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STUDY GUIDE
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1. Letters from the Secretariat

Dear Delegates,

It is our distinct honor and privilege to welcome you all to ATAMUN '2026. On behalf of the Secretariat and the Executive Board, we extend our warmest greetings as we prepare to embark on an exceptional journey defined by constructive debate, diplomatic negotiation, and global problem-solving.

This year marks a monumental step forward for our conference. We are exceptionally proud to announce our affiliations with Yale Model United Nations (Y MUN LIII) and Oxford Global. These partnerships underscore our unwavering commitment to maintaining world-class academic standards, fostering international educational exchange, and offering our delegates a diplomatic experience rooted in the highest global benchmark of MUN excellence.

This Study Guide has been meticulously drafted by the Academic Team of Montreux Convention to provide you with a comprehensive, nuanced foundation for your committee deliberations. It outlines the core historical context, key political dynamics, and central questions facing your respective committees. We strongly encourage you to immerse yourselves in your delegation's foreign policy, push the boundaries of innovative policymaking, and engage with the debate in a spirit of true diplomatic leadership.

We wish you a fruitful and rewarding preparation process, and we eagerly look forward to seeing the impactful debates you will lead at ATAMUN '2026.

Warmest regards,

Kerem Veysel Düzgün & Hasan Arif Ege Başkurt

Co-Secretaries-General, ATAMUN '2026

2. Letter from the Under Secretary General

Dear delegates, distinguished academic team and fellow participants;

I am honored to welcome you all to Atatürk Anatolian High School Model United Nations Conference (ATAMUN'26). As Doruk ŞENTÜRK, it's a pleasure to serve you as an Under Secretary-General of the Montreux Convention which is a treaty committee.

I am currently studying chemical engineering at Hacettepe University.

The Montreux Convention is a 1936 international agreement that gives Turkey control over the Bosphorus and Dardanelles straits, ensuring free passage for merchant ships while setting strict rules and limits on military warships. In this committee, the representatives are going to recreate history without being bound by. For the finalisation, delegates will write the Montreux Convention which is a treaty.

I would like to thank the executive team for giving me an opportunity to serve as under secretary general in this delightful conference and definitely my brother in another mother and my dear academic assistant Ege Çağan Celebci for his absolute support. I cannot wait to meet all of you personally and I hope you can have a great time with the time you spend in the conference, actually, I can guarantee that. You can contact me at any kind of situation or problem, do not hesitate to ask me any questions about the committee.

Lastly, I want to finish my letter with the speech of Father of Turks, Mustafa Kemal Atatürk:

"Bugün bayram günüdür, sevinç günüdür. Niçin bilir misiniz, ey sevgili yurttaşlar? Çünkü Lozan Montrö'de taçlandırılmıştır. Lozan tamdır ve tamlığını daima tarihte okutulacaktır. Fakat, ona acı ve üzüntü veren ufak bir şey, Boğazlar vardı. İşte o Montrö'de çözümlenmiştir."

Best regards,

Doruk ŞENTÜRK

Under Secretary-General of Montreux Convention

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3. Letter from the Academic Assistant

Firstly, I would like to once again welcome you all to ATAMUN'26. I am Ege Çağın Celebci (even though most conferences write it as Çelebi) and I will act as your academic assistant in the upcoming 3 days.

The Montreux Convention is one of the most important treaties regarding modern day Türkiye, so if we're able to give you a glimpse of the grand scale of this treaty then I would consider this a committee worth working for.

Please make sure to understand the treaty of Lausanne since it is the most important treaty regarding the basis of this committee. I wish you all luck and good fortune in this committee. See you all at the conference and don't hesitate to contact me if you need any help of some sorts.

Sincerely,

Ege Çağın CELEBÇİ

Academic Assistant of Montreux Convention

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4. Introduction to the Committee

The Montreux Convention Committee is a historical treaty committee centered on one of the most strategically important waterways in the world: the Turkish Straits. The Bosphorus and the Dardanelles connect the Black Sea to the Mediterranean and have long carried major military, economic, and political importance. Control over these passages has therefore never been a purely local matter. It has directly affected the security interests of Türkiye, the Black Sea states, Mediterranean powers, and the wider European balance of power.

The committee takes place in the diplomatic environment that led to the Montreux Convention Regarding the Regime of the Straits of 1936. Delegates represent the states and diplomatic actors involved in determining a new legal order for the Straits. They will confront competing interests concerning Turkish sovereignty, freedom of navigation, merchant shipping, the passage of warships, regional security, demilitarization, and the rights of Black Sea and non-Black Sea powers.

Unlike a conventional General Assembly committee, this is a treaty-based negotiation committee. Delegates are expected to negotiate directly with one another and shape the legal framework that will govern the Straits. Every clause matters. Provisions concerning tonnage, notification periods, wartime passage, military vessels, and Türkiye's authority over the Straits may significantly alter the strategic balance of the region.

With an Open Agenda, the direction of the negotiations is not predetermined. Delegates may revisit existing arrangements, introduce new principles, form diplomatic agreements, and attempt to secure the strongest possible outcome for their governments. The final objective is not simply to debate the Straits Question, but to construct a treaty capable of surviving the political tensions of an increasingly unstable Europe.

The future regime of the Turkish Straits will depend on diplomacy, compromise, and the ability of each delegation to defend its national interests without allowing negotiations to collapse.

5. International Law

5.1. Territorial Waters

Territorial waters, in international law, are areas of the sea immediately adjacent to the shores of a state and subject to the territorial jurisdiction of that state. Territorial waters are thus to be distinguished on the one hand from the

high seas, which are common to all countries, and on the other from internal or inland waters, such as lakes wholly surrounded by the national territory or certain bays or estuaries. Historically, the concept of territorial waters originated in the controversy over the status of the sea in the formative period of modern international law in the 17th century. Although the doctrine that the sea by its nature must be free to all was eventually upheld, most commentators did recognize that, as a practical matter, a coastal state needed to exercise some jurisdiction in the waters adjacent to its shores. Two different concepts developed—that the area of jurisdiction should be limited to cannon-shot range, and that the area should be a much greater belt of uniform width adjacent to the coast—and in the late 18th century these concepts coalesced in a compromise view that proposed a fixed limit of 3 nautical miles (1 marine league, or 3.45 statute miles [5.5 km]). In 1793 the United States adopted three miles for neutrality purposes, but although many other maritime states during the 19th century came to recognize the same limit, it never won such universal acceptance as to become an undisputed rule of international law. In the course of this historical development, it became settled that the belt of territorial waters, together with the seabed and subsoil beneath it and the airspace above, is under the sovereignty of the coastal state. This sovereignty is qualified only by a right of innocent passage—that is, peaceful transit not prejudicial to the good order or security of the coastal state—for merchant vessels of other nations. The right of innocent passage does not apply to submerged submarines or to aircraft, nor does it include a right to fish.

5.2. State Sovereignty

State sovereignty is a basic tenet of international law which is a doctrine of sovereign state that emphasizes the supreme power of that particular state over its territory, people, and affairs without any external intervention. Sovereignty gives states the lawful right to have jurisdiction over their territory, territorial waters, and airspace, as well as maintaining their independence and territorial integrity. By the early 20th century, sovereignty had become an essential part

of international relations where diplomacy, treaty-making, and recognition of sovereign states are all done on the grounds of sovereignty. Even though sovereignty gives states wide-ranging powers, states can limit themselves by international treaties for peace and cooperation.

The sovereignty of states was crucial for the adoption of the Montreux Convention in 1936. According to the 1923 Lausanne Convention, the Turkish Straits were demilitarized, meaning that there was an international commission that could interfere in the affairs of Turkey and limit the country's jurisdiction over the region. However, due to the increasing tensions in Europe during the 1930s, it became clear that Turkey could not feel safe under such limitations and protect its borders. Therefore, the Montreux Convention made it possible for Turkey to have jurisdiction over the Bosphorus and Dardanelles and to re-militarize them while providing internationally recognized norms regarding merchant vessels and warships.

5.3. Freedom of Navigation

Freedom of navigation has been one of the long-established principles of international maritime law, which enables ships to sail through seas and international waterways without being unduly hindered by the adjacent coastal nations. By the beginning of the twentieth century, freedom of navigation was considered an important aspect of world trade, diplomacy, and military maneuvering, enabling the smooth sailing of merchant fleets from one region to another to facilitate international trade. Despite state sovereignty over territorial seas, it was established under international customary law that particular straits linking two seas had a significant international character and thus needed to be open for navigation.

The concept of freedom of navigation has played a very crucial role in the drafting of the Montreux Convention of 1936. The Turkish Straits consist of the Bosphorus and the Dardanelles and function as the sole connection between

the Black Sea and the Mediterranean Sea. It is very essential for not only the trade in the region but globally as well. The Convention ensured that the passage of commercial ships was guaranteed irrespective of their flag and cargo during times of peace, but also established rules regarding the passage of warships.

5.4. Innocent Passage

The doctrine of innocent passage is an element of customary international law that provides for the right of foreign ships to transit through the territorial waters of another country if the transit is continuous, expeditious, and not prejudicial to the peace, security, and good order of the coastal state. Prior to its subsequent codification in the modern laws of the sea conventions, the doctrine had been extensively recognized both in practice and in international maritime law literature as a compromise between coastal state sovereignty and requirements of international shipping. In particular, the doctrine was of paramount importance for merchant ships because of the absence of need for permission for transiting through the territorial waters, except when the ship conducted any aggressive activities like military maneuvers and intelligence-gathering.

While the Montreux Convention makes no mention of the concept of innocent passage, the rules outlined in the convention are similar to those governing innocent passage. The Montreux Convention ensures the right of merchant ships to navigate freely through the Turkish Straits when the country is at peace but gives Türkiye the power to regulate passage of ships when national security is at stake or during times of war. In contrast to merchant ships, there are more stringent requirements for the passage of warships in terms of notifications, tonnage, and the length of time they spend in the Black Sea.

6. Historical Background

6.1. The Ottoman Straits Prior to WW1

The Ottoman Straits, which include the Bosphorus, the Sea of Marmara, and the Dardanelles, have historically been one of the most strategically important waterways in the world. The waterways connected the Black Sea to the Mediterranean and were the only sea lanes for commercial, military, and diplomatic communication between Eastern Europe, the Caucasus, and the rest of the world. During the nineteenth century, the Ottoman Empire had sovereign authority over the waterway and was therefore able to affect the issues of regional security as well as international business through its possession of the waterway. The geographical importance of the waterway made it one of the main focuses of diplomacy by the great powers, including the Russian Empire, United Kingdom, France, Austria-Hungary, and later Germany. With the declining power of the Ottoman Empire in the region, the rivalry over the control of the Ottoman Straits became part of the "Eastern Question."

The pre-First World War legal position regarding the Straits had been established through a number of international treaties that together became known as the Straits Question. Starting with the 1841 London Straits Convention, the Ottoman Empire had decided to shut down the straits to foreign ships in times of peace, while allowing for free navigation of commercial shipping. These treaties were reaffirmed by subsequent international conventions such as the Treaty of Paris in 1856 and the Treaty of Berlin in 1878, all of which stemmed from a common European interest to not allow any single state, especially Russia, to dominate the area.

By the beginning of the twentieth century, the Ottoman Straits had already become more significant owing to the political tensions and rivalry between the Great Powers in terms of sea power. For example, the Russian fleet was

dependent upon the Straits for their passage from the ports of the Black Sea to international waters, while for the British and French powers, the security of these straits became necessary for maintaining the European balance of power. The German power within the Ottoman Empire had added more value to these Straits in the field of international politics because of these competitive factors.

6.2. The Treaty of Lausanne (1923)

PS: Most parts of this treaty is irrelevant to the topic however it is beneficial for a deeper understanding of the general politics of the era and getting a greater grasp upon the concept of treaties.

Article 1

From the coming into force of the present Treaty, the state of peace will be definitely re-established between the British Empire, France, Italy, Japan, Greece, Roumania and the Serb-Croat-Slovene State of the one part, and Turkey of the other part, as well as between their respective nationals.

Official relations will be resumed on both sides and, in the respective territories, diplomatic and consular representatives will receive, without prejudice to such agreements as may be concluded in the future, treatment in accordance with the general principles of international law.

Section I.

1. Territorial Clauses

Article 2.

From the Black Sea to the Aegean the frontier of Turkey is laid down as follows (see Map No.1).

(1) With Bulgaria:

From the mouth of the River Rezvaya, to the River Maritza, the point of junction of the three frontiers of Turkey, Bulgaria and Greece:

the southern frontier of Bulgaria as at present demarcated;

(2) With Greece:

Thence to the confluence of the Arda and the Maritza;

Then upstream along the Arda, up to a point on that river to be determined on the spot in the immediate neighbourhood of the village of Tchörek-Keuy:

The course of the Arda;

Thence in a south-easterly direction up to a point on the Maritza, 1 kilom, below Bosna-Keuy:

a roughly straight line leaving in Turkish territory the village of Bosna-Keuy. The village of Tchörek-Keuy shall be assigned to Greece or to Turkey according as the majority of the population shall be found to be Greek or Turkish by the Commission for which provision is made in Article 5, the population which has migrated into this village after the 11th October 1922, not being taken into account;

thence to the Aegean Sea:

the course of the Maritza.

Article 3.

From the Mediterranean to the frontier of Persia, the frontier of Turkey is laid down as follows:

(1) With Syria:

The frontier described in Article 8 of the Franco-Turkish Agreement of the 20th October, 1921;

(2) With Iraq:

The frontier between Turkey and Iraq shall be laid down in friendly arrangement to be concluded between Turkey and Great Britain within nine months.

In the event of no agreement being reached between the two Governments within the time mentioned, the dispute shall be referred to the Council of the League of Nations.

The Turkish and British Governments reciprocally undertake that, pending the decision to be reached on the subject of the frontier, no military or other movement shall take place which might modify in any way the present state of the territories of which the final fate will depend upon that decision.

Article 4

The frontiers described by the present Treaty are traced on the one in a million maps attached to the present Treaty. In case of divergence between the text and the map, the text will prevail.

Article 5

A Boundary Commission will be appointed to trace on the ground the frontier defined in Article 2(2). This Commission will be composed of representatives of Greece and of Turkey, each Power appointing one representative, and a president chosen by them from the nationals of a third Power.

They shall endeavour in all cases to follow as nearly as possible the descriptions given in the present Treaty, taking into account as far as possible administrative boundaries and local economic interests.

The decision of the Commission will be taken by a majority and shall be binding on the parties concerned.

The expenses of the Commission shall be borne in equal shares by the parties concerned.

Article 6

In so far as concerns frontiers defined by a waterway as distinct from its banks, the phrases "course" or "channel" used in the descriptions of the present Treaty signify, as regards non-navigable rivers, the median line of the waterway or its principal branch, and, as regards navigable rivers, the median line of the principal channel of navigation. It will rest with the Boundary Commission to specify whether the frontier line shall follow any changes of the course or channel which may take place, or whether it shall be definitely fixed by the position of the course or channel at the time when the present Treaty comes into force.

In the absence of provisions to the contrary, in the present Treaty, islands and islets lying within three miles of the coast are included within the frontier of the coastal State.

Article 7

The various States concerned undertake to furnish to the Boundary Commission all documents necessary for its task, especially authentic copies of agreements fixing existing or old frontiers, all large scale maps in existence, geodetic data, surveys completed but unpublished, and information concerning the changes of frontier watercourses. The maps, geodetic data, and surveys even if unpublished, which are in the possession of the Turkish authorities, must be delivered at Constantinople with the least possible delay from the coming into force of the present Treaty to the President of the Commission.

The States concerned also undertake to instruct the local authorities to communicate to the Commission all documents, especially plans, cadastral and land books, and to furnish on demand all details regarding property, existing economic conditions and other necessary information.

Article 8.

The various States interested undertake to give every assistance to the Boundary Commission, whether directly or through local authorities, in everything that concerns transport, accommodation, labour, materials (sign posts, boundary pillars) necessary for the accomplishment of its mission.

In particular, the Turkish Government undertakes to furnish, if required, the technical personnel necessary to assist the Boundary Commission in the accomplishment of its duties.

Article 9.

The various States interested undertake to safeguard the trigonometrical points, signals, posts or frontier marks erected by the Commission.

Article 10

The pillars will be placed so as to be inter visible. They will be numbered, and their position and their number will be noted on a cartographic document.

Article 11

The protocols, defining the boundary and the maps and documents attached thereto will be made out in triplicate, of which two copies will be forwarded to the Governments of the

limitrophe States, and the third to the Government of the French Republic, which will deliver authentic copies to the Powers who sign the present Treaty.

Article 12

The decision taken on the 13th February, 1914, by the Conference of London, in virtue of Articles 5 of the Treaty of London of the 17th - 30th May, 1913, and 15 of the Treaty of Athens of the 1st - 14th November, 1913, which decision was communicated to the Greek Government on the 13th February, 1914, regarding the sovereignty of Greece over the islands of the Eastern Mediterranean, other than the islands of Imbros, Tenedos and Rabbit Islands, particularly the islands of Lemnos, Samothrace, Mytilene, Chios, Samos and Nikaria, is confirmed, subject to the provisions of the present Treaty respecting the islands placed under the sovereignty of Italy which form the subject of Article 15.

Except where a provision to the contrary is contained in the present Treaty, the islands situated at less than three miles from the Asiatic coast remain under Turkish sovereignty.

Article 13

With a view to ensuring the maintenance of peace, the Greek Government undertakes to observe the following restrictions in the islands of Mytilene, Chios, Samos and Nikaria:

(1) No naval base and no fortification will be established in the said islands.

(2) Greek military aircraft will be forbidden to fly over the territory of the Anatolian coast. Reciprocally, the Turkish Government will forbid their military aircraft to fly over the said islands.

(3) The Greek military forces in the said islands will be limited to the normal contingent called up for military service, which can be trained on the spot, as well as to a force of gendarmerie and police in proportion to the force of gendarmerie and police existing in the whole of the Greek territory.

Article 14

The islands of Imbros and Tenedos, remaining under Turkish sovereignty, shall enjoy a special administrative organisation composed of local elements and furnishing every guarantee for the native non-Moslem population in so far as concerns local administration and the protection of person and property. The maintenance of order will be assured therein

by a police force recruited from amongst the local population by the local administration above provided for and placed under its orders.

The agreements which have been, or may be concluded between Greece and Turkey relating to the exchange of the Greek and Turkish populations will not be applied to the inhabitants of the islands of Imbros and Tenedos.

Article 15

Turkey renounces in favour of Italy all rights and title over the following islands: Stampalia (Astrapalia), Rhodes (Rhodos) Calki (Kharki), Scarpanto, Casos (Casso), Piscopis (Tilos), Misiros (Nisyros), Calimnos (Kalymnos), Leros, Patmos, Lipsos (Lipso), Simi (Symi), and Cos (Kos), which are now occupied by Italy, and the islets dependent thereon, and also over the island of Castellorizzo

Article 16

Turkey hereby renounces all rights and title whatsoever over or respecting the territories situated outside the frontiers laid down in the present Treaty and the islands other than those over which her sovereignty is recognised by the said Treaty, the future of these territories and islands being settled or to be settled by the parties concerned.

The provisions of the present Article do not prejudice any special arrangements arising from neighbourly relations which have been or may be concluded between Turkey and any limitrophe countries.

Article 17

The renunciation by Turkey of all rights and titles over Egypt and over the Soudan will take effect as from the 5th November, 1914.

Article 18

Turkey is released from all undertakings and obligations in regard to the Ottoman loans guaranteed on the Egyptian tribute, that is to say, the loans of 1855, 1891 and 1894. The annual payments made by Egypt for the service of these loans now forming part of the service of the Egyptian Public Debt, Egypt is freed from all other obligations relating to the Ottoman Public Debt.

Article 19

Any questions arising from the recognition of the State of Egypt shall be settled by agreements to be negotiated subsequently in a manner to be determined later between the Powers concerned. The provisions of the present Treaty relating to territories detached from Turkey under the said Treaty will not apply to Egypt.

Article 20

Turkey hereby recognises the annexation of Cyprus proclaimed by the British Government on the 5th November, 1914.

Article 21

Turkish nationals ordinarily resident in Cyprus on the 5th November, 1914, will acquire British nationality subject to the conditions laid down in the local law, and will thereupon lose their Turkish nationality. They will, however, have the right to opt for Turkish nationality within two years from the coming into force of the present Treaty, provided that they leave Cyprus within twelve months after having so opted.

Turkish nationals ordinarily resident in Cyprus on the coming into force of the present Treaty who, at that date, have acquired or are in process of acquiring British nationality, in consequence of a request made in accordance with the local law, will also thereupon lose their Turkish nationality.

It is understood that the Government of Cyprus will be entitled to refuse British nationality to inhabitants of the island who, being Turkish nationals, had formerly acquired another nationality without the consent of the Turkish Government.

Article 22

Without prejudice to the general stipulations of Article 27, Turkey hereby recognises the complete abolition of all rights and privileges whatsoever which she enjoyed in Libya under the Treaty of Lausanne of the 18th October, 1912, and the instruments connected therewith.

2. Special Provisions

Article 23

The High Contracting Parties are agreed to recognise and declare the principle of freedom of transit and of navigation by sea and by air, in time of peace as in time of war, in the strait of the Dardanelles, the Sea of Marmora and the Bosphorus, as prescribed in the separate

Convention signed this day, regarding the regime of the Straits. This Convention will have the same force and effect in so far as the present High Contracting Parties are concerned as if it formed part of the present Treaty.

Article 24

The separate Convention signed this day respecting the regime for the frontier deserted in Article 2 of the present Treaty will have equal force and effect in so far as the present High Contracting Parties are concerned as if it formed part of the present Treaty.

Article 25

Turkey undertakes to recognise the full force of the Treaties of Peace and additional Conventions Concluded by the other Contracting Powers with the Powers who fought on the side of Turkey, and to recognise what over dispositions have been or may be made concerning the territories of the former German Empire, of Austria, of Hungary and of Bulgaria, and to recognise the new States within their frontiers as there laid down.

Article 26

Turkey hereby recognises and accepts the frontiers of Germany, Austria, Bulgaria, Greece, Hungary, Poland, Roumania, the Serb-Croat-Slovene State and the Czechoslovak State, as these frontiers have been or may be determined by the Treaties referred to in Article 25 or by any supplementary conventions.

Article 27

No power or jurisdiction in political, legislative or administrative matters shall be exercised outside Turkish territory by the Turkish Government or authorities, for any reason whatsoever, over the nationals of a territory placed under the sovereignty or protectorate of the other Powers signatory of the present Treaty, or over the nationals of a territory detached from Turkey.

It is understood that the spiritual attribution's of the Moslem religious authorities are in no way infringed.

Article 28

Each of the High Contracting Parties hereby accepts, in so far as it is concerned, the complete abolition of the Capitulations in Turkey in every respect.

Article 29

Morocco's who are French nationals ("ressortissants") and Tunisia's shall enjoy in Turkey the same treatment in all respects as other French nationals ("ressortissants").

Natives ("ressortissants") of Libya shall enjoy in Turkey the same treatment in all respects as other Italian nationals ("ressortissants").

The stipulation's of the present Article in no way prejudice the nationality of persons of Tunisian, Libyan and Moroccan origin established in Turkey.

Reciprocally, in the territories the inhabitants of which benefit by the stipulations of the first and second paragraphs of this Article, Turkish nationals shall benefit by the same treatment as in France and in Italy respectively.

The treatment to which merchandise originating in or destined for the territories, the inhabitants of which benefit from the stipulations of the first paragraph of this Article, shall be subject in Turkey, and, reciprocally, the treatment to which merchandise originating in or destined for Turkey shall be subject in the said territories shall be settled by agreement the French and Turkish Governments.

Section II.

Nationality

Article 30

Turkish subjects habitually resident in territory which in accordance with the provisions of the present Treaty is detached from Turkey will become ipso facto, in the conditions laid down by the local law, nationals of the State to which such territory is transferred.

Article 31

Persons over eighteen years of age, losing their Turkish nationality and obtaining ipso facto a new nationality under Article 30. shall be entitled within a period of two years from the coming into force of the present Treaty to opt for Turkish nationality.

Article 32

Persons over eighteen years of age, habitually resident in territory detached from Turkey in accordance with the present Treaty, and differing in race from the majority of the population of such territory shall, within two years from the coming into force of the present Treaty, be entitled to opt for the nationality of one of the States in which the majority of the population is of the same race as the person exercising the right to opt, subject to the consent of that State.

Article 33

Persons who have exercised the right to opt in accordance with the provisions of Articles 31 and 32 must, within the succeeding twelve months, transfer their place of residence to the State for which they have opted.

They will be entitled to retain their immovable property in the territory of the other State where they had their place of residence before exercising their right to opt.

They may carry with them their movable property of every description. No export or import duties may be imposed upon them in connection with the removal of such property.

Article 34

Subject to any agreements which it may be necessary to conclude between the Governments exercising authority in the countries detached from Turkey and the Governments of the countries where the persons concerned are resident, Turkish nationals of over eighteen years of age who are natives of a territory detached from Turkey under the present Treaty, and who on its coming into force are habitually resident, abroad, may opt for the nationality of the territory of which they are natives, if they belong by race to the majority of the population of that territory, and subject to the consent of the Government exercising authority therein. This right of option must be exercised within two years from the coming into force of the present Treaty.

Article 35

The Contracting Powers undertake to put no hindrance in the way of the exercise of the right which the persons concerned have under the present Treaty, or under the Treaties of Peace concluded with Germany, Austria, Bulgaria or Hungary, or under any Treaty concluded by the said Powers, other than Turkey, or any of them, with Russia or between themselves, to choose any other nationality which may be open to them.

Article 36

For the purposes of the provisions of this Section, the status of a married woman will be governed by that of her husband, and the status of children under eighteen years of age by that of their parents.

Section III.

Protection of Minorities

Article 37

Turkey undertakes that the stipulations contained in Article 38 to 44 shall be recognised as fundamental laws, and that no law, no regulation, nor official action shall conflict or interfere with these stipulations, nor shall any law, regulation, nor official action prevail over them.

Article 38

The Turkish Government undertakes to assure full and complete protection of life and liberty to all inhabitants of Turkey without distinction of birth, nationality, language, race or religion. All inhabitants of Turkey shall be entitled to free exercise whether in public or private, of any creed, religion or belief, the observance of which shall not be incompatible with public order and good morals.

Non-Moslem minorities will enjoy full freedom of movement and of emigration, subject to the measures applied, on the whole or on part of the territory, to all Turkish nationals, and which may be taken by the Turkish Government for national defence, or for the maintenance of public order.

Article 39

Turkish nationals belonging to non-Moslem minorities will enjoy the same civil and political rights as Moslems.

All the inhabitants of Turkey, without distinction of religion, shall be equal before the law.

Differences of religion, creed or confession shall not prejudice any Turkish national in matters relating to the enjoyment of civil or political rights, as, for instance, admission to public employment's, functions and honours, or the exercise of professions and industries.

No restrictions shall be imposed on the free use by any Turkish national of any language in private intercourse, in commerce, religion, in the press, or in publications of any kind or at public meetings.

Notwithstanding the existence of the official language, adequate facilities shall be given to Turkish nationals of non-Turkish speech for the oral use of their own language before the Courts.

Article 40

Turkish nationals belonging to non-Moslem minorities shall enjoy the same treatment and security in law and in fact as other Turkish nationals. In particular, they shall have an equal right to establish, manage and control at their own expense, any charitable, religious and social institutions, any schools and other establishments for instruction and education, with the right to use their own language and to exercise their own religion freely therein.

Article 41

As regards public instruction, the Turkish Government will grant in those towns and districts, where a considerable proportion of non-Moslem nationals are resident, adequate facilities for ensuring that in the primary schools the instruction shall be given to the children of such Turkish nationals through the medium of their own language. This provision will not prevent the Turkish Government from making the teaching of the Turkish language obligatory in the said schools.

In towns and districts where there is a considerable proportion of Turkish nationals belonging to non-Moslem minorities, these minorities shall be assured an equitable share in the enjoyment and application of the sums which may be provided out of public funds under the State, municipal or other budgets for educational, religious, or charitable purposes.

The sums in question shall be paid to the qualified representatives of the establishments and institutions concerned.

Article 42

The Turkish Government undertakes to take, as regards non-Moslem minorities, in so far as concerns their family law or personal status, measures permitting the settlement of these questions in accordance with the customs of those minorities.

These measures will be elaborated by special Commissions composed of representatives of the Turkish Government and of representatives of each of the minorities concerned in equal number. In case of divergence, the Turkish Government and the Council of the League of Nations will appoint in agreement an umpire chosen from amongst European lawyers.

The Turkish Government undertakes to grant full protection to the churches, synagogues, cemeteries, and other religious establishments of the above-mentioned minorities. All facilities and authorisation will be granted to the pious foundations, and to the religious and charitable institutions of the said minorities at present existing in Turkey, and the Turkish Government will not refuse, for the formation of new religious and charitable institutions, any of the necessary facilities which are granted to other private institutions of that nature.

Article 43

Turkish nationals belonging to non-Moslem minorities shall not be compelled to perform any act which constitutes a violation of their faith or religions observances, and shall not be placed under any disability by reason of their refusal to attend Courts of Law or to perform any legal business on their weekly day of rest.

This provision, however, shall not exempt such Turkish nationals from such obligations as shall be imposed upon all other Turkish nationals for the preservation of public order.

Article 44

Turkey agrees that, in so far as the preceding Articles of this Section affect non-Moslem nationals of Turkey, these provisions constitute obligations of international concern and shall be placed under the guarantee of the League of Nations. They shall not be modified without the assent of the majority of the Council of the League of Nations. The British Empire, France, Italy and Japan hereby agree not to withhold their assent to any modification in these Articles which is in due form assented to by a majority of the Council of the League of Nations.

Turkey agrees that any Member of the Council of the League of Nations shall have the right to bring to the attention of the Council any infraction or danger of infraction of any of these obligations, and that the Council may thereupon take such action and give such directions as it may deem proper and effective in the circumstances.

Turkey further agrees that any difference of opinion as to questions of law or of fact arising out of these Articles between the Turkish Government and any one of the other Signatory Powers or any other Power, a member of the Council of the League of Nations, shall be held to be a dispute of an international character under Article 14 of the Covenant of the League of Nations. The Turkish Government hereby consents that any such dispute shall, if the other party thereto demands, be referred to the Permanent Court of International Justice. The decision of the Permanent Court shall be final and shall have the same force and effect as an award under Article 13 of the Covenant.

Article 45

The rights conferred by the provisions of the present Section on the non-Moslem minorities of Turkey will be similarly conferred by Greece on the Moslem minority in her territory.

7. Stakeholders

Turkey

Turkey was the primary stakeholder in relation to the Turkish Straits, since the Bosphorus and Dardanelles belong solely to the sovereignty of Turkey and constitute the sole waterway connecting the Black Sea to the Mediterranean. Post First World War, the Treaty of Lausanne and the Convention relating to the Regime of the Straits (1923) imposed many restrictions on the sovereignty of Turkey through the demilitarization of the Straits and the establishment of the International Straits Commission for the administration of the Straits. Though the objective of imposing such limitations was maintaining peace and freedom of navigation, many Turkish officials saw these measures as an encroachment on the sovereign rights and national defense of Turkey. The early 1930s witnessed the decline in the security situation in Europe, including the increasing militarism in Germany and Italy and the failure of the League of Nations to stop aggression.

The main goal of Turkey prior to signing the Montreux Convention was to regain its complete sovereignty over the Straits without neglecting the importance of the region for international shipping. The Turkish authorities wanted to have the possibility to remilitarize the Strait of Bosphorus and Dardanelles in order to be able to provide appropriate defense for the strategically important region. On the other hand, Turkey did not want to endanger international trade and navigation because it understood that the region of the Straits is very important for the global economy and regional stability. Therefore, Turkey was interested in creating such a regime which would provide for a balance between its sovereign rights and interests of the international community.

Union of Soviet Socialist Republics (USSR)

For the Soviet Union, the Turkish Straits were among the most vital water passages in the world. The Black Sea was the main base of Soviet naval strength in southeastern Europe, and the Strait of Bosphorus and the Strait of Dardanelles were the only direct water passage between Soviet ports and the Mediterranean. The lack of access via the Straits would limit the movement of the Soviet ships considerably, whereas the Black Sea Fleet would be confined to the Black Sea. On the other hand, the free passage of warships of other countries was considered by Soviet leaders to be a threat to their security. The possibility of allowing the entrance of the powerful navy of countries such as the UK and Italy into the Black Sea was seen as a threat to Soviet territorial and naval superiority in the area.

As a result, the Soviet Union needed a system of law under which navigational freedoms would be preserved but severe constraints would be imposed on the military activities of those states that did not belong to the Black Sea littoral nations. Soviet policy makers considered the Black Sea as an area that should be mainly under the jurisdiction of its neighboring states since states that did not have any access to the Black Sea coast did not really have any reason for keeping a significant fleet in that region. Furthermore, the Soviet government was interested in increasing Turkish influence over the Straits since it was easier for a sovereign Turkey to protect the USSR from enemy fleets than for an international commission.

United Kingdom

For the United Kingdom, the Turkish Straits were considered integral to the general European balance of power and one of the key passageways between the Mediterranean Sea and the Black Sea. Being the major naval and maritime power of the beginning of the twentieth century, the UK had vast economic and strategic interests in the Mediterranean, the Middle East, and elsewhere. Unrestricted navigation of merchants was considered crucial for international trade by British diplomats who were not prepared to let one state dominate over one of the most important maritime straits in the world. At the same time, the UK did not want to encourage any process that would enhance Soviet influence in the Eastern Mediterranean region or disturb the post-First World War balance of power there.

Prior to the Montreux Convention, Britain's first priority was to maintain stability in order to guarantee that international shipping did not experience any obstacles whatsoever. However, even though it was clear that the security situation in Europe had undergone significant changes since 1923, London also aimed at avoiding creating a legal framework that would enable too much military influence on the straits and violate the freedom of navigation rule. Hence, the UK authorities opted for a compromise that would contribute to enhancing regional security without posing any threat to international trade or engaging in any form of naval rivalry between the major powers.

France

In regard to the Turkish Straits, France regarded them as an essential component of both European security and the post-World War I international order. Being one of the primary signatories of the Treaty of Lausanne, France was very concerned with achieving stability in the southeastern European region and avoiding any further confrontations in the Mediterranean. However, developments during the 1930s proved that some of the assumptions of the post-World War I period were rapidly becoming obsolete. Therefore, France believed that the security system for the Turkish Straits might need to be revised to ensure peace in the region.

It was the policy of France to make sure that any alteration in the legal standing of the Straits would enhance the security of the region, and not diminish it. The French policy makers wanted to maintain the unrestricted passage of commerce ships while recognizing the right of Turkey to defend itself in a highly unstable international situation. At the same time, France did not want to allow any single nation to achieve military superiority in the Eastern Mediterranean, as this could prove detrimental to the stability of Europe and French interests as well.

Kingdom of Romania

In the case of the Kingdom of Romania, the Turkish Straits were essential not only for the economic well-being but also for the security of the country. The Black Sea ports of Romania were the major channels for the export of agricultural products, oil, and other exports intended for the world market, and thus the free passage through the Straits of Bosphorus and Dardanelles was very important for Romania. Furthermore, as being a small country surrounded by bigger neighbors, the stability of the Black Sea region was also vital for the sovereignty of Romania.

Romania required a legal system that ensured the safety of navigational activities and stability in the Black Sea region. The Romanian government thought that international laws related to the Straits would minimize uncertainty and help avoid any form of competition between the Great Powers. Romania also advocated for the adoption of laws and policies that would consider the particular interests of the countries bordering the Black Sea, as those countries which had a dependency on the area should be considered more than the naval powers that were far away from the area.

Kingdom of Greece

In the case of the Kingdom of Greece, the issue of the Turkish Straits was a combination of security and economic concern. As a country that is situated on the crossroads of the Aegean Sea and the Eastern Mediterranean, Greece has understood for a long time that events in the Bosphorus and Dardanelles would affect its own security and economics. After many years of wars against the Ottoman Empire and after the end of the Greco-Turkish War in 1922, Greece wanted to have stable

relations with Turkey and not to provoke new problems for itself in the Eastern Mediterranean. Normalization of Greco-Turkish relations during the 1930s helped both countries to cooperate instead of fight.

The major aim of Greece in the case was to have the Turkish Straits maintained as a free zone for international shipping while at the same time ensuring that the Turkish Straits would not be a source of insecurity in the region. The fact that Greece is a country which is dependent on shipping meant that it advocated for a free navigation regime which ensured that ships sailing from the Black Sea to the Mediterranean were not hindered in any way. While acknowledging the security interests of Turkey, Greece believed that a more secured Turkish defense of the Straits would not only guarantee their security but also bring about stability in the Eastern Mediterranean.

Kingdom of Bulgaria

The Kingdom of Bulgaria viewed the Turkish Straits as vital to its future economic prospects and participation in international trade. Being a country on the Black Sea, the Bulgarian economy was dependent on navigable access to the Mediterranean and to world markets through the Bosphorus and Dardanelles straits. Bulgarian exports, especially agricultural goods, were dependent on shipping lanes, and passage through the Turkish Straits was an important concern for the country. Furthermore, Bulgaria still had political issues after the First World War, as it had lost some territory and had become less of a military power because of the Treaty of Neuilly-sur-Seine. However, these issues were not connected to the Turkish Straits.

Bulgaria wanted to establish a system that would ensure the right of passage of commercial shipping without any chance of military conflict in the Black Sea region. The Bulgarians were of the opinion that the security of this region would only be assured if the rivalry between the major powers of Europe did not translate into the Black Sea region via naval maneuvers. In the meantime, it was also understood by Bulgaria that Turkey had genuine security concerns over the defense of the Straits, and that Bulgaria supported those actions that helped maintain stability in the region without affecting commercial shipping.

Kingdom of Yugoslavia

Despite the fact that the Kingdom of Yugoslavia did not have any direct border with the Black Sea, the kingdom had vital political and economic interests in the stability of southeastern Europe and the Eastern Mediterranean. As a country located in the Balkans, Yugoslavia had strong concerns regarding the rising tensions in Europe in the 1930s. It aimed at maintaining peaceful conditions in its immediate environment without becoming part of the disputes between the great powers on the continent.

The major concern of Yugoslavia was to maintain a balanced and fair legal system for the maintenance of peace and security along with international navigation. Yugoslavia considered the Turkish Straits as a significant part of the overall security arrangement in Europe and thought that any trouble or conflict in this area may result in serious repercussions not only for Turkey but for the whole of Balkans as well. Yugoslavia therefore preferred those systems which were less prone to any conflict and provided security and predictability to maritime passage as well as respecting the sovereignty of regional states.

Empire of Japan

The Empire of Japan was part of the Montreux Convention negotiations because of its significance as one of the largest navies in the world and a signatory to a number of international treaties regarding maritime navigation. Despite being physically far removed from the Turkish Straits, Japan was very concerned about maintaining internationally established standards for regulating maritime waterways since its economy and navy relied extensively on sea trade. The Japanese policymakers felt that an alteration of one strategic strait in the international community could set precedents for other strategically important straits worldwide.

Preservation of the doctrine of freedom of navigation, coupled with the stability and respect for international treaties among all parties involved, was the primary goal of Japan. As one of the major maritime nations of the world, Japan sought legal regimes that would provide predictability in relation to commerce and naval activities.

However, Japan also realized that the international security environment could change

and, therefore, it could make sense to amend existing international treaties which may not reflect new realities anymore. It is in this regard that Japan was willing to work on updating the regime concerning the Turkish Straits, as long as it would help maintain international legitimacy, guarantee freedom of navigation and promote maritime stability.

8. Major Topics of Discussion

The primary question at hand was if Turkey would be able to reclaim full sovereignty over the Bosphorus and Dardanelles following the limitations stipulated by the Lausanne Convention in 1923. The current order meant that the Straits were demilitarized and controlled by the International Straits Commission, which meant that Turkey's sovereignty over this strategically crucial area was heavily circumscribed. With the deteriorating state of international security during the 1930s, Turkey believed that the current order undermined its national security and did not allow it to adequately defend itself against potential threats to its sovereignty.

A further important issue was the re-militarization of the Turkish Straits and regulation of warship passage through them. Increasing military tensions in Europe made it necessary for many countries to examine whether the demilitarized system of the Straits would be able to guarantee regional peace. It should be mentioned that the countries of the Black Sea region supported stricter regulation of warship passage of non-Black Sea countries, since unregulated passage could harm the security of the states and disrupt the regional balance of power. On the contrary, there were a number of powerful maritime nations which wanted to keep the possibility of passing their naval forces through the Straits when needed. Issues such as prior notification, tonnage limitations, classification of vessels, as well as the length of stay in the Black Sea were discussed at the conference.

Ensuring freedom of navigation for the ships of merchants was another equally important topic of discussion. The Bosphorus and the Dardanelles were the only sea routes linking the Black Sea and the Mediterranean, hence indispensable in international trade and for the economy of the Black Sea countries. There was an

overall consensus amongst the delegates that the merchant ships should be allowed to have unfettered passage irrespective of their nationality or type of merchandise during times of peace. However, at the same time, delegates also looked into the issue of conditions under which navigation could be limited during war or increased security situations.

Another issue to be considered was that of the tension between state sovereignty and international responsibilities. The Turkish Straits were a strategically vital waterway fully situated inside the borders of a sovereign state, thus presenting a complex problem for jurists and politicians. Discussion revolved around how to reconcile Turkey's sovereign authority over its national waterway with the international community's need for a safe and dependable passage route. In addition to that, there was consideration given to the overall European power balance, because governments sought to create a framework that would ensure peaceful relations by preventing conflicts and any power domination in the region.

9. Terms of the Treaty: Montreux Convention

Article 1

The High Contracting Parties agree to recognise and declare the principle of freedom of transit and of navigation by sea and by air in the Strait of the Dardanelles, the Sea of Marmora and the Bosphorus, hereinafter comprised under the general term of the "Straits".

Article 2

The transit and navigation of commercial vessels and aircraft, and of war vessels and aircraft in the Straits in time of peace and in time of war shall henceforth be regulated by the provisions of the attached Annex.

ANNEX

Rules for the Passage of Commercial Vessels and Aircraft, and of War Vessels and Aircraft through the Straits

1.

Merchant Vessels, including Hospital Ships, Yachts and Fishing Vessels and non-Military Aircraft.

(a) In Time of Peace.

Complete freedom of navigation and passage by day and by night under any flag and with any kind of cargo, without any formalities, or tax, or charge whatever (subject, however, to international sanitary provisions) unless for services directly rendered, such as pilotage, light, towage or other similar charges, and without prejudice to the rights exercised in this respect by the services and undertakings now operating under concessions granted by the Turkish Government.

To facilitate the collection of these dues, merchant vessels passing the Straits will communicate to stations appointed by the Turkish Government their name, nationality, tonnage and destination.

Pilotage remains optional

(b) In Time of War, Turkey being Neutral.

Complete freedom of navigation and passage by day and by night under the same conditions as above. The duties and rights of Turkey as a neutral Power cannot authorise her to take any measures liable to interfere with navigation through the Straits, the waters of which, and the air above which, must remain entirely free in time of war, Turkey being neutral just as in time of peace.

Pilotage remains optional

(c) In Time of War, Turkey being a Belligerent

Freedom of navigation for neutral vessels and neutral non-military aircraft, if the vessel or aircraft in question does not assist the enemy, particularly by carrying contraband, troops or enemy nationals. Turkey will have the right to visit and search such vessels and aircraft, and for this purpose aircraft are to alight on the ground or on the sea in such areas as are specified and prepared for this purpose by Turkey. The rights of Turkey to apply to enemy vessels the measures allowed by international law are not affected.

Turkey will have full power to take such measures as she may consider necessary to prevent enemy vessels from using the Straits. These measures, however, are not to be of such a nature

as to prevent the free passage of neutral vessels, and Turkey agrees to provide such vessels with either the necessary instructions or pilots for the above purpose.

2.

Warships, including Fleet Auxiliaries, Troopships, Aircraft Carriers and Military Aircraft.

(a) In Time of Peace.

Complete freedom of passage by day and by night under any flag, without any formalities, or tax, or charge whatever, but subject to the following restrictions as to the total force:

The maximum force which any one Power may send through the Straits into the Black Sea is not to be greater than that of the most powerful fleet of the littoral Powers of the Black Sea existing in that sea at the time of passage; but with the proviso that the Powers reserve to themselves the right to send into the Black Sea, at all times and under all circumstances, a force of not more than three ships, of which no individual ship shall exceed 10,000 tons.

Turkey has no responsibility in regard to the number of war vessels which pass through the Straits.

In order to enable the above rule to be observed, the Straits Commission provided for in Article 10 will, on the 1st January and the 1st July of each year, enquire of each Black Sea littoral Power the number of each of the following classes of vessel which such Power possesses in the Black sea; Battle-ships, battle-cruisers aircraft-carriers, cruisers, destroyers, submarines or other types of vessels as well as naval aircraft; distinguishing between the ships which are in active commission and the ships with reduced complements, the ships in reserve and the ships undergoing repairs or alterations.

The Straits Commission will then inform the Powers concerned that the strongest naval force in the Black Sea comprises: Battleships, battle-cruisers, aircraft carriers, cruisers, destroyers, submarines, aircraft and other types which may exist. The Straits Commission will also immediately inform the Powers concerned when, owing to the passage into or out of the Black Sea of any ship of the strongest Black Sea force, any alteration in that force has taken place.

The naval force that may be sent through the Straits into the Black Sea will be calculated on the number and type of the ships of war in active commission only.

(b) In Time of War, Turkey being Neutral.

Complete freedom of passage by day and by night under any flag, without any formalities, or tax, or charge whatever, under the same limitations as in paragraph 2(a)

However, these limitations will not be applicable to any belligerent Power to the prejudice of its belligerent rights in the Black Sea.

The rights and duties of Turkey as a neutral Power cannot authorise her to take any measures liable to interfere with navigation through the Straits, the waters of which, and the air above which, must remain entirely free in time of war, Turkey being neutral, just as in time of peace.

Warships and military aircraft of belligerents will be forbidden to make any capture, to exercise the right of visit and search, or to carry out any other hostile act in the Straits.

As regards revictualling and carrying out repairs, war vessels will be subject to the terms of the Thirteenth Hague Convention of 1907, dealing with maritime neutrality.

Military aircraft will receive in the Straits similar treatment to that accorded under the Thirteenth Hague Convention of 1907 to warships, pending the conclusion of an international Convention establishing the rules of neutrality for aircraft.

(c) In Time of War, Turkey being Belligerent

Complete freedom of passage for neutral warships, without any formalities, or tax, or charge whatever, but under the same limitations as in paragraph 2 (a).

The measures taken by Turkey to prevent enemy ships and aircraft from using the Straits are not to be of such a nature as to prevent the free passage of neutral ships and aircraft, and Turkey agrees to provide the said ships and aircraft with either the necessary instructions or pilots for the above purpose.

Neutral military aircraft will make the passage of the Straits at their own risk and peril, and will submit to investigation as to their character. For this purpose aircraft are to alight on the ground or on the sea in such areas as are specified and prepared for this purpose by Turkey.

3.

- (a) The passage of the Straits by submarines of Powers at peace with Turkey must be made on the surface.

(b) The officer in command of a foreign naval force, whether coming from the Mediterranean or the Black Sea, will communicate, without being compelled to stop, to a signal station at the entrance to the Dardanelles or the Bosphorus, the number and the names of vessels under his orders which are entering the Straits.

These signal stations shall be notified from time to time by Turkey; until such signal stations are notified, the freedom of passage for foreign war vessels in the Straits shall not thereby be prejudiced, nor shall their entry into the Straits be for this reason delayed.

(c) The right of military and non-military aircraft to fly over the Straits, under the conditions laid down in the present rules, necessitates for aircraft.

(i) Freedom to fly over a strip of territory of five kilometres wide on each side of the narrow parts of the Straits;

(ii) Liberty, in the event of a forced landing, to alight on the coast or on the sea in the territorial waters of Turkey.

4.

Limitation of Time of Transit for Warships

In no event shall warships in transit through the Straits, except in the event of damage or peril of the sea, remain therein beyond the time which is necessary for them to effect their passage, including the time of anchorage during the night if necessary for safety of navigation.

5.

Stay in the Ports of the Straits and of the Black Sea

(a) Paragraphs 1, 2 and 3 of this Annex apply to the passage of vessels, warships and aircraft through and over the Straits and do not affect the right of Turkey to make such regulations as she may consider necessary regarding the number of men-of-war and military aircraft of any one Power which may visit Turkish ports or aerodromes at one time, and the duration of their stay.

(b) Littoral Powers of the Black Sea will also have a similar right as regards their ports and aerodromes.

(c) The light-vessels which the Powers at present represented on the European Commission of the Danube maintain as stationaries at the mouths of that river as far up as

Galatz will be regarded as additional to the men-of-war referred to in paragraph 2, and may be replaced in case of need.

6.

Special Provisions relating to Sanitary Protection

Warships which have on board cases of plague, cholera or typhus, or which have had such cases on board during the last seven days, and warships which have left an infected port within less than five times 24 hours must pass through the Straits in quarantine and apply by the means on board such prophylactic measures as are necessary to prevent any possibility of the Straits being infected.

The same rule shall apply to merchant ships having a doctor on board and passing straight through the Straits without calling at a port or breaking bulk.

Merchant ships not having a doctor on board shall be obliged to comply with the international sanitary regulations before entering the Straits, even if they are not to call at a port therein.

Warships and merchant vessels calling at one of the ports in the Straits shall be subject in that port to the international sanitary regulations applicable in the port in question.

Article 3

With a view to maintaining the Straits free from any obstacle to free passage and navigation, the provisions contained in Articles 4 to 9 will be applied to the waters and shores thereof as well as to the islands situated therein, or in the vicinity.

Article 4

The zones and islands indicated below shall be demilitarised:

- 1) Both shores of the Straits of the Dardanelles and the Bosphorus over the extent of the zones delimited below (see the attached map)

Dardanelles:

On the north-west, the Gallipoli Peninsula and the area south-east of a line traced from a point on the Gulf of Xeros 4 kilometres north-east of Bakla-Burnu, reaching the Sea of Marmora at Kumbaghi and passing south of Kavak (this village excluded);

On the south-east, the area included between the coast and a line 20 kilometres from the coast, starting from Cape Eski-Stamboul opposite Tenedos and reaching the Sea of Marmora at a point on the coast immediately north of Karabigha.

Bosphorus (without prejudice to the special provisions relating to Constantinople contained in Article 8);

On the east, the area extending up to a line 15 kilometres from the western shore of the Bosphorus;

On the west, the area is up to a line 15 kilometres from the western shore of the Bosphorus.

- 2) All the islands in the Sea of Marmora, with the exception of the island of Emir Ali Adasi.
- 3) In the Aegean Sea, the islands of Samothrace, Lemnos, Imbros, Tenedos and Rabbit Islands.

Article 5

A Commission composed of four representatives appointed respectively by the Governments of France, Great Britain, Italy and Turkey shall meet within 15 days of the coming into force of the present Convention to determine on the spot the boundaries of the zone laid down in Article 4 (1).

The Governments represented on that Commission shall pay the salaries of their respective representatives.

Any general expenses incurred by the Commission shall be borne in equal shares by the Powers represented thereon.

Article 6

Subject to the provisions of Article 8 concerning Constantinople, there shall exist, in the demilitarised zones and islands, no fortifications, no permanent artillery organisation, no submarine engines of war other than submarine vessels, no military aerial organisation, and no naval base.

No armed forces shall be stationed in the demilitarised zones and islands except the police and gendarmerie forces necessary for the maintenance of order; the armament of such forces

will be composed only of revolvers, swords, rifles and four Lewis guns per hundred men, and will exclude any artillery.

In the territorial waters of the demilitarised zones and islands, there shall exist no submarine engines of war other than submarine vessels.

Notwithstanding the preceding paragraphs Turkey will retain the right to transport her armed forces through the defilitarised zones and islands of Turkish territory, as well as through their territorial waters, where the Turkish fleet will have the right to anchor.

Moreover, in so far as the Straits are concerned, the Turkish Government shall have the right to observe by means of aeroplanes or balloons both the surface and the bottom of the sea.

Turkish aeroplanes will always be able to fly over the waters of the Straits and the demilitarised zones of Turkish territory, and will have full freedom to alight therein, either on land or on sea.

In the demilitarised zones and islands and in their territorial waters, Turkey and Greece shall similarly be entitled to effect such outside these zones and islands of the men recruited therein.

Turkey and Greece shall have the right to organise in the said zones and islands in their respective territories any system of observation and communication, both telegraphic, telephonic and visual. Greece shall be entitled to send her fleet into the territorial waters of the demilitarised Greek islands, but may not use these waters as a base of operations against Turkey nor for any military or naval concentration for this purpose.

Article 7

No submarine engines of war other than submarine vessels shall be installed in the waters of the Sea of Marmora.

The Turkish Government shall not install any permanent battery or torpedo tubes, capable of interfering with the passage of the Straits, in the coastal zone of the European shore of the Sea of Marmora or in the coastal zone on the Anatolian shore situated to the east of the demilitarised zone of the Bosphorus as far as Darije.

Article 8

At Constantinople, including for this purpose Stamboul, Pera, Galata, Seutari, as well as Princes islands, and in the immediate neighbourhood of Constantinople, there may be

maintained for the requirements of the capital, a garrison with a maximum strength of 12,000 men. An arsenal and naval base may also be maintained at Constantinople.

Article 9

If, in case of war, Turkey, or Greece, in pursuance of their belligerent rights, should modify in any way the provisions of demilitarisation prescribed above, they will be bound to re-establish as soon as peace is concluded the regime laid down in the present Convention.

Article 10

There shall be constituted at Constantinople an International Commission composed in accordance with Article 12 and called the "Straits Commission."

Article 11

The Commission will exercise its functions over the waters of the Straits.

Article 12

The Commission shall be composed of a representative of Turkey, who shall be President, and representatives of France, Great Britain, Italy, Japan, Bulgaria, Greece, Roumania, Russia, and the Serb-Croat-Slovene State, in so far as these Powers are signatories of the present Convention, each of these Powers being entitled to representation as from its ratification of the said Convention.

The United States of America, in the event of their acceding to the present Convention, will also be entitled to have one representative on the Commission.

Under the same conditions any independent littoral States of the Black Sea which are not mentioned in the first paragraph of the present Article will possess the same right.

Article 13

The Governments represented on the Commission will pay the salaries of their representatives. Any incidental expenditure incurred by the Commission will be borne by the said Governments in the proportion laid down for the division of the expenses of the League of Nations.

Article 14

It will be the duty of the Commission to see that the provisions relating to the passage of warships and military aircraft are carried out; these provisions are laid down in paragraphs 2, 3 and 4 of the Annex to Article 2.

Article 15

The Straits Commission will carry out its functions under the auspices of the League of Nations, and will address to the League and annual report giving an account of its activities, and furnishing all information which may be useful in the interests of commerce and navigation; with this object in view the Commission will place itself in touch with the departments of the Turkish Government dealing with navigation through the Straits.

Article 16

It will be the duty of the Commission to prescribe such regulations as may be necessary for the accomplishment of its task.

Article 17

The terms of the present Convention will not infringe the right of Turkey to move her fleet freely in Turkish waters.

Article 18

The High Contracting Parties, desiring to secure that the demilitarisation of the Straits and of the contiguous zones shall not constitute an unjustifiable danger to the military security of Turkey, and that no act of war should imperil the freedom of the Straits or the safety of the demilitarised zones, agree as follows:

Should the freedom of navigation of the Straits or the security of the demilitarised zones be imperilled by a violation of the provisions relating to freedom of passage, or by a surprise attack or some act of war or threat of war, the High Contracting Parties, and in any case France, Great Britain, Italy and Japan, acting in conjunction, will meet such violation, attack, or other act of war or threat of war, by all the means that the Council of the League of Nations may decide for this purpose.

So soon as the circumstance which may have necessitated the action provided for in the preceding paragraph shall have ended, the regime of the Straits as laid down by the terms of the present Convention shall again be strictly applied.

The present provision, which forms an integral part of those relating to the demilitarisation and to the freedom of the Straits, does not prejudice the rights and obligations of the High Contracting Parties under the Covenant of the League of Nations.

Article 19

The High Contracting Parties will use every possible endeavour to induce non-signatory Powers to accede to the present Convention.

This adherence will be notified through the diplomatic channel to the Government of the French Republic, and by that Government to all signatory or adhering States. The adherence will take effect as from the date of notification to the French Government.

Article 20

The present Convention shall be ratified. The ratification's shall be deposited at Paris as soon as possible.

The Convention will come into force in the same way as the Treaty of Peace signed this day. In so far as concerns those Powers who are not signatories of this Treaty and who at that date shall not yet have ratified the present Convention, this Convention will come into force as from the date on which they deposit their respective ratification's, which deposit shall be notified to the other Contracting Powers by the French Government.

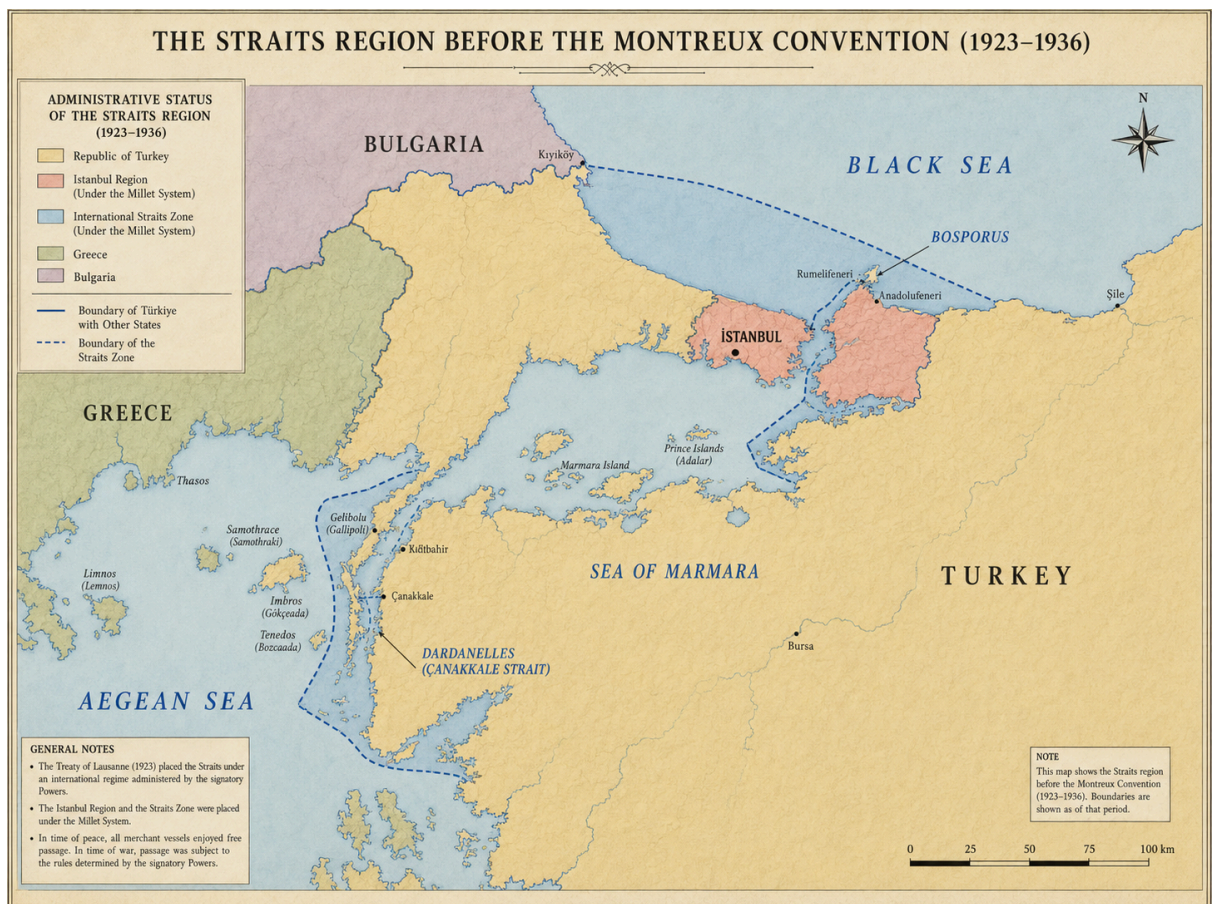
In faith whereof the above-named Plenipotentiaries have signed the present Convention.

Done at Lausanne the 24th July, 1923, in a single copy which will remain deposited in the archives of the Government of the French Republic, and of which authenticated copies will be transmitted to each of the Contracting Powers.

10. Committee Matrix & Maps

1. **Dr. Nicolas P. Nicolaev** - Bulgaria
2. **Pierre Neicov** - Bulgaria
3. **Joseph Paul-Boncour** - France
4. **Henri Ponsot** - France
5. **Lord Stanley** - United Kingdom
6. **Stanley Melbourne Bruce** - Australia

7. Nikolaos Politis - Greece
8. Raoul Bibica Rosetti - Greece
9. Naotake Satō - Japan
10. Masaaki Hotta - Japan
11. Nicolae Titulescu - Romania
12. Constantin Contzescu - Romania
13. Vespasian V. Pella - Romania
14. Tevfik Rüştü Aras - Turkey
15. Suat Davaz - Turkey
16. Numan Menemenciöğlu - Turkey
17. Asım Gündüz - Turkey
18. Necmettin Sadak - Turkey
19. Maksim Litvinov - USSR
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