni Association (PRUMED)
- Istanbul Technical University Faculty of Maritime Alumni Association
- Dokuz Eylül University Faculty of Maritime Alumni Association
- Karadeniz Technical University Maritime Transportation and Management Engineering Alumni Association (KTÜ DUİM)
- Istanbul University Maritime Transportation and Management Engineering Alumni Association (DUİM-MED)
- Kocaeli University Karamürsel Maritime Schools Alumni Association (KOUKARMEDER)
- Ordu Fatsa Maritime Alumni Association (ORFADDER)
- Ziya Kalkavan Anatolian Maritime Vocational High School Alumni Association (ODEMED)
- Beykoz Maritime and Fisheries Vocational High School Alumni Association

For information:

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

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REPUBLIC OF TÜRKİYE
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
Directorate-General of Maritime Affairs

No: E-19463099-130.99-2391210

25.02.2025

Subject: Maritime Traffic Regulations for Istanbul Strait

TO THE DISTRIBUTION POINTS:

- Reference:** a) Our letter of 30.12.2022, no. E-19463099-145.02-875120.
b) Our letter of 10.04.2023, no. E-19463099-130.99-1088246.
c) Our letter of 09.05.2023, no. E-19463099-130.99-1116948.
ç) Our letter of 17.11.2023, no. E-19463099-130.99-1539827.

As is known, certain measures were taken through our referenced letters (a), (b), and (c) to reduce the congestion experienced at the southern anchorage areas of Istanbul Strait. Furthermore, with our referenced letter (ç), all of the currently applied rules have been terminated, other than *the allocation of (C) Zone Anchorage Area to vessels that will remain at anchor for extended periods or will berth at / unberth from coastal facilities, and the allocation of Küçükçekmece Anchorage Area to vessels carrying dangerous cargo.*

At the current stage, as a result of audits conducted by our Administration, due to the congestion caused by vessels waiting adrift in the Sea of Marmara for passage through Istanbul Strait, it has been reported that these vessels should be directed to designated anchorage areas, for the sake of both enhancing the navigational, life, property, and environmental safety, and allowing fishing activities in the region, by also taking into account the anchorage revenues to be generated as a result.

- Vessels waiting adrift in the Sea of Marmara should be directed to **Ambarlı Anchorage Areas No. 2, 3, and 4** in line with the intended purposes of these anchorage areas, and if needed, they may also be directed to **Yalova Anchorage Areas No. 1 and 2**, but these vessels should not be directed to drift in the Sea of Marmara as long as these anchorage areas are available for anchoring; and
- Regarding **Anchorage / Waiting Area No. 7**, defined as the “*waiting and anchorage area allocated for fuel and water barges within Istanbul (A) and (B) Zones anchorage areas*”, the fuel and water barges are required to use only these designated areas and to refrain from waiting or anchoring outside their allocated zones, and audits in relation therewith should be increased; and
- In the maritime zones between two anchorage areas where fishing is not prohibited (for example, the area between Istanbul (G) Zone Anchorage Area and (C) Zone Anchorage Area), no restrictions are imposed on fishing vessels, and so, fishing vessels may continue their fishing activities in these areas, provided that they comply with the navigation aids and related regulations and warnings thereat; and
- Vessels anchoring outside the designated anchorage areas as specified in the Ports Regulation should be monitored and detected via our National AIS system, warned accordingly, and directed to proper anchorage areas, or otherwise, if such vessels fail to comply, actions should be taken in accordance with the applicable legislation.

This document is signed with a secure electronic signature.

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The document inquiry can be made at the following address:

You are kindly requested to note the information given above and take the necessary actions in relation therewith.

Ünal BAYLAN
acting for and on behalf of the Minister
Director General of Maritime Affairs

Distribution:

For action:

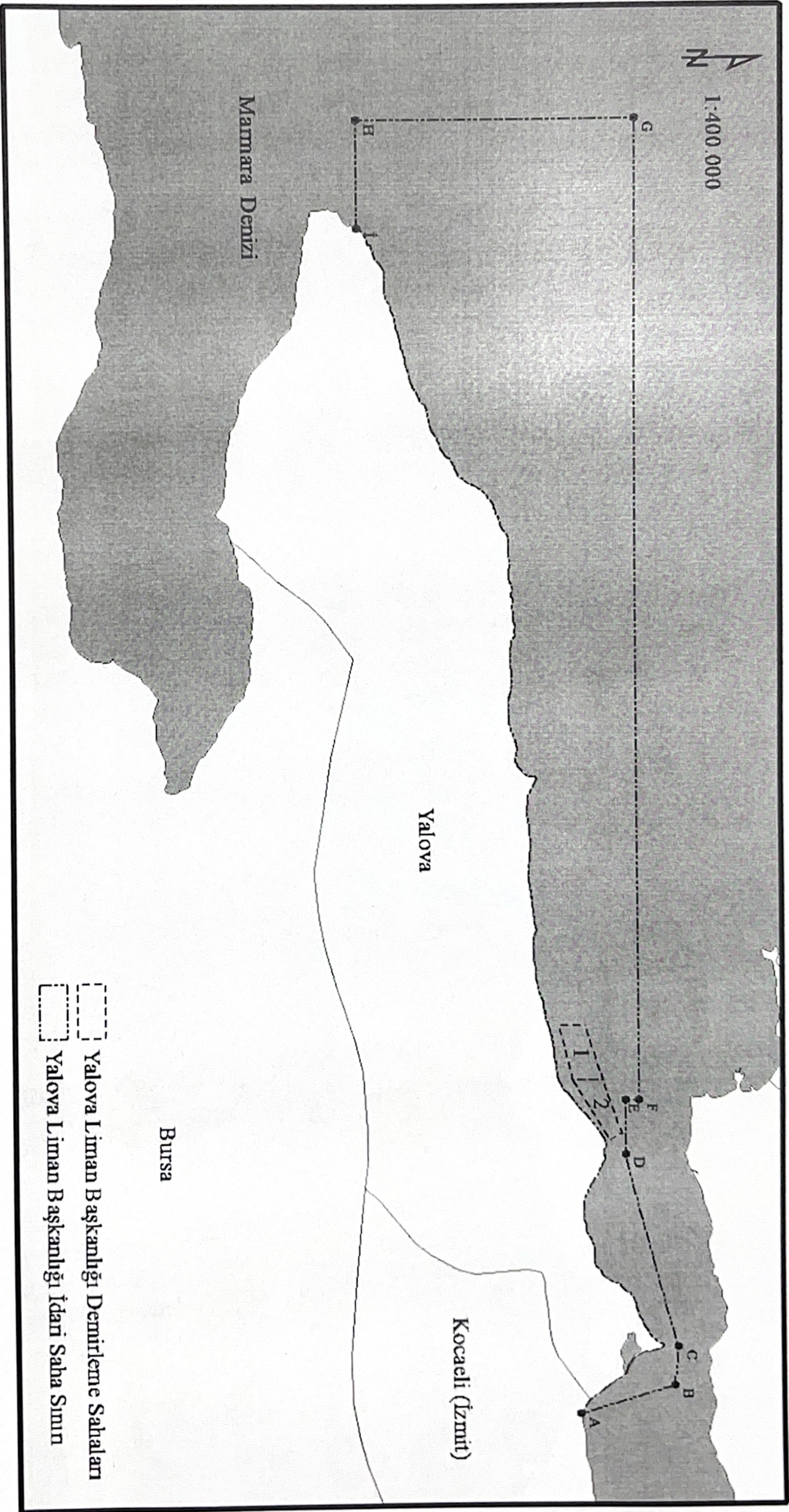
Directorate General of Coastal Safety
Istanbul Regional Port Authority
Tuzla Regional Port Authority
Ambarlı Regional Port Authority
Yalova Regional Port Authority
Istanbul & Marmara, Aegean, The Mediterranean, Black
Sea Regions Chamber of Shipping (İMEAK)

Information:

Ministry of Interior
(Turkish Coast Guard Command)



Yalova Liman Başkanlığı



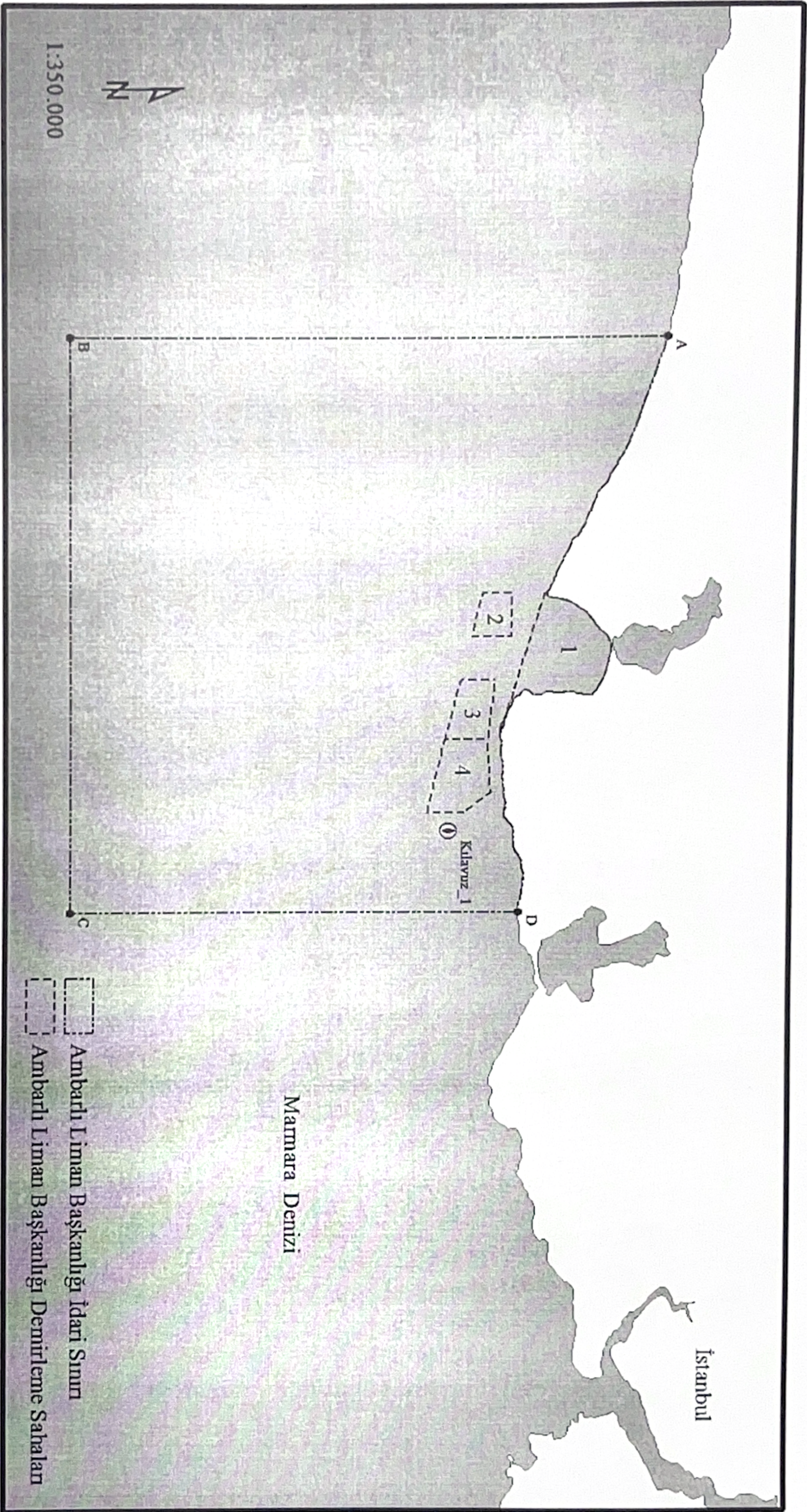
İdari Saha Koordinatları

- | | |
|---|---|
| A) $40^{\circ} 41' 12''$ K – $029^{\circ} 33' 36''$ D | E) $40^{\circ} 43' 00''$ K – $029^{\circ} 21' 18''$ D |
| B) $40^{\circ} 44' 48''$ K – $029^{\circ} 32' 30''$ D | F) $40^{\circ} 43' 30''$ K – $029^{\circ} 21' 18''$ D |
| C) $40^{\circ} 44' 57''$ K – $029^{\circ} 30' 57''$ D | G) $40^{\circ} 43' 30''$ K – $028^{\circ} 43' 24''$ D |
| D) $40^{\circ} 43' 00''$ K – $029^{\circ} 23' 24''$ D | H) $40^{\circ} 33' 00''$ K – $028^{\circ} 43' 24''$ D |
| | İ) $40^{\circ} 33' 00''$ K – $028^{\circ} 47' 30''$ D |

Demirleme Sahaları

- 1 - Tehlikeli Madde Taşımayan Gemiler
- 2 - Tehlikeli Madde Taşıyan Gemiler

Ambarlı Liman Başkanlığı



İdari Sınır Koordinatları

- A) $41^{\circ}02'54''$ K – $028^{\circ}24'00''$ D
- B) $40^{\circ}43'30''$ K – $028^{\circ}24'00''$ D
- C) $40^{\circ}43'30''$ K – $028^{\circ}43'24''$ D
- D) $40^{\circ}58'18''$ K – $028^{\circ}43'24''$ D

Demirleme Sahaları

- 1 - Tehlikeli Madde Taşımayan Gemiler < 1600 GT
- 2 - Askeri Gemiler
- 3 - Tehlikeli Madde Taşıyan Gemiler
- 4 - Tehlikeli Madde Taşımayan Gemileri > 1600 GT

Kılavuz Kaptan Koordinatları

- Kılavuz_1 - $40^{\circ}56'00''$ K – $028^{\circ}40'39''$ D