



REPUBLIC OF TURKEY

**Ministry of Transport,
Maritime Affairs and Communication**

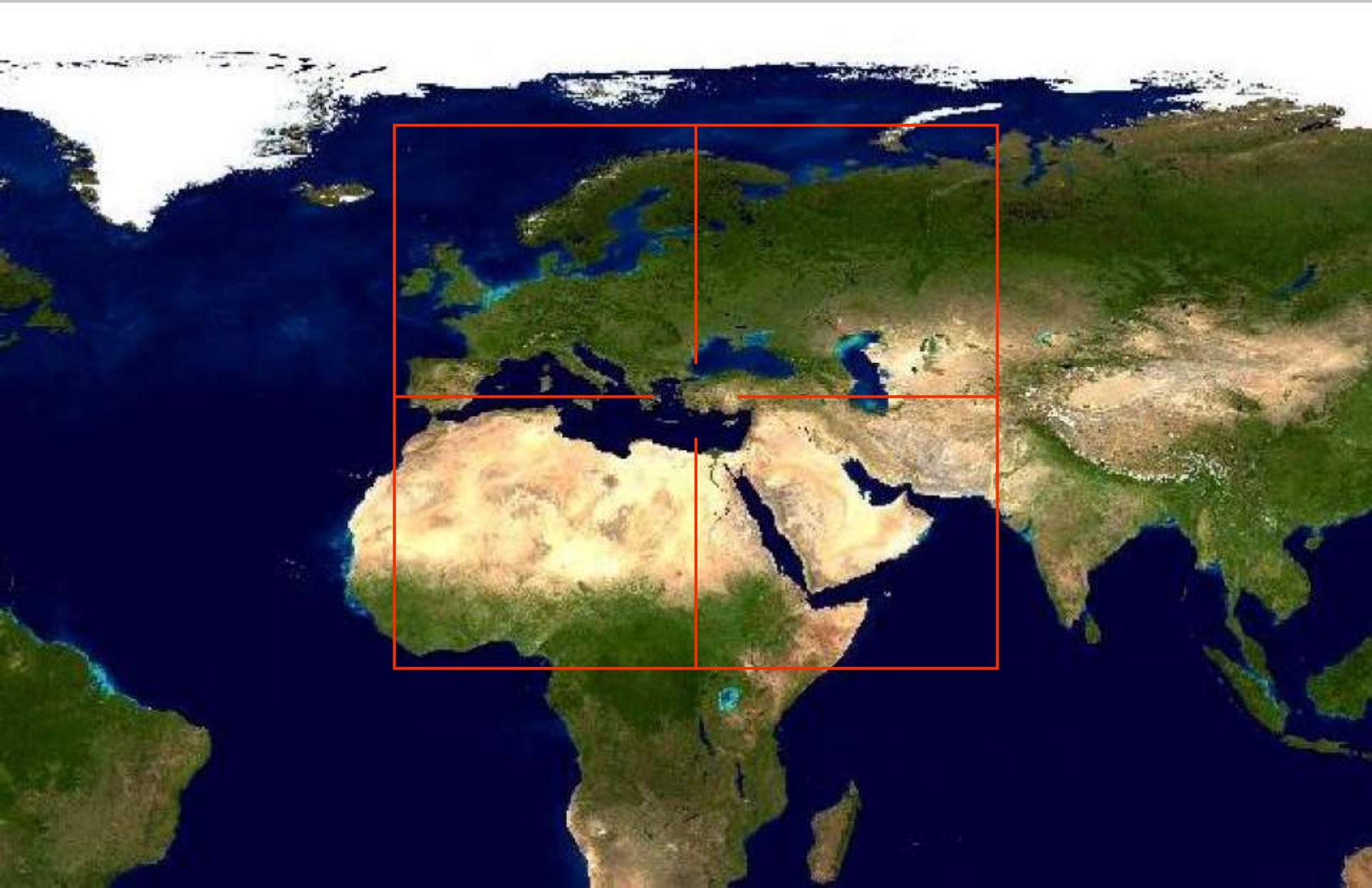
Directorate General of Coastal Safety

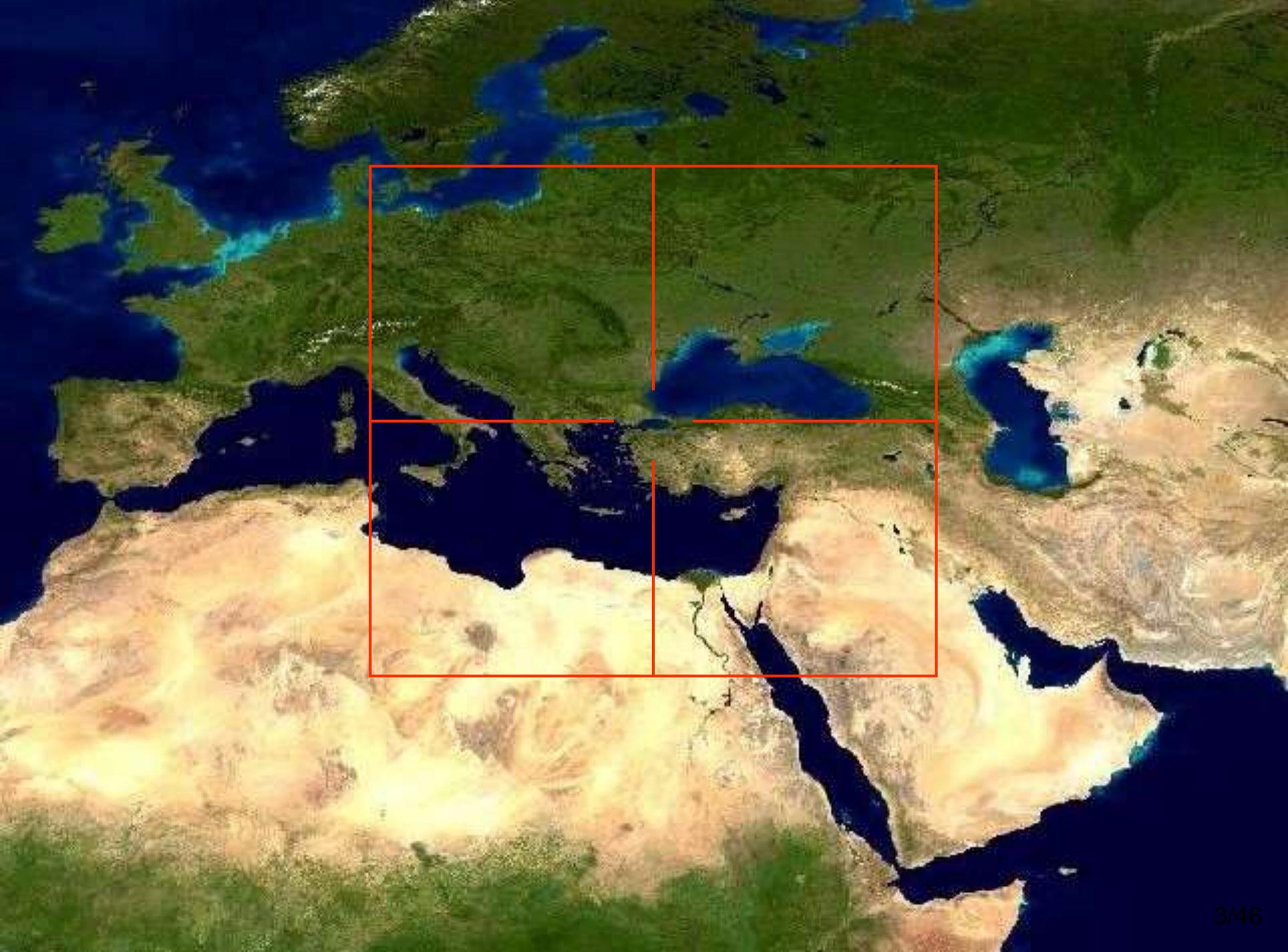
Turkish Straits
Safety, Risks and Statistics

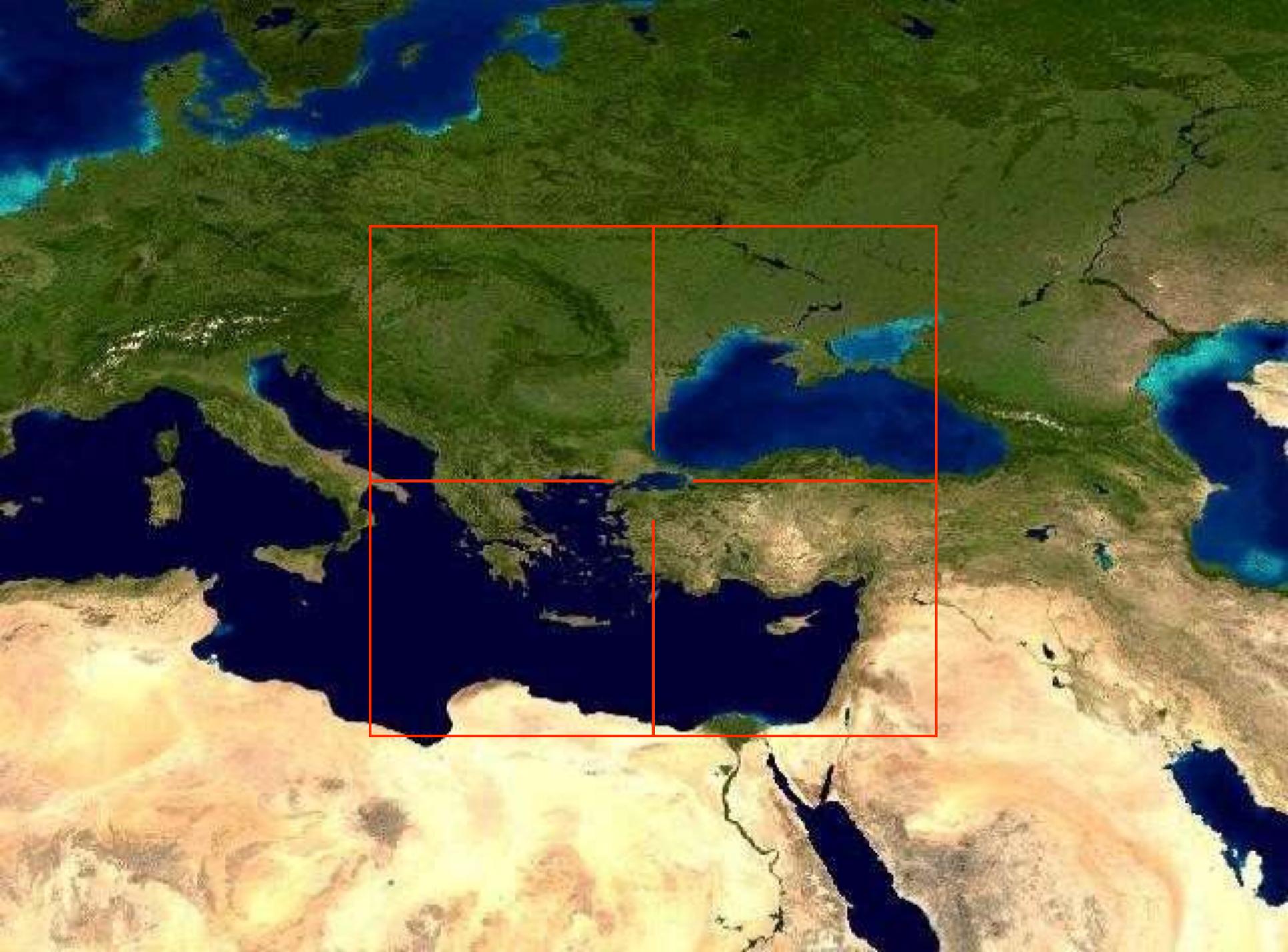
Sami GÜREL

İstanbul VTS Center Manager







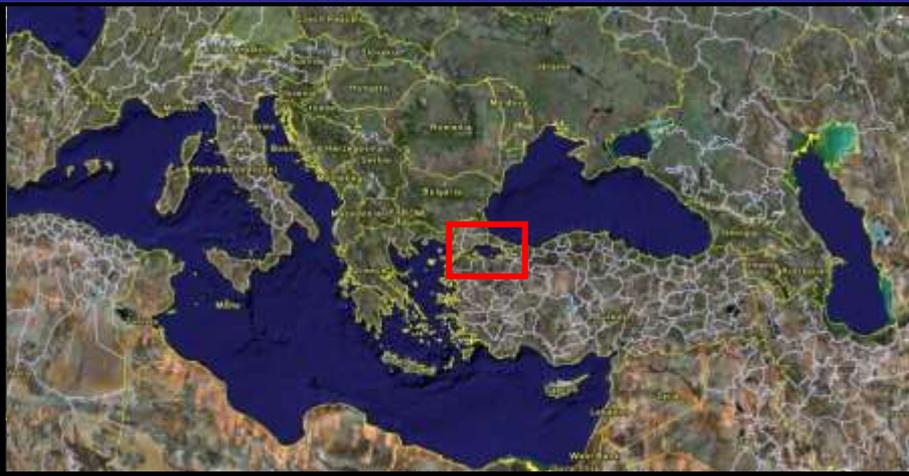








TURKISH STRAITS



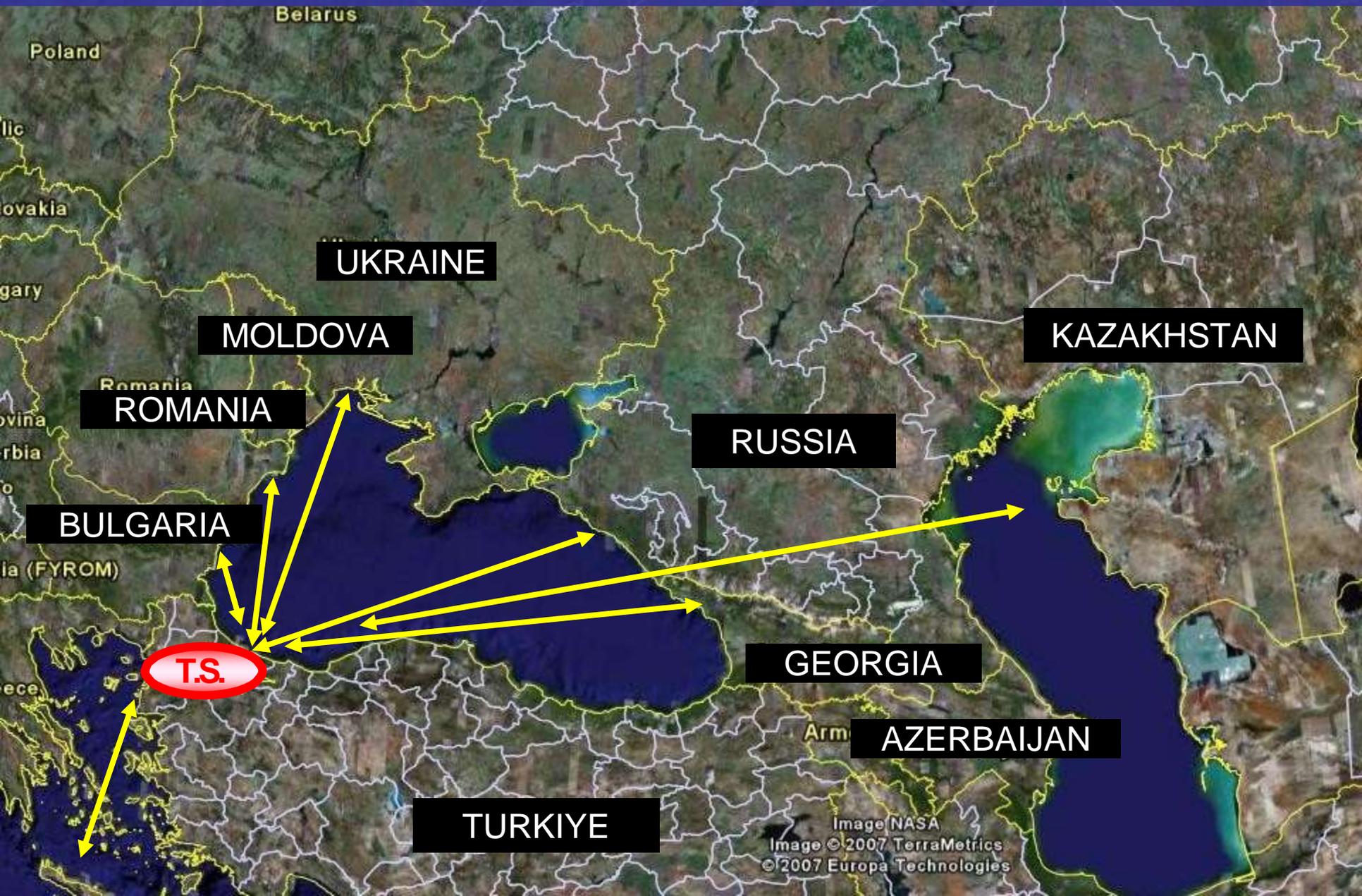
İSTANBUL STRAIT
17 NM

MARMARA SEA
110 NM

CANAKKALE STRAIT
37 NM

TOTAL DISTANCE OF TURKISH STRAITS IS 164 NM

STRATEGIC IMPORTANCE OF THE TURKISH STRAITS



UKRAINE

MOLDOVA

KAZAKHSTAN

ROMANIA

RUSSIA

BULGARIA

GEORGIA

T.S.

AZERBAIJAN

TURKIYE

Image NASA
Image © 2007 TerraMetrics
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SERVICES RENDERED

Salvage/Tug Boats



Marine Telecommunication



Aids to Navigation



Fonda harita ve hizmetler



Pilotage



Vessel Traffic Service



Search and Rescue



THE NARROWEST POINT OF ISTANBUL STRAIT



Tanker LOA 271 m

Aşiyan

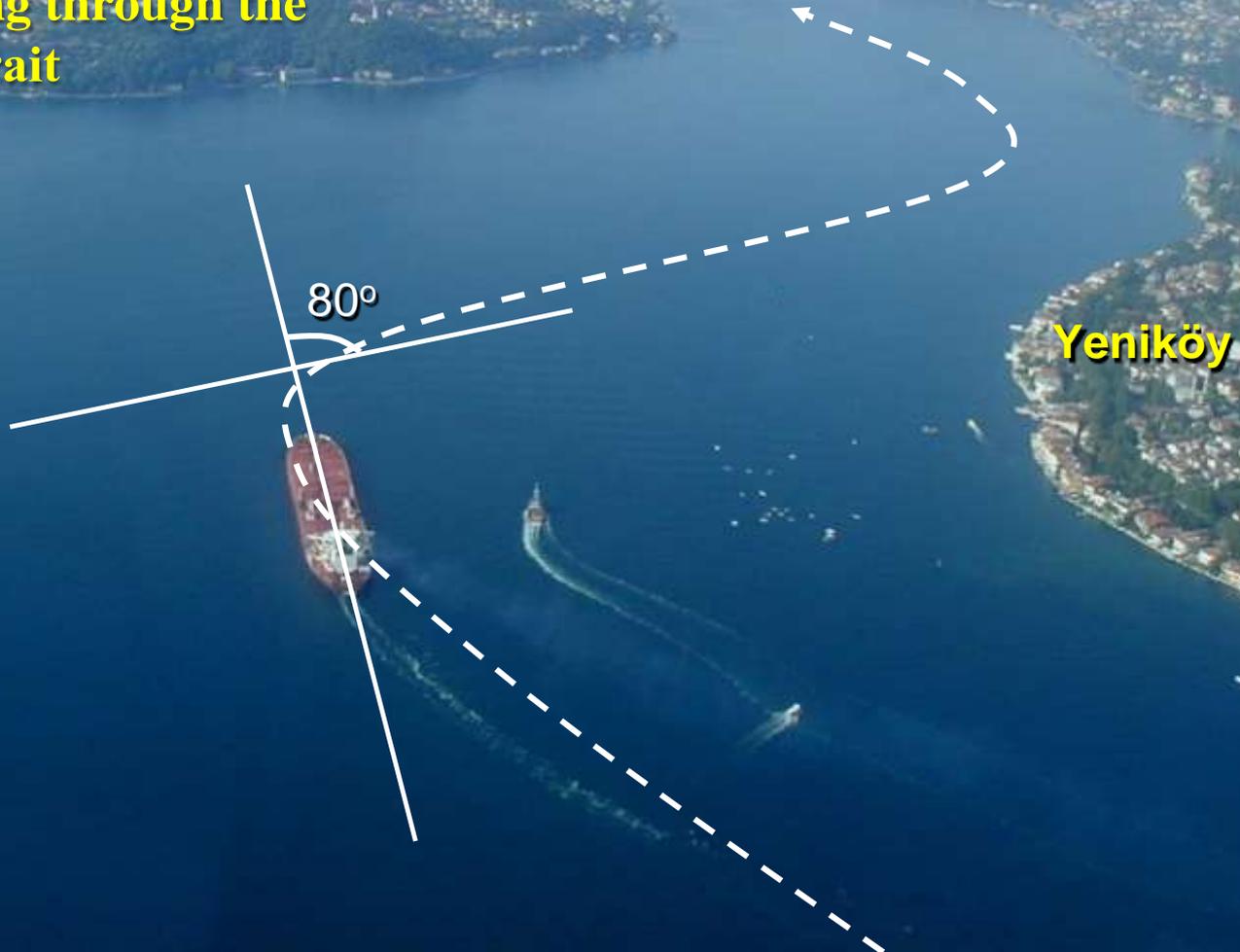
45°

698 m

Kandilli

THE SHARPEST BEND OF ISTANBUL STRAIT

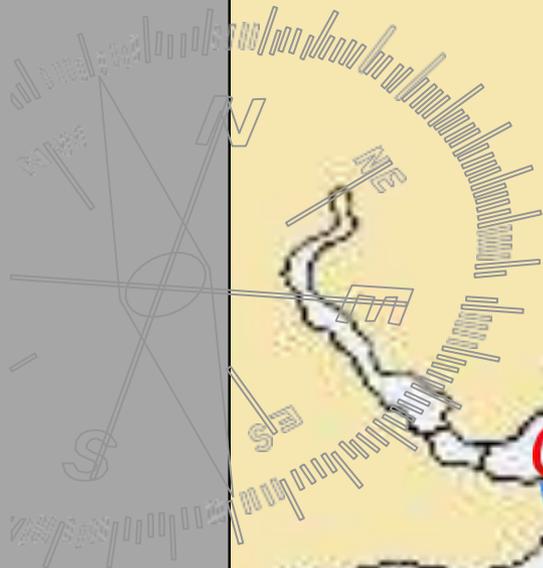
Vessels are required at least 12 times course alterations while passing through the İstanbul Strait



CURRENTS OF THE İSTANBUL STRAIT

- 1- SURFACE CURRENT
- 2- DEEP CURRENT
- 3- COUNTER CURRENT
- 4- ORKOZ CURRENT

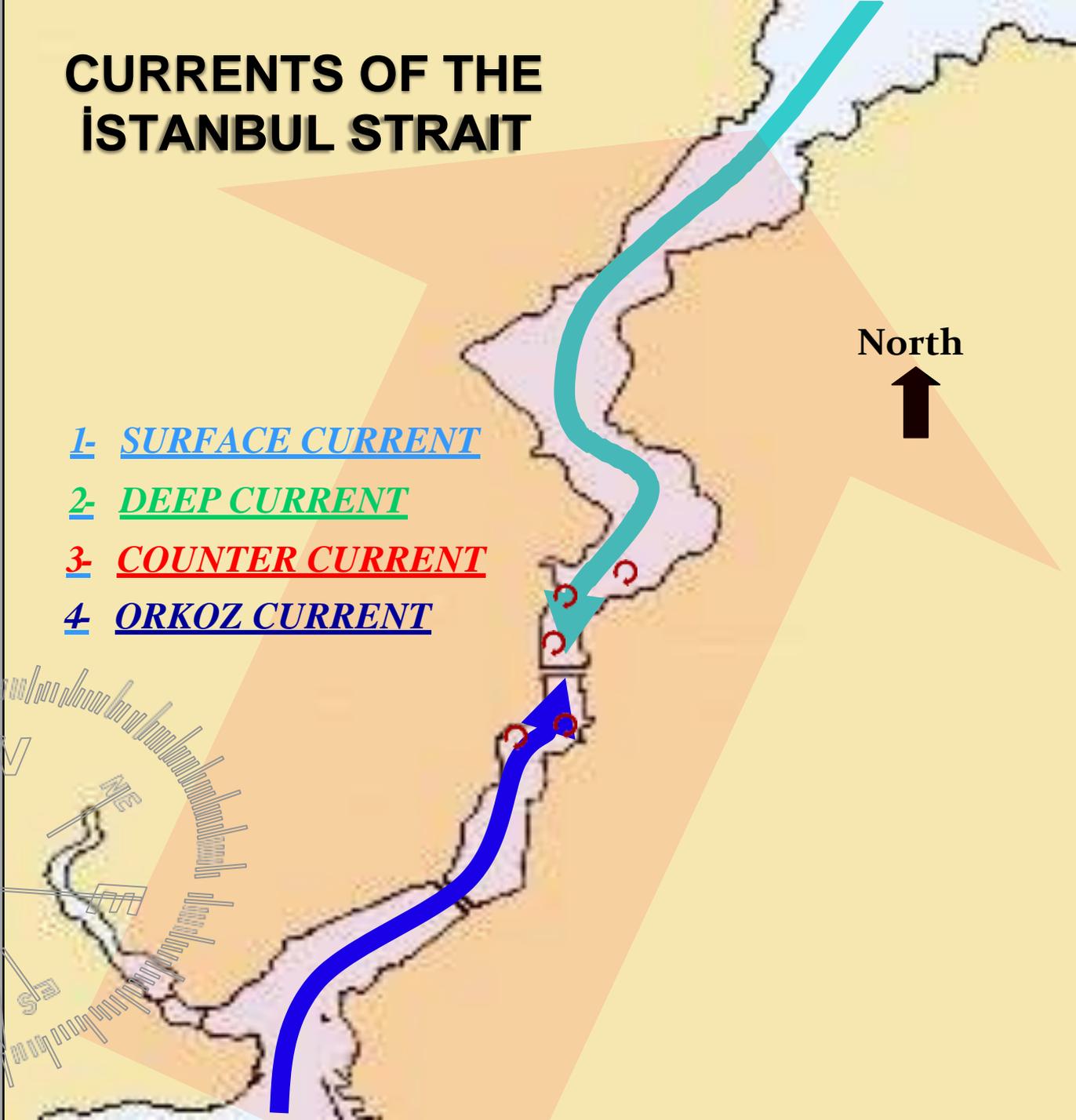
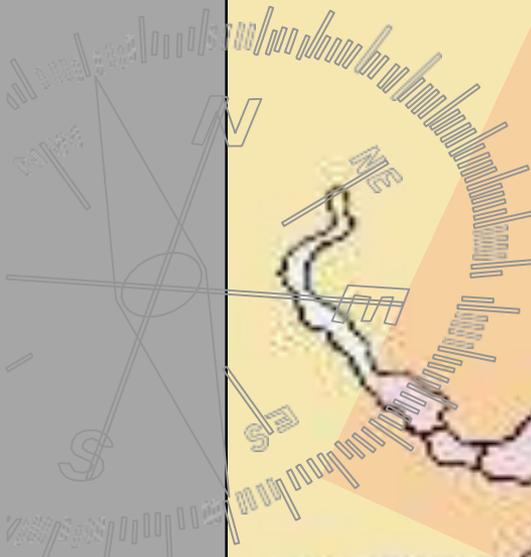
North
↑



CURRENTS OF THE İSTANBUL STRAIT

- 1- SURFACE CURRENT
- 2- DEEP CURRENT
- 3- COUNTER CURRENT
- 4- ORKOZ CURRENT

North
↑





Zoom In Zoom Out Zoom Prev Vector History Label AcqTrk ManTrk

Area In Out Prev Vector History Label AcqTrk ManTrk

TrkLst RngBrng Config

Operational Alarms

Suppress

Ack

Cursor Position

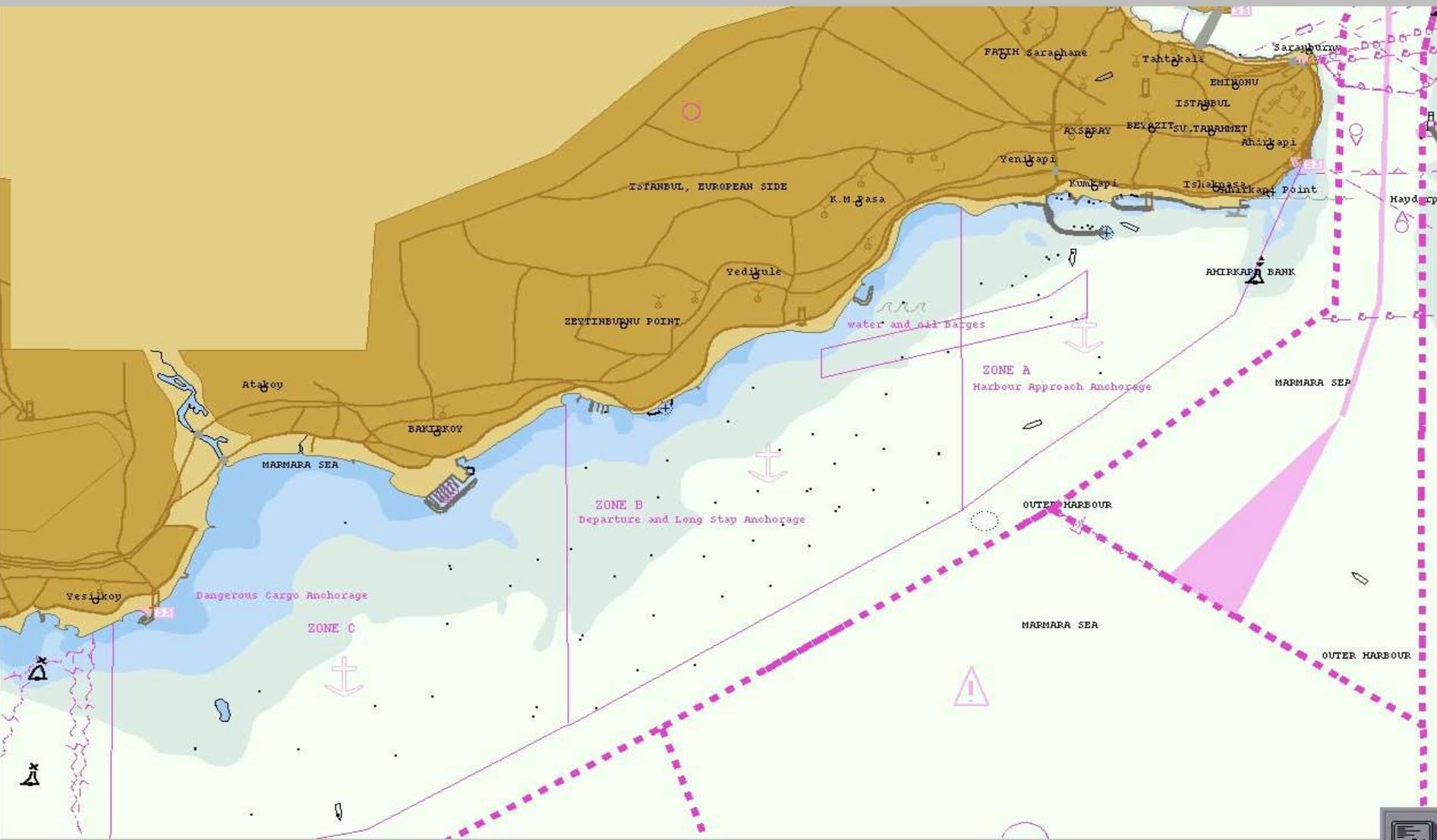
Lat/Long

Lat 40:59.06 N
Long 028:53.67 E

New AIS Text Message

Selected Track Track Vector (min) 5

Range Scale (nm) 8.4 Track History (min) 5





İSTANBUL VTS CENTER



TURKISH STRAITS VESSEL TRAFFIC SERVICE - 2003



AEGEAN
SEA



Sector KUMKALE
VHF CH-13
28 Mil

Sector NARA
VHF CH-12
24 Mil

ÇANAKKALE VTS AREA 124 MILES

Sector GELİBOLU
VHF CH-11
74.4 Mil

İSTANBUL VTS AREA 80 MILES

Sector MARMARA
VHF CH-14
32 Mil

Sector KADIKÖY
VHF CH-13
14 Mil



Sector KANDİLLİ
VHF CH-12
9.6 Mil

Sector TÜRKELİ
VHF CH-11
20 Mil

BLACK SEA

TOTAL DISTANCE OF TURKISH STRAITS VTS AREA 204 MILES



MTMC

Services Rendered by TSVTS



DGCS

- **Information Service**
- **Navigational Assistance Service**
- **Traffic Organization Service**



MTMC



DGCS

Main purposes :

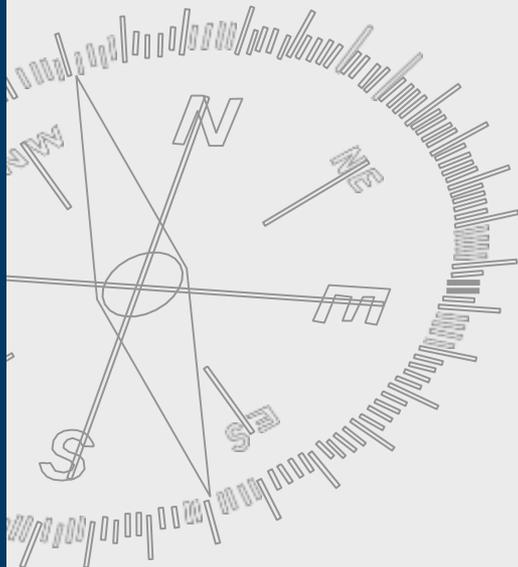
- **Improve Safety of Navigation**
- **Protect Marine Environment**

‘considering vessel traffic flow efficiency



Other Functions

- ✓ *Security Function (ISPS Code)*
- ✓ *SAR (Search and Rescue)*



TRAFFIC ORGANISATION IN THE TURKISH STRAITS

A traffic organization service is a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area. (IMO Res.A.857(20))

The factors affecting traffic organisation within the legislation

- **Maritime Traffic Regulations For The Turkish Straits**
- **İstanbul and Çanakkale Port Regulations**

FACTORS

VESSEL

Time of SP2
Type of Vessel
Type of Cargo
Length Over All
Speed Over Ground
Draught
Air Draught
Pilot Request
Tug Boat Request

METEO. / HYDRO.

Visibility Range
Current Speed and Direction

LOCATIONS

Line between Anadolu – Türkeli Lighthouses
Line between Ahırkapı – İnci Burnu Lighthouses
Line between Fil Burnu – Hamsi Burnu points
Boğaziçi Bridge
Area between Kanlıca – Vaniköy

ACCIDENTS

FIRE-EXPLOSION



SINKING



ALLISION



**M/T Independenta – M/V Evriali collision took place in 1979
at the Istanbul Strait and resulted;**

43 crew died and 95.000 M/T oil pollution



**M/T Nassia – M/V Ship Broker collided
at the Istanbul Strait in 1994 and resulted;**

29 crew died and 20.000 M/T oil pollution



**s, vessel traffic of the Istanbul Strait was blocked one week
due to this accident**

Deepwater Horizon

Oil recovery operations in the Gulf of Mexico



Deepwater Horizon



**WHO REALLY KNOWS THE PROBABILITY OF SUCH A BIG
ACCIDENT AND ENVIRONMENTAL CATASTROPHE**

Next Accident in the Turkish Straits

When ..?

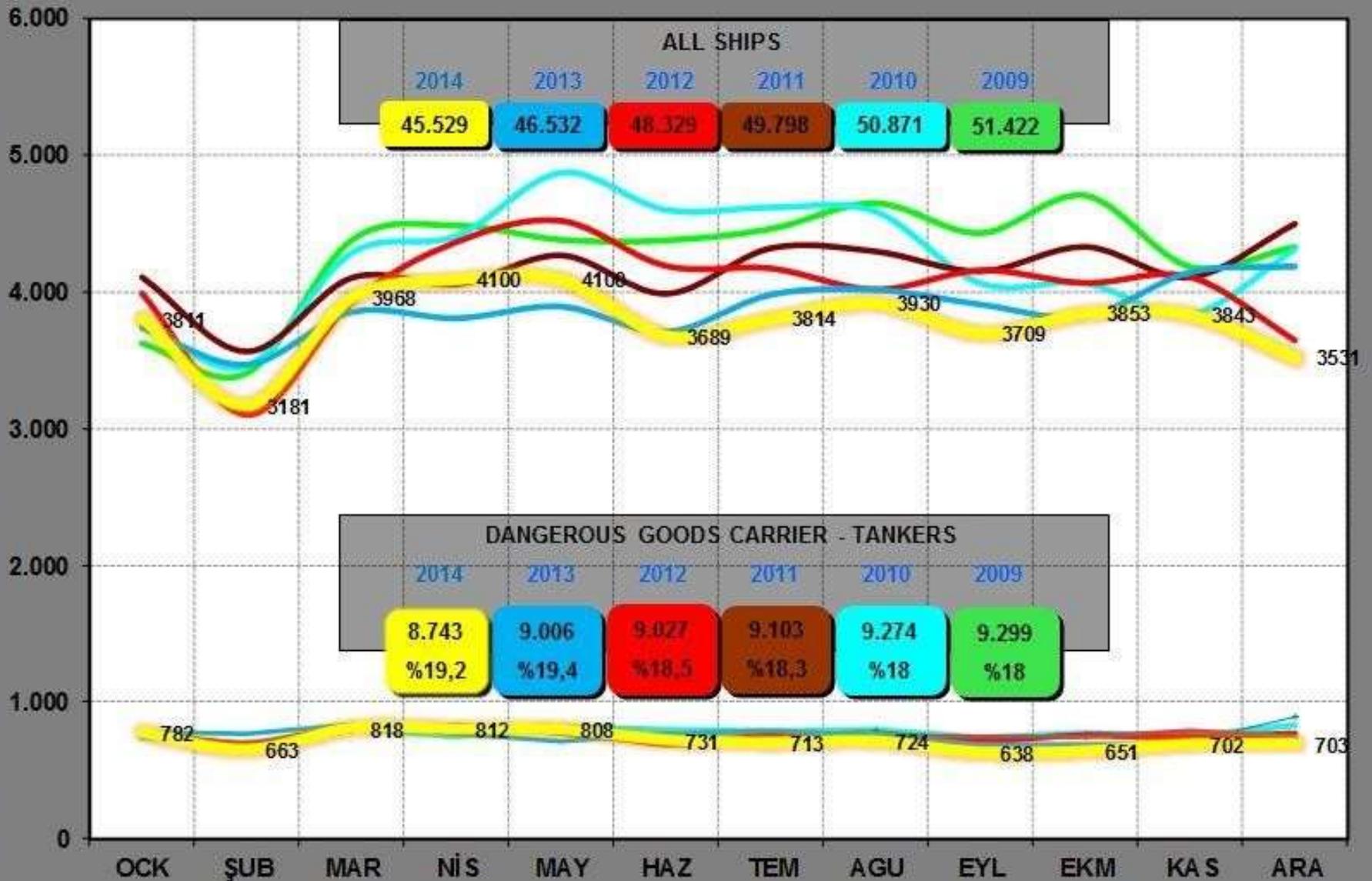
Kind ..?

Cause ..?

Impact ..?



NUMBER OF VESSELS PASSAGE ISTANBUL STRAIT 2009 – 2014



OUR EXPERIENCES

INADEQUATE CONTROLS OF FLAG STATE

INADEQUATE CONTROLS OF PORT STATE

SUBSTANDARD VESSELS

BLACK SEA

INEFFICIENT AND INEXPERIENCED MASTER- CREW

UNINSURED VESSELS – OUT OF POOL VESSELS

NO SHARING OF DATA AND INFO BETWEEN PORT AND COASTAL STATES

İSTANBUL STRAIT

HUMAN ERRORS

ÇANAKKALE STRAIT

742 VESSELS MADE FAILURE IN İSTANBUL STRAIT IN LAST FIVE YEARS

393 VESSELS MADE REGULATION VIOLATIONS IN LAST FIVE YEARS

USING ESCORT TUG PERCENTAGE IS ONLY 1.6 %

USING PILOT PERCENTAGE IS ONLY 41,6 % FOR NON-CALL IN VESSELS

OUR EXPERIENCES AND DETERMINATIONS

THERE IS NO ANY OTHER CITY IN THE WORLD THAT MORE THAN 50 000 VESSELS PASSING THROUGH IN IT.

THERE IS NO ANY OTHER WATERWAY IN THE WORLD THAT FOUR TYPES OF CURRENTS EXIST AT THE SAME TIME.

THE ONLY WATERWAY WITHOUT ANY ALTERNATIVE BETWEEN BLACK SEA AND MEDITERRANIAN SEA.

THERE IS NO ANY ACCIDENT TYPE IN THE WORLD THAT CAUSED THE WOMAN TO BE KILLED BY VESSEL IN HER BED WHILE SHE WAS SLEEPING.

ÇANAKKALE STRAIT

THERE IS NO ANY WATERWAY IN THE WORLD THAT 72 PEOPLE LOST THEIR LIVES AND 115.000 TONES OF OIL POLLUTION IN TWO TANKER ACCIDENTS WITHIN 15 YEARS.

THERE IS NO ANY OTHER CITY THAT MORE THAN 15 MILLION PEOPLE LIVE AND A TANKER IS PASSING THROUGH IN EVERY 57 MINUTES AND 380.000 TONES OF DANGEROUS CARGOES ARE CARRIED IN IT DAILY.



THE RESULTS OF IMPORTANT ACCIDENTS



ACCIDENT	IMO ACTION
TITANIC (1915)	SOLAS
TORREY CANYON (1967)	INTERVENTION/CLC/FUND/MARPOL
AMOCO CADIZ (1978)	VTS/PARIS MOU/PSC
EXXON VALDEZ (1989)	OPA 1990/OPRC
HERALD FREE ENTERPRISE (1987)	RO-RO STANDARDS REVISIONS
ACHILLE LAURA (1985)	“UNLAWFUL ACTS” CONVENTION
AEGEAN SEA (1992)	ISM MANDATORY
BRAER (1993)	STCW AMENDMENTS
SEA EMPRESS (1994)	“HNS” CONVENTION
ERIKA (1999)	MARPOL 13 (G)/CLC AND FUND 50% increase/EU measures/PSC
DEEPWATER HORIZON (2010)	???
A TANKER IN THE ISTANBUL STRAIT (???)	???



A large-scale maritime fire drill is taking place on a body of water. Several fireboats are visible, each spraying powerful jets of water. In the foreground, a red inflatable rescue boat is moving across the water, leaving a white wake. The sky is clear and blue. The overall scene is one of coordinated emergency response.

THANK YOU

Your own safety is our first priority