

Tariff for Pilotage, Towage and Other Services

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1. GENERAL PRINCIPLES

1.1 Objective

Objective of this tariff: Pursuant to the principles stated in laws, statutes, regulations and instructions, to arrange conditions and fees for pilotage, towage and other services specified in this tariff and given in the places authorized or to be authorized by the organization.

1.2 Scope

This tariff includes services pilotage, towage and other services specified in this tariff and given in the places authorized or to be authorized by the organization.

1.3 DEFINITIONS AND ABBREVIATIONS

For the purpose of this tariff:

1.3.1 Organization:

means The Directorate General of Coastal Safety (KEGM),

1.3.2 Vessel:

means any vehicle on the sea moving by power other than sculling,

1.3.2.1 Passenger Ships and Ferryboats:

mean any ship designed for carrying passenger, load or vehicle more than 12,

1.3.2.2 Car Carriers:

mean any ship designed for carrying passenger cars,

1.3.2.3 Ro-Ro Vessels:

mean any ship designed for carrying passenger and load, self propelled or not and which are used for loading and unloading of all type of cargos on wheeled vehicles,

1.3.2.4 Container Ships:

mean any ship designed for carrying special, durable and specially equipped cargos in accordance with types and dimensions adopted by International Standards Organization (ISO),

1.3.2.5 Other Vessels:

mean any ship other than stated in subparagraphs 1.3.2.1, 1.3.2.2, 1.3.2.3 and 1.3.2.4,

1.3.3 Sea Vehicles:

means all type of powered or non-powered vehicles such as tug boat, pilot boat, mooring boat, dummy barge, buoy, floating crane and other similar vehicles used for services stated in this tariff,

1.3.4 Vessel Shifting:

means changing of the location of the vessel if deemed necessary,

1.3.5 Vessel Carrying Dangerous Cargo/Goods:

means a tank ship carrying Class 3 cargo and any kind of ship carrying cargoes defined under class 1-2-5.1-5.2-6.2 and 7 as per IMO IMDG Code system or which are not purified from hazardous gasses,

1.3.6 Permanent Deposit:

means a monetary sum or a bank guarantee letter given not only for a certain service but for one or more services that may have been given within a certain period of time,

1.3.7 Day:

means a calendar day (any fractional day is accepted as a complete day),

1.3.8 Hour:

means a time period consisted of sixty minutes (any fractional hour is accepted as a complete hour),

1.3.9 Scheduled Escort Service:

means being available alongside the vessel as per the schedule previously made and towing/pushing of the vessel if needed,

1.3.10 Non-Scheduled Escort Service:

means being available alongside the vessel upon instruction of Administration and/or Vessel Traffic Services and, if needed, towing/pushing of the vessel which have no any previous request and within Istanbul and Canakkale Straits or headed for these Straits for entrance by giving SP2 report.

1.3.11 Pulling Service:

means pulling the vessel or sea vehicles,

1.3.12 Pilotage Service:

means the service given to ships by pilots and service boats,

1.3.13 Towage Service:

means being available alongside the vessel in the port and towing/pushing of the vessel if needed,

1.3.14 The Turkish Straits:

means Istanbul Strait, Çanakkale Strait and complete passage line in the Sea of Marmara and the shoreline surrounding this line,

1.3.15 Mooring Service:

means mooring and unmooring services given for the ships,

1.3.16 Vessel Traffic Service (VTS):

means Vessel Traffic Services given in Istanbul and Çanakkale Straits,

1.3.17 GRT

means total internal volume of a vessel including all closed areas under deck and on the deck,

1.3.18 Displacement Tonnage

means tonnage of a warship,

1.3.19 Administration:

means Ministry of Transportation, Maritime Affairs and Communications

1.3.20 IMO:

means International Maritime Organization,

1.3.21 IMDG Code:

means International Maritime Dangerous Goods Code,

1.3.22 Waiting Period:

means any period of time that the sea vehicle is waited without starting its main engine for towage services, and the time passed without making any job in pilotage services due to reasons not attributable to the Organization in both cases,

1.3.23 SP2 Report:

means report given to VTS before 2 hours or 20 miles (it depends on which one is earlier) to entering to Turkish Straits,

1.4 GENERAL PROVISIONS

1.4.1 Meeting Service Requests

It is essential to apply for request of the services stated in this tariff 24 hours before. It is mandatory to confirm in writing any request made orally or via telephone call within two hours subsequent to such request. Cancellation and postponement requests must be submitted 2 hours before the start of the service in the port or in case of a strait passage, in written before giving SP2 report or in SP2 report itself.

However; in case a vessel performing loading or unloading job in the port requests pilotage and/or towage service for departure after completion of its work and cannot obtain departure permission from the Port Authority and/or Local Authorities due to legal barriers, this 2-hour period is not applied or if the service has been started, this service is canceled. No fee is collected for the canceled request.

For non-compulsory pilotage requests, any service request in writing is deemed a commitment letter and such service is given by the ship's captain alongside the vessel or in case it is not accepted, the fee is collected as if such service has been given.

All responsibilities which may have been incurred for not meeting a service request on time shall belong to the requestor.

1.4.2 Determination of Tariff Criteria

In fee accrual related to services given to vessels, the values indicated in tonnage certificates of the vessels issued pursuant to gross tonnage principles stated in the International Convention of Tonnage-1969, and for vessels working in cabotage line, the values indicated in tonnage certificates issued based on National Tonnage Measurement Principles are taken as the basis.

In case of vessels with different GRT values in their tonnage certificates, the highest GRT value is taken as the basis.

However; with reference to TM5/GRC4 circular letter of IMO which aims to encourage the design and construction of open-top container ships, exclusively for such vessels, the reduced GRT value in 1969 Tonnage certificates are taken as the basis.

1.4.3 Responsibility

Any responsibility, which may have been incurred due to violation of the procedures and principles stated in the legislation in force and in this tariff or due to wrongful acts by ship owners, captains and agencies as well as their representatives and any person acting on behalf of them, shall belong to mentioned parties.

The agencies requesting and following the service, captain and their representatives and any person acting on behalf of them are solely and jointly responsible from payment of all accrued fees according to the tariff together with the ship owners.

For any case not included in this tariff, the provisions of the Great Britain (UK) Standard Conditions for Towage and Other Services shall be applicable.

1.4.4 Fees

1.4.4.1 Basic Fees:

Basic fee for each service is indicated on the basic fee tables of this tariff. Tables demonstrating the tariff provisions and basic fees form an integrity in the implementation of this tariff. Add-on or discounted fees are applied on basic fees and, add-on and discounts don't change the basic fee calculations to be made on tariff.

If there is more than one discount for one service, only the highest discount rate is applicable. If there is more than one discount for one service which are at the same rate, only one discount is applied.

However; if there is one add-on fee and one discount available for one service, the difference of these values (+,-) is applied to the basic fee.

1.4.4.2 Currency Unit for the Fees:

The currency unit used for the fees indicated in this tariff is the United States Dollar (US Dollar). Service fees are collected after accrual of such fees by converting into Turkish Lira basing on US dollar buying exchange rate announced by the Central Bank of the Republic of Turkey on the service completion date.

1.4.4.3 Principles Related to Payment of Fees:

1.4.4.3.1 When entering to or departing from a port, berthing or unberthing to a pier or tying up or anchoring to mooring buoys and to breakwaters, berthing from stern, leaving such places or shifting due to any reason, it is essential to give a guarantee which corresponds to the amount to be calculated basing on the basic fee indicated in the table in which the said service is included plus 10% of this amount as guarantee before start of such service.

For passages subject to special passing rules, and strait passage of vessels berthing-departing from any point within borders of Istanbul port, hiring of powered and non-powered sea vehicles, diver and frogman services, the provisions of the first sub-paragraph of this article is applicable.

In calculation of the guarantee amount, discounts and add-on fees as well as waiting period fees are taken into account.

For payment situations indicated in this subparagraph, the settlement shall be made within maximum 7 days as of accrual date without a need for any further notification.

1.4.4.3.2 For the services not included in article **1.4.4.3.1** above, it is mandatory to pay the service fee within 7 calendar days as of completion date of the service without a need for any further notification.

1.4.4.3.3 Permission to departure of the vessel is not given unless fees for the services supplied upon instruction of the Administration and/or the parties acting on behalf of the Administration are paid.

1.4.4.3.4 If a service is requested not included in this tariff, the fee is calculated in comparison to a similar service in this tariff or if there is no such similar service, by taking into account actual economic conditions at that date.

1.4.4.4 Fees for Services given for Public Institutions :

The services requested by public institutions and bodies and services requested basing on intergovernmental bilateral agreements are carried out upon a written service request and the relevant fees are collected within the month following the sending of invoice.

1.4.4.5 Non-payment or Delayed Payment of Fees :

Any subsequent request made by any party, who has not paid its accrued fee due to services, shall not be processed unless they pay their debt to the Institution in full.

If the fees are not paid within the time specified in this tariff, they will be collected with an additional amount of 25% (twenty five) of the original fee for the first 30 (thirty) days as of completion date of the service and 1,40% (one point forty) for each subsequent 30 (thirty) days following this period.

For the services given to the public institutions, if the fees are not paid within 30 (thirty) days subsequent to delivery of the invoice, they will be collected with an additional amount of 1,40% (one point forty) of the original fee for each subsequent 30 (thirty) days following this period.

If the day on which above mentioned time period ended is a holiday, the said period is completed in the first subsequent business day.

1.4.4.6 Refund of Overpaid Amounts :

In case of a claim for an overpayment, it is mandatory to apply to the Organization in writing within 1 year as of the completion date of the service.

1.4.4.7 False Statement

In case it is determined that any information, statement and various documents which will be the basis of any transaction related to the services specified in this tariff do not reflect the truth in any way, regardless of if the action has been made willfully or not, the fee specified in the fee table is collected with an additional amount of 100% of the original fee.

1.4.4.8 Permanent Deposit:

A guarantee letter or cash which will be determined by the Organization.

1.5 GENERAL PRINCIPLES ABOUT IMPLEMENTATION:

1.5.1 In case services are given on the days specified in the 2429 numbered Law Related to National Feasts and General Holidays, fees are collected with an additional amount of 50% of the basic fee excluding holiday practice applied as of 13:00 in Saturday at port services.

1.5.2 Services given for the Vessels Carrying Dangerous Cargo/Goods:

The fees for the pilotage, towage and mooring services to be given for the tankers carrying dangerous goods and the vessels carrying Class 1 and 7 goods as specified in IMDG Code are collected with an additional amount of 30% of the basic fee while fees for pilotage and towage services to be given for the tankers carrying dangerous goods or not purified from such dangerous substances which are transshipping goods to the warehouse ships deployed in the open sea for stocking liquid fuel are collected with an additional amount of 50% of the basic fee.

The fees for the pilotage, towage and mooring services to be given for the vessels other than the tankers carrying Class 2-5.1-5.2 and 6.2 goods as specified in IMDG Code are collected with an additional amount of 10% of the basic fee.

If the vessel has a Gasfree Certificate issued within 24 hours before start of the service, the basic fees in the tariff are applicable.

2. IMPLEMENTATION PRINCIPLES FOR PILOTAGE AND TOWAGE SERVICES IN THE PORTS:

2.1 In Istanbul Port: Basic fees in table T. 1.1 are applicable for pilotage service given in the Golden Horn and buoy and anchoring areas in Karaköy, Salıpaazarı, Haydarpaşa, Saraybunu and Dolmabahçe while basic fees in table T. 1.2 are applicable for towage services. For other piers, berths and facilities (excluding Zeyport) within the boundaries of Istanbul Port, the basic fee is applied with an additional amount of 100% of the original fee.

2.2 In other Ports: For pilotage services given in Inner and Intermediate Ports, the basic fees specified in table T. 1.1 are applicable while for towage services, fees in table T.1.2 are applicable. In ourter harbors of these ports, the fees for services are applied with an additional amount of 100% of the basic fee.

2.3 Start and Completion of the Services:

Pilotage service starts when the pilot comes on board, and towage service starts when the tow boat arrives near the ship and when these leave the ship, such services are ended.

2.4 Pricing of Canceled Services:

If a request is not canceled on time pursuant to article 1.4.1, only 50% of the basic fee is collected. If a started service is cancelled, basic fee is collected in full.

No fee is collected for the services could not given due to reasons attributable to the Institution or canceled within the required time.

2.5 Pilotage and Towage Services Given for Crippled Ships :

The fee for pilotage and towage services given to any ship, which cannot move with its own propeller or cannot maneuver due to a fault in its helm or any other reason, is collected with an additional amount of 100% of the original fee.

2.6 Obligation To Take Pilot and Tug

The obligation to take Pilot/Tug and exemption rates are determined by Port Regulation and Directives.

Charging shall be based on anticipated number of tug and/or powers of them, in the case of not providing tug having towage power subject to legislation and/or in case of providing the desired towage power with tugs having different towage powers.

Vessels that GRT and displacement tonnage are defined in Port regulation, directive and instructions should take pilot and tug when entering and leaving the port, and when they replace due to any reasons. Base pays will be % 100 increased rate for the vessels which not obey this obligation.

However, if the vessel departs from berth, buoy, facilities and pier or coming alongside to the place which she departed with her own's or with the Organization's means without taking pilot and tug boat, and if she comes alongside to another berth within the borders of port approved by the Port Authority, and on condition that the adverse weather conditions certified by the Ministry of Environment and Forestry General Directorate of Meteorology Weather Forecast Report due to not possibility to come alongside again to this place, base pays will be applied at a discount rate of % 50.

The basic fee is applied at a discount rate of % 50 for shifting services rendered.

2.7 Anchorage Area Indication Fee

If the services of indicating the anchorage area, anchoring and heave up anchor are given, base pay for each service will be as indicated in the relating fee table.

If the services mentioned above are rendered follow up berthing and leaving services to pier and ports, anchorage and heave up anchorage fees would not be taken.

2.8 The service fee in the T.1.1 table will be collected for the Pilotage Services from Yenikale, Pelikan, Kösten, Urla to İzmir Port and for its equivalent.

2.9 Turkish Flagged School, War and Search Vessels

Any fee shall be collected, even pilotage and mooring rope services are rendered to Turkish flagged School, War, and Public Institutions Search Vessels.

2.10 Attendance Fee

2.10.1 In case of suspension of the services not caused by the Organization and in the event that the service is done tardily:

- a) Base pay of pilot service and also attendance fee shall be collected.
- b) Base pay for tug services and attendance fee *-as much as waiting time-* according to T.3 table shall be collected.

2.10.2 In case of suspension of the services and in the event that they can not be rendered after waiting time:

- a) % 50 of the base pay for pilotage service and full attendance fee shall be collected.
- b) % 50 of the base pay of the tug services defined in the table and besides attendance fee in T.3 table shall be collected.

Attendance fee is not collected for the waiting up to one hour. Attendance fee of the total waiting time is collected for the waiting exceeding one hour. The Organization is both authorized to keep waiting or not its pilotage and tug vehicles and personnel rendering the services, and to perform other service demands within the waiting period.

2.11 If the services which has already started can not be rendered because of the force majeure (such as adverse weather condition), only 50% of the basic fee schedule is collected.

2.12 Supplying Vessels

Base pays of pilotage services to vessels berthing and leaving port, pier and quay in order to meet their essential needs like fuel and provision, shall be applied at a discount rate of % 50.

2.13 Mooring Rope Service

It shall be taken for once, while berthing and leaving. It shall not be taken once again when leaving.

3 IMPLEMENTATION PNCIPLES FOR THE SERVICES GIVEN IN THE TURKISH STRAITS:

3.1 Principles for Pilotage Services:

3.1.1 The services stated in lines 2 and 3 of table T.2 compromise a lap. One lap is 3 hours in Istanbul strait, 5 hours in Çanakkale Strait and 10 hours for passing through the Sea of Marmara. For each excess hour and fraction over lap times; an additional fee, which is calculated by dividing lap fee to the lap time, is added on the lap fees. Each lap is started when the pilot comes on board and ends when he/she leaves the board.

If a pilot is left due to any reason before point of arrival, the service is deemed completed; in case of a request for a second pilot, also a second service fee is collected separately.

3.1.2 The ships Stopped in the Turkish Straits:

No fee is collected for additional pilotage services, waiting period, anchoring and heaving up services to be given obligatorily to the ships anchoring during their transit passage or passage with stops for a search and control in the ship in line with the instructions given by the Turkish Coast Guard Command, Police Department and/or judicial authorities or due to suspension of traffic in the strait temporarily by the Port Authority or VTS.

3.1.3 Failure of Non-stopover Passage

If the vessels' non-stopover passage fails due to the fact that they had an accident in any location in Marmara or were detained by competent authorities after they pass the Strait as non-stopover, no pilotage fee is collected the Strait passage that they completed without pilot.

3.1.4 Principles Related to Pilotage Services Given in Accordance with the Additional Passage Rules;

1. Lap pilotage fee for ships with an overall length over 300 meters and having a total towing length of 300 meters and over 300 meters is collected with an additional amount of 100% of the original fee.
2. Lap pilotage fee for ships with an air draught over 54-58 meters for Istanbul Strait and ships with an water draft over 25 meters which will pass the Turkish Straits, platforms which are used for laying underwater pipes, or oil and natural gas exploration and other sea vehicles not in the form of a ship is collected with an additional amount of 200%. The gross tonnage calculation of sea vehicles not in the form of a ship excluding sea vehicle such as Dock, Dummy Barge, Buoy, Split Hopper Barge, Floating Crane and Barge is to be calculated by multiplying underwater width, length and height (M3).

3.1.5 If the service can't be rendered at the additional service practices applied in scheduled passages due to the reasons not attributable to the Organization, only the basic fee of the service is collected.

3.1.6 If the pilotage services for the passage of Straits which already started can't be rendered because of the force majeure "such as adverse weather condition", only 50% of the basic fee schedule is collected.

3.1.7 Ships Going to Shipyards :

For pilotage services to be given for ships, floating cranes and other similar sea vehicles entering to or leaving shipyards located in the coast of Sea of Marmara for maintenance and repair purposes and ships which are constructed in these shipyards, a discount rate of 50% is applied to the basic fee.

3.1.8 Pilotage Fee for Towed Vessels :

Pilotage fee for towed passages through the Turkish Straits is calculated basing on the total GRT of the towing and towed vessels.

3.1.9 Ships to be tied up to the Pier:

If the service for vessels which will come alongside the piers and berth in Haliç, Karaköy, Sarayburnu Haydarpaşa and Zeyport, and ships anchoring in Dolmabahçe or mooring to a buoy here starts from mooring borders of the south entrance of Istanbul Strait; no fee is collected for Strait passage or shifting from one point to another point.

3.2 Principles for Towage Services

3.2.1 Use of a hired sea vehicle for a purpose other than hiring purpose and scope is subject to approval of the Organization.

3.2.2 Fees for scheduled and non-scheduled escort services excluding Salvage-Assistance situations are calculated basing on the basic fees stated in table T3. In any case, minimum 1 hour service fee is collected. For service time exceeding 1 hour, one fourth of the fee is collected for each 15 minutes and fractions.

3.2.3 For taking a scheduled escort service, the related request must have been submitted before SP2 Report or before departure from the Port /berthing place.

3.2.4 Powered sea vehicles hiring fee is collected for a time period which starts when the sea vehicle is left the berthing place and ends by returning of the vehicle to the same place. However, the periods in which no services have been given due to fault of the Institution shall not be taken into consideration during calculation of the cost.

3.2.5 In case powered sea vehicles are waited without running their engine, waiting period fee stated in table T3 is collected.

3.2.6 In towed passages, if a tug boat having the pulling power envisaged in the report is not available and/or the desired pulling power is obtained by use of tow boats in different pulling powers, the applicable fee is calculated basing on the tow boat number and/or pulling power envisaged in the report.

3.2.7 If the service can't be rendered at the additional service practices applied in scheduled passages due to the reasons not attributable to the Organization, only the basic fee of the service is collected.

3.2.8 Tug boat service rendered within the scope of the safety of navigation, life, property and environment on the outside of Istanbul and Canakkale Straits is only subjected to the fees specified in "hiring" column of table T3.

3.2.9 If the scheduled passage doesn't commence due to the suspension of traffic in Strait temporarily, no fee will be collected.

3.2.10 Additional Fees

1. Hourly tug boat fee for ships with an overall length over 300 meters and having a total towing length of 300 meters and over 300 meters is collected with an additional amount of 200% of the original fee.
2. Hourly tug boat fee for ships with an air draught over 54-58 meters for Istanbul Strait and vessels with a water draft over 25 meters which will pass the Turkish Straits, platforms which are used for laying underwater pipes, or oil and natural gas exploration and other sea vehicles not in the form of a ship is collected with an additional amount of 300% of the original fee.

4. OTHER SERVICES

Use of a hired sea vehicle for a purpose other than hiring purpose and scope is subject to approval of the Organization.

4.1 Responsibility:

In case of a need, the condition of the hired sea vehicle at the time of allocation to the party hiring the boat is determined through a protocol. Any loss, damage and other harm to the sea vehicle which may have been incurred within the hiring period shall belong to the party hiring it.

4.2 HIRING FEE FOR NON-POWERED SEA VEHICLES

4.2.1 Floating Crane Hiring Fee:

4.2.1.1 For a hiring not exceeding 24 hours, fee is collected for a time period which starts when the sea vehicle is left the berthing place and ends by returning of the vehicle to the same place. However, the periods in which no services have been given due to fault of the Organization shall not be taken into consideration during calculation of the cost.

4.2.1.2 For a hiring exceeding 24 hours, hiring fee is determined by taking minimum actual working time for each day not less than 8 hours and by calculating time for coming from berthing place to the job site and returning to the berthing place after work finish only.

Basic fee includes any equipment and personnel fee and handling of goods on the board (except of dangerous goods) while excludes traction (pulling) of the vehicle.

4.2.1.3 Minimum hiring fee could not be less than the amount corresponding to 4 hours hiring cost.

4.2.1.4 If floating crane will pass from Istanbul Golden Horn bridges in order to arrive at the workplace requested, bridge passage fee is collected separately.

4.2.1.5 In case floating crane is hired for services out of the port borders, fee is collected with an additional amount of 50% of the basic fee.

4.2.2 Dummy Barge, Buoy and Split Hopper Barge Hiring Fee

4.2.2.1 If a traction service is requested, related cost will be calculated separately.

4.2.2.2 If more than one powered sea vehicle is used for traction service given during a hiring service of a non-powered sea vehicle, fee is accrued by addition of all service times; if any fractioned number is obtained in the sum, it will be rounded off.

4.2.2.3 The fixed fee for DUMMY BARGE (including traction) to be requested for deploying it between pier and vessel in Karaköy, Salıpazarı and Sarayburnu piers is USD 1000. For a hiring exceeding 1 day, fixed fee to be collected for each additional day is USD 200.

4.2.2.4 Minimum hiring period cannot be less than 1 day.

4.3 DIVER AND FROGMAN SERVICES

4.3.1 Basic fee includes diver, frogman and auxiliary staff services while excludes transportation and sea vehicle allocation, if needed.

4.3.2 Diver and frogman fee is collected for the period starting from leaving time of diver and frogman their business place until they return back.

4.3.3 In case diver and frogman service is requested in a place out of the port borders, fee is collected with an additional amount of 50% of the basic fee.

4.3.4 Minimum time for diver and frogman service within port borders is 4 hours while 8 hours for places out of the port borders.

4.3.5 If diver and frogman service is requested for video shooting, fee for 1 hour is 250 US Dollar. Fee for accrual basis could not be less than 4-hour fee within the port borders while 8-hour fee out of the port borders.

4.3.6 For diver and frogman services given solely for pulling body from water are free of charge.

4.4 SERVICES GIVEN FOR YACHTS, CATAMARANS AND TRIMARANS

4.4.1 Pilotage and towage fees include fees for coming alongside the piers, landing stages and use of pilot, service boat, marine boat and tow boat when leaving such places and such fee is applied only once. (If boats will return to piers and landing stages within 7 days after they leave, no extra fee is requested.)

4.4.2 Yachts, catamarans, trimarans and other similar vehicles are subject to provisions of this tariff.

5. ENTRY INTO FORCE

This tariff shall take effect on 16.04.2012.

T.1 PORT SERVICES

T.1.1 BASIC FEE TABLE FOR PILOTAGE SERVICES (US Dollar - GRT)

VESSELS OPERATED IN THE CABOTAGE LINE		PASSENGER SHIPS, FERRYBOATS, RO-RO VESSELS, CAR CARRIERS		CONTAINER SHIPS		OTHER CARGO VESSELS	
0-1000	+1000	0-1000	+1000	0-1000	+1000	0-1000	+1000
60	22	100	40	135	60	165	70

Pilot waiting fee is USD 120 per hour and fractions. Above fees include pilot service boat.

T. 1.2 BASIC FEE TABLE FOR TOWAGE SERVICES: (US Dollar - GRT)

VESSELS OPERATED IN THE CABOTAGE LINE		PASSENGER SHIPS, FERRYBOATS, RO-RO VESSELS, CAR CARRIERS		CONTAINER SHIPS		OTHER CARGO VESSELS	
0-1000	+1000	0-1000	+1000	0-1000	+1000	0-3000	+1000
85	20	160	30	230	45	270	50

T. 1.3 BASIC FEE TABLE FOR MOORING SERVICES: (US Dollar - GRT)

VESSELS OPERATED IN THE CABOTAGE LINE		ALL OTHER VESSELS	
0-1000	+1000	0-1000	+1000
15	10	30	15

T.2 BASIC FEE TABLE FOR PILOTAGE SERVICES GIVEN OUT OF THE PORT:

Ahırkapı - Gelibolu: Entire passage between North and South Marmara

Marmara Port: Any port in Sea of Marmara out of Istanbul port borders

TYPE OF THE SERVICE	Up to 1000 GRT	For each additional 1000 GRT
1- Entrance to and exit from the Golden Horn	210	85
2- Passage through Istanbul or Çanakkale Strait	190	64
3) Ahırkapı-Gelibolu or Marmara Port or its equivalent	190	64
4) Passing from one place to another within borders of Istanbul Port (except of Strait passage)	158	34
5) Anchoring or heaving up in Büyükdere, Paşabahçe, Dolmabahçe and Golden Horn anchorage areas	190	64
6) Anchoring or heaving up in anchorage areas of the Çanakkale Strait, Karanlık Port, Ahırkapı, Kumkapı,	80	22

Bakırköy and Yeşilköy		
7- Showing the anchorage area, anchoring and heaving up, changing the anchorage area (for each service)	42	42

Pilot waiting fee is USD 120 per hour and fractions. Above fees include pilot service boat

T.3 BASIC FEE TABLE FOR HIRING SEA VEHICLES:

Power of the Vehicle (TBP)	Fee per hour and fractions for scheduled escort services and hiring (US Dollar)	Fee per hour and fractions for non-scheduled escort services and hiring (US Dollar)
Up to 0-9,9 Tons	300	450
Up to 10-19,9 Tons	400	600
Up to 20-39,9 Tons	800	1200
Up to 40-59,9 Tons	1200	1800
Up to 60-79,9 Tons	1600	2400
Up to 80 and above	2200	3300

Waiting fee is half of the basic fee. If a pilot boat is hired for a purpose other than hiring purpose, a fee of USD 300 is collected for each hour and fractions. The fixed fee for scheduled escort service given to tank ships in Istanbul strait is USD 6000.

T.4 BASIC FEE TABLE FOR HIRING FLOATING CRANE:

TYPE OF THE VEHICLE	Fee per hour and fractions (US Dollar)
FLOATING CRANE	250

T.5 BASIC FEE TABLE FOR HIRING NON-POWERED SEA VEHICLES:

Sea Vehicles	Fee per day and fractions (US Dollar)
Load Carrying Capacity and Type	
Dummy barge	200
Buoy	250
Split Hopper Barge	150

T.6 BASIC FEE TABLE FOR DIVER AND FROGMAN SERVICE:

Type of the Service	Fee per hour and fractions (US Dollar)
Diver and Frogman	100.00

T.7 BASIC FEE TABLE FOR SERVICES GIVEN FOR YACHTS:

Type of the Service	BETWEEN 0-500 GRT	BETWEEN 501-1000 GRT	OVER 1001 GRT
Pilotage	250	350	750
Towage	400	600	1000

