



JAPAN P&I NEWS

外航組合員各位

トルコ・イスタンブール南錨地における指定錨地外での錨泊作業に関する取り締まり

トルコのコレスポンデント **Kalimbassieris Maritime AS (Istanbul)** から掲題に関するサーキュラーを入手しましたので、添付の当組合試訳とともにご参考にご供します。

トルコ海事総局は、トルコ海峡の通行規則に関する通達を 2025 年 5 月 7 日に発行しました。同通達は、**Istanbul Southern Entrance Anchorage Areas** および **Ambarli Regional Port Authority** の管轄下にある錨地において、指定された錨地内で錨泊がおこなわれない場合、タグボートの配船や水中検査などの措置が船舶側の費用負担で行われる可能性があり、さらに行政処分が科される可能性があることを通知しています。

以上

添付資料: Turkey Enforcement for Anchoring Outside of Designated Anchorage (当組合試訳)
Turkey Enforcement for Anchoring Outside of Designated Anchorage

ALERT: トルコイスタンブール南錨地における指定錨地外での錨泊作業に関する取り締まり

船舶が指定錨地の境界または外で錨泊した際に、パイプラインや海底ケーブルなどの海底インフラ設備との接触による遅延やクレームが発生する傾向にあります。

この件に関し、2025 年 5 月 7 日にトルコ海事総局からトルコ国内の海事関係者へ通達が発行されました。

Istanbul Southern Entrance Anchorage Areas および Ambarli Regional Port Authority の管轄下にある錨地での錨泊作業の前に、船舶代理店は船長に対し錨泊作業は指定された錨地内で行うことを指示するよう求めています。指定された錨地内で錨泊作業が行われない場合は、タグボートの配船や水中検査などの措置を船舶側の費用負担で行われる可能性があること、さらに船舶が指定区域外で錨泊した場合、行政処分が科される可能性があります。

そのため船舶のスケジュール遅延を避けるため、指定された錨地内で錨泊作業を行う必要があります。また、錨鎖の長さや錨泊後の風向きの変化により、錨自体は錨泊時に海底ケーブルやパイプラインから安全な距離にあっても、船舶のふれまわり（旋回）を考慮する必要があります。海底ケーブルやパイプラインが存在する区域での船舶の旋回は現地港湾管理者によって危険とみなされ、船舶に対するクレームや遅延につながる可能性があります。

港湾管理者はトルコの港湾規則第 40 条（1）に基づき、これらの事案に関する行政調査を開始する決定を下す場合があります。その場合、船長、機関長、および航海士の供述が聴取され、関連手続きのために弁護士の選任が必要となり、Vessel Data Recorder（VDR）を含む関連の文書/資料の提出が要求されます。また、当局の通達のとおり、港湾管理者は錨泊に関する港湾規則の関連規定違反として、船舶の利害関係者に対し少額の過怠金を科すこともあります。

ご参考までに当局からの通達の原本と英語版を添付します。本アラートへの質問や詳細情報が必要な場合はご連絡ください。

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Kalimbassieris Maritime AS (Istanbul)



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 7th 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 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

T.C.
ULAŞTIRMA VE ALTYAPI BAKANLIĞI
Denizcilik Genel Müdürlüğü



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

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