



# JAPAN P&I NEWS

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To the Members

## **Turkey — Enforcement for Anchoring Outside of Designated Anchorage Zones in Istanbul Southern Anchorage**

We have received information from our Turkish correspondent, Kalimbassieris Maritime AS (Istanbul), regarding the subject matter. For details, please find attached their circular.

A Notice is published as a circular on 7 May 2025 by General Directorate of Maritime Affairs about Turkish Straits Maritime Traffic Regulation.

It instructs the agents to inform Masters prior to anchoring operations at the Istanbul Southern Entrance Anchorage Areas and the anchorage zones under the authority of the Ambarli Regional Port Authority that anchoring operations should be conducted inside the designated anchorage zones, otherwise, measures such as assignment of an escort tug or underwater inspections at the expense of vessel interests may be undertaken and, administrative sanctions may be imposed as well.

Yours faithfully,

**The Japan Ship Owners' Mutual Protection & Indemnity Association**

Attachment: Turkey Enforcement for Anchoring Outside of Designated Anchorage



# KALIMBASSIERIS MARITIME A.S.

## **ALERT: TURKEY – ENFORCEMENT FOR ANCHORING OUTSIDE OF DESIGNATED ANCHORAGE ZONES IN ISTANBUL SOUTHERN ANCHORAGE**

This is an update relating to a recent increasing trend in our area where vessels anchoring at the border/ outside the designated anchorage zones encounter delays and/or claims due to a potential entanglement with subsea infrastructure such as underwater pipelines or communication cables.

On May 7<sup>th</sup> 2025, a letter on the matter was issued by Directorate General of Maritime Affairs and sent to various maritime organizations in Turkey.

The letter instructs the agents to inform Masters prior to anchoring operations at the Istanbul Southern Entrance Anchorage Areas and the anchorage zones under the authority of the Ambarlı Regional Port Authority that anchoring operations should be conducted inside the designated anchorage zones, otherwise, measures such as assignment of an escort tug or underwater inspections at the expense of vessel interests may be undertaken; in addition, administrative sanctions may be imposed in cases where a vessel anchors outside of the designated zones.

On the basis of the above, and to avoid any delays to vessel's schedule, Members should be notified to conduct anchoring operations inside the designated anchorage zones. To draw Member's attention also, that due to the length of the anchor chain and changes in wind direction after anchoring, the vessel's swinging circle may cross the area where underwater cables or pipelines are located even though the anchor itself is at a safe distance away from those when anchored; this could also be deemed risky by the local Harbour Master and result in potential demands and delays to the vessel.

It should be noted that the Harbour Master may decide to proceed with initiating an administrative investigation for these incidents as per Article 40(1) of Ports Regulation in Turkey, where statements of the Master, Chief Engineer and Officer on Watch is taken, which necessitates appointment of lawyers for related procedures, and submission of incident-related documents/materials including the Vessel Data Recorder (VDR) is requested. Lastly, as indicated in the letter, the Harbour Master may also proceed with issuance of a modest administrative fine against vessel interests for violating relevant provisions of Ports Regulation on anchoring.

We herewith attach the original and the English translation of the letter issued by Directorate for your reference.

Should you have any queries relating to this alert or need detailed information, please contact Kalimbassieris Maritime Istanbul Office, email [istanbul@kalimbassieris.com](mailto:istanbul@kalimbassieris.com) or Tel: (+90) 2164575600.

Yours Sincerely,  
Kalimbassieris Maritime AS (Istanbul)

MINISTRY OF TRANSPORT AND INFRASTRUCTURE

General Directorate of Maritime Affairs

07.05.2025

Number: E-25270526-155.01.01-2702652

Subject: Anchoring Zones

TO DISTRIBUTION

Reference (a): Port Regulations published in the Official Gazette dated 31.10.2012 and numbered 28453

Reference (b): Turkish Straits Maritime Traffic Regulation Published in the Official Gazette dated 15.08.2019 and numbered 30859

As is known, pursuant to the provisions of Regulation (a) and Regulation (b), rules have been established concerning the anchoring of vessels and marine craft operating in our country's port administrative areas and in the Turkish Straits. In this regard, inspections and oversight are being carried out by our Administration in accordance with the applicable legislation for the purpose of ensuring the safety of navigation, life, property, and the environment. However, it has been observed that, from time to time, vessels and marine craft fail to anchor in accordance with the prescribed anchoring rules. In particular, it has been identified that vessels anchoring in the Southern Entrance Anchorage Areas of the Bosphorus are dropping anchor outside the designated anchorage zones, thereby posing a risk of damage to subsea infrastructure, such as cable systems, petroleum and natural gas pipelines.

In order to prevent possible incidents in this regard, shipping agents are required to inform the **ship's master and other responsible parties prior to anchoring operations** in the Southern Entrance Anchorage Areas of the Istanbul Strait and the anchorage zones under the authority of the Ambarlı Regional Port Authority, with respect to the following matters:

- a) The vessel shall not anchor outside the designated anchorage zone,
- b) The responsibility for necessary monitoring and precautionary measures against potential anchor dragging lies with the ship's Master,
- c) In the event of anchoring outside the designated zones, administrative sanctions may be imposed under the applicable legislation,
- ç) If it is determined that the vessel is located outside the designated anchorage area, the relevant Port Authority may assign an escort tugboat, regardless of whether any damage to subsea infrastructure has occurred,
- d) In the event that the vessel is deemed to pose a potential hazard, all related expenses, including underwater hull and keel inspections, shall be borne by the ship's operator or responsible parties.

We kindly submit the above for your information and necessary action.

ÜNAL BAYLAN

Director General



Gelen Tarih Sayı: 08.05.2025 - 1927

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Denizcilik Genel Müdürlü ü



Sayı : E-25270526-155.01.01-2702652

07.05.2025

Konu : Demirleme Sahaları

DAĞITIM YERLERİNE

İlgi : a) 31.10.2012 tarih ve 28453 sayılı Resmî Gazete'de yayımlanan Limanlar Yönetmeliği.  
b) 15.08.2019 tarihli ve 30859 sayılı Resmi Gazete'de yayımlanan Türk Boğazları Deniz Trafik Düzeni Yönetmeliği.

Bilindiği üzere; ilgi (a) ve ilgi (b) Yönetmelik kapsamında Ülkemiz liman idari sahalarını ve Türk Boğazlarını kullanacak gemi ve deniz araçlarının demirlemesine yönelik kurallar belirlenmiş ve seyir, can, mal ve çevre emniyetinin korunması adına İdaremizce meri mevzuat kapsamında kontrol ve denetimlerimiz devam etmektedir. Ancak zaman zaman gemi ve deniz araçlarının demirleme kurallarına uygun şekilde demirleme yapmadığı, özellikle İstanbul Boğazı Güney Girişi Demirleme sahalarına demirleyen gemilerce demirleme alanının dışına demir atılması nedeniyle kablo sistemleri, petrol ve doğal gaz boruları gibi su altı unsurlarına zarar verme riski taşıdığı tespit edilmiştir.

Konu ile ilgili olarak olası kazaların yaşanmamasını teminen İstanbul Boğazı Güney Girişi Demirleme Sahaları ile Ambarlı Bölge Liman Başkanlığı demir sahalarını kullanacak gemilerle ilgili olarak **gemi acentelerince gemi kaptanına ve gemi ilgililerine demirleme öncesinde ;**

- Geminin belirlenen demirleme sahası dışına demirlememesi,
- Olası demir tarama ihtimaline karşı gerekli izleme ve tedbirlerinin gemi kaptanı sorumluluğunda olduğunun bilinmesi,
- Demirleme sahalarının dışında demirleme yapılması durumunda meri mevzuat kapsamında idari yaptırım uygulanacağı,
- Geminin demirleme alanı dışında bulunduğu tespiti halinde herhangi bir su altı unsuruna zarar verip vermediğine bakılmaksızın ilgili liman başkanlığınca bir refakat römorkörünün görevlendirilebileceği,
- Geminin muhtemel tehlike arz etmesi durumunda; su altı karina ve omurga incelemesi dahil ilgili tüm masrafların gemi ilgililerince karşılanacağı

hususlarında gemi acenteleri tarafından ilgili bilgilendirmenin gemi kaptanına veya gemi ilgisine yapılması hususunda bilgilerinizi ve gereğini rica ederim.

Ünal BAYLAN

Bakan a.

Denizcilik Genel Müdürü

Dağıtım:

Gereği:

İstanbul ve Marmara, Ege, Akdeniz, Karadeniz  
Bölgeleri Deniz Ticaret Odası Başkanlığı  
(İmeak)na

Bilgi:

Kıyı Emniyeti Genel Müdürlüğüne  
İstanbul Bölge Liman Başkanlığına  
Ambarlı Bölge Liman Başkanlığına  
Tuzla Bölge Liman Başkanlığına

Bu belge, güvenli elektronik imza ile imzalanmıştır.

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Do rulama Adresi: <https://www.turkiye.gov.tr/uab-ebys>

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