

# DIRECORATE GENERAL OF COASTAL SAFETY

## Tar ff for Pilotage, Tugboat and Other Services

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## 1. GENERAL PRINCIPLES

### 1.1 Purpose

The purpose of this tariff is to regulate the conditions and fees of the pilotage and tugboat services to be given in the areas where the organization shall be authorized and other services specified in this tariff in accordance with the principles specified in the Law, Regulation, Statute and Instructions.

### 1.2 Scope

This Tariff covers the pilotage and tugboat services to be given in areas where the organization shall be authorized, and the services specified in this tariff.

### 1.3 DEFINITIONS AND ABBREVIATIONS

For the purpose of this tariff:

1.3.1 Organization: means 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 Ships:  
mean any ship designed for carrying passenger and load, which are used for loading and unloading of all type of cargoes on wheeled vehicles,

1.3.2.4 Container Ships:  
mean any ship designed for carrying special, durable and specially equipped cargoes 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:  
mean 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 the position of the vessel on the same berth if deemed necessary,

1.3.5 Vessel Carrying Dangerous Cargo/Goods:  
means a tanker carrying Class 3 cargo of IMDG code, and all vessels carrying the cargoes defined in Article 2 (s) of TBDDY (Turkish Straits Maritime Traffic Regulations) according to IMO's IMDG Code rules or not purified from hazardous gasses,

1.3.6 Permanent Deposit and Guarantee Letter:  
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 days accepted as a complete day),

1.3.8 Hour: means a time period consisting of sixty minutes (any fractional hours 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, which is within the Straits of Istanbul and Çanakkale or has headed to these straits for entry by submitting an SP2 Report and has not previously requested escort tug, upon instruction of Administration and/or Vessel Traffic Services and provided that it does not fall within the scope of Salvage-Assistance and, if needed, towing/pushing of the vessel.

1.3.11 Towage Service:  
means towing of the vessel or sea vehicles,

1.3.12 Pilotage Service:  
means the service given to ships by pilots and service boats,

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

1.3.14 Turkish Straits: mean Istanbul Strait, Çanakkale Strait and complete passage line in the Sea of Marmara and the shoreline surrounding the 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 Transport and Infrastructure

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 vessel is waited without starting its main engine for tugboat services, and the time passed without performing any work in pilotage services due to reasons not attributable to the Organization in both cases,

#### 1.3.23 SP1 Report:

means the report submitted to VTSC 24 hours before entering to Turkish Straits,

1.3.24 SP2 Report: means the report submitted to VTSC 2 hours before or 20 miles before (whichever occurs first) entering to Turkish Straits, 1.3.25 Charter Party means the contract to be signed for the hire of sea vessels.

### 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 in advance. Verbal or telephone requests must be confirmed in writing within two hours following the request. Cancellation and postponement requests must be submitted 2 hours before the start of the service in the port or in case of a straight passage, in writing before giving SP2 report or in SP2 report itself.

However; in case a vessel performing loading or unloading operation in the port requests pilotage and/or tugboat service for departure after completion of its work and cannot obtain departure permission from the Harbour Master and/or Local Authorities due to legal barriers, this 2-hour period shall not be applied, and the request shall be canceled unless the service has been started. No fee shall be collected for the canceled request.

For non-compulsory pilotage requests, any service request in writing is deemed as commitment letter and if the service is not accepted by the ship's master alongside the vessel, the fee shall be 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

The values in the tonnage certificates issued in accordance with the gross tonnage principles of the 1969 International Convention of Tonnage, the Classification Certificate, the tonnage certificate issued in accordance with the National Tonnage Measurement Principles for ships operating on the cabotage line and the values in the Ship Registration Certificate shall be taken as basis for the accrual of the services related to the vessels. Regarding the yachts, it is mandatory to submit Register Certificate or other documents indicating the tonnage.

In case of vessels with different GRT values in the register tonnage certificates, the highest GRT value shall be 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 shall be taken as the basis.

For ships which are determined to be used for multi-purposes according to the Classification Certificate, ship-weighed cargo shall be taken as the basis for determining the type of vessel subject to tariff application.

### 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, masters and agents as well as the representatives and any person acting on behalf of them, shall belong to mentioned parties.

The agents that request and follow up the service, the ship master and the representatives or those acting on their behalf are solely and jointly responsible with the ship owner to pay all accrued fees as required by the tariff.

For any case not included in this tariff, the provisions of the Turkish Commercial Code and the Turkish Code of Obligations regarding the lease contract, and the United Kingdom (U.K.) Standard Conditions for Towing 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, addition 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). These fees are collected in Turkish Lira by accrual at the daily US Dollar buying rate applied by the Central Bank of the Republic of Türkiye on the date the service ends.

#### 1.4.4.3 Principles Related to Payment of Fees:

1.4.4.3.1 When the ships enter and exit the port or berth and leave the docks and piers, are moored to buoys and jetties, anchored, moored by the stern, leave these areas and shift due to any reason, it is essential that the amount to be calculated by adding 10% to basic fee indicated in the table to which the service belongs, is given as a guarantee before starting the service.

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

In the calculation of the amount of the guarantee, discounts and add-on fees as well as waiting period fees, if any, are also 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 services other than those listed 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 (including service day) without a need for any further notification. However; regarding the vessels whose non-stopover passage falls, the date on

whch the accrual s not f ed to the relevant person w th n the scope of "the form for fa lure of nonstopover passage" ssued by the VTSC shall be accepted as the beg nn ng of the 7-day payment per od.

1.4.4.3.3 W th the nstruct on of the adm n strat on and/or those act ng on behalf of the adm n strat on, the departure of the sh p s not perm tted w thout pay ng the fees for the serv ces rendered.

1.4.4.3.4 If a serv ce that s not ncluded n th s tar ff s requested, the fee shall be calculated n compar son to a s m lar serv ce n th s tar ff, or n case there s no such s m lar serv ce, the fee shall be calculated by tak ng nto account actual econom c cond t ons at that date.

1.4.4.4 Fees for Serv ces prov ded to Publ c Inst tut ons:

The serv ces requested by publ c nst tut ons and bod es and the serv ces requested n accordance w th ntergovernmental b lateral agreements are carr ed out upon a wr tten serv ce request and the relevant fees are collected w th n 30 calendar days from the date of serv ce.

1.4.4.5 Non-payment or Delayed Payment of Fees:

Any subsequent request made by any party, who has not pa d ts accrued fee due to serv ces, shall not be processed unless they pay the r debt to the Organ zat on n full.

If the fees are not pa d w th n the t me spec f ed n th s tar ff, they shall be collected w th an add t onal amount of 25% (twenty f ve) of the or g nal fee for the frst 30 (th rty) days as of complet on date of the serv ce and 2,50 % (two ffty) for each subsequent 30 (th rty) days follow ng th s per od.

For the serv ces g ven to the publ c nst tut ons, f the fees are not pa d w th n 30 (th rty) days subsequent to del very of the nvo ce, they shall be collected w th an add t onal amount of 2,50 % (two ffty) of the or g nal fee for each subsequent 30 (th rty) days follow ng th s per od.

If the last day of the above-ment oned payment per ods co nc des w th a hol day, the payment shall be made on the frst bus ness day after hol day.

1.4.4.6 Refund of Overpa d Amounts:

In case of a cla m for an overpayment, t s mandatory to apply to the Organ zat on n wr t ng w th n 1 year as of the complet on date of the serv ce.

1.4.4.7 False Statement

If t s determ ned that any nformat on, statement and all documents whch w ll be the bas s of any transact on related to the serv ces spec f ed n th s tar ff do not reflect the truth n any way, regardless of whether the act on was ntent onal or not, the fee spec f ed n the fee table s collected w th an add t onal amount of 100% of the or g nal fee.

1.5 GENERAL PRINCIPLES ABOUT IMPLEMENTATION:

1.5.1 a) In the event that the serv ces co nc de w th the days spec f ed n the Law No. 2429 on Nat onal and General Hol days, fees are collected w th an add t onal amount of 50% of the bas c fee. In port berth ng and unberth ng serv ces and other serv ces, the ent re Saturday s accepted as normal work ng day.

b) In coastal fac l tes not operated by publ c nst tut ons and organ zat ons, the prov s ons of the "D rect ve on the Fees of P lotage, Tugboat and Moor ng Serv ces" are appl ed.

1.5.2 Serv ces g ven for the Vessels Carry ng Dangerous Cargo/Goods:

15.2.1 In the serv ces to be prov ded n the Turk sh Stra ts;

a) The bas c fees for the tankers carry ng the cargoes def ned n paragraph (s) of Art cle 2 of Turk sh Stra ts Mar tme Traff c Regulat ons are collected w th an add t onal amount of

30%,

- b) The basic fees for ships carrying class 1 and 7 cargoes of IMDG code are collected with an additional amount of 30%,
- c) The basic fees for the ships other than the tankers carrying the cargoes defined in paragraph (s) of Article 2 of Turkish Straits Maritime Traffic Regulations (except class 1 and 7 of IMDG codes) are collected with an additional amount of 20%.

15.2.2 In the services to be provided at the ports;

Fees are applied with an additional 20% for Container, Ro-Ro and Ro-Pax ships carrying the cargoes defined in the clause ( ) of the "Directive on the Fees of Pilotage, Tugboat and Mooring Services", and an additional 30% for other ships carrying dangerous cargo.

15.2.3 The basic fees for the services to be provided to the tankers loaded with dangerous goods or not purged from dangerous substances, which are transshipping goods to the warehouse ships deployed in the open sea for stockpiling liquid fuel are collected with an additional amount of 50%.

15.2.4 If vessels declare that they have "Gasfree Certificate" obtained within 24 hours before the start of service, indicating that the vessels which are designed to carry dangerous cargoes but which are empty, are removed from dangerous gases, and/or that cargoes of tankers and other vessels other than tankers are not classified as dangerous cargoes under IMDG code, they shall not be subject to an additional charge for dangerous cargoes.

### 1.5.3 Pricing of Canceled Services

If a service request is not canceled on time pursuant to article 1.4.1, or if the request is canceled while the pilot boat is on the way, only 50% of the basic fees collected. If the services, which have already started, are cancelled, basic fees collected in full.

No fees collected for the services that could not be given due to reasons arising from the Organization or canceled within the required time.

### 1.5.4 Turkish Flagged School, War Ships and Research Vessels

Even if pilotage, tugboat, mooring and other services are rendered to Turkish flagged school, training, military ships and research vessels belonging to public institutions and organizations, no fees charged.

### 1.5.5 Attendance Fee

1.5.5.1 In case the services suspended for a reason not caused by the organization and the services performed with a delay at the end of the waiting period:

- a) Basic fee for pilotage service and also attendance fee shall be collected.
- b) Basic fee for tugboat services and attendance fee -as much as waiting time- according to T.3 table shall be collected.

1.5.5.2 In case the services suspended for a reason not caused by the organization and the services not performed at the end of the waiting period:

- a) % 50 of the basic fee for pilotage service and full attendance fee shall be collected.

b) % 50 of the basic fee for tugboat service defined in the table and also, attendance fee in T.3 table shall be collected.

1.5.5.3 In case the services not performed for a reason not caused by the organization and service elements return without waiting:

a) 50% of the basic fee for pilotage service shall be collected.

b) 50% of the basic fee for tugboat service shall be collected.

The waiting fee of pilots USD 150 per hour and fraction. The fees in table T.1.1 include a pilot service boat. No waiting fees collected for waiting up to one hour. Attendance fee of the entrance waiting period is collected for the waiting exceeding one hour. The organization is authorized to keep the vehicles and personnel provided for pilotage and tugboat services for more than 1 hour and to fulfill other service requests within the waiting period.

### 1.5.6 Cabotage Line Application

Cabotage tariffs applied to Turkish flagged ships sailing between Turkish ports regardless of whether they are loaded or not. Retrospective collections made from the ships that take cabotage voyage permission and then sail on international voyages due to the change of voyage.

## 2. CODE OF PRACTICE FOR PILOTAGE AND TUGBOAT SERVICES IN THE PORTS:

2.1 Within the Administrative Responsibility Area of Istanbul Harbour Master: Basic fees in table T.

1.1 are applicable for pilotage services given in Karaköy, Salıpaazarı, Haydarpaşa, Zeyport, İ Dolmabahçe buoy and anchoring areas and in Haliç İ Sarayburnu docks, while basic fees in table T.1.2 are applicable for tugboat services. For other persons, berths and facilities, the basic fees applied with an additional amount of 100%.

2.2 Within the Administrative Responsibility Area of Izmir Harbour Master: Basic fees in table T.1.1 are applicable for pilotage services to be given in Alsancak, Pasaport, Alaybey Naval Shipyard and Pelikan stage while basic fees in table T. 1.2 are applicable for tugboat services. For the services to be provided at berths, persons and anchorages in the west of the long tude cutting the Pelikan Buoy, the basic fees applied with an additional amount of 100%.

2.3 Within the Administrative Responsibility Area of Harbour Masters of Canakkale, Zonguldak, Mersin 2 region: Basic fees in table T. 1.1 are applicable for pilotage service while basic fees in table T. 1.2 are applicable for tugboat services. The basic fees for the services provided in the external areas of these ports are applied with an additional amount of 100%.

2.4 Pilotage and Lighthouse fees are discounted as follows for Passenger and Cruise ships larger than

10.000 GRT arriving at Ports of Istanbul and Izmir for more than 20 times in total in a year: 20% discount between 20-29 times/ 30% discount between 30-39 times/ 40% discount between 40-49 times/ 50% discount for 50 or more times.

2.5 Commencement and Completion of Services

Pilotage service starts with the arrival of the pilot on board and tugboat service starts with the arrival of the tugboat alongside the ship and ends with the departure from the ship.



## 2.6 Port services to be given outside the Turkish Straits

Within the Administrative Responsibility Areas of Istanbul and Çanakkale Harbour Master; The services to be provided to the vessels which will make berthing and unberthing to ports, docks, wharfs and facilities shall be taken for a period from the time the tugboat leaves the mooring area until the return to the mooring area. Escort service period and berthing-unberthing service periods provided in accordance with the leg slate are not taken into account in the calculation of the accrual fee. Tugboat service fees are only subject to hire fees column of T.3 table. T.1.2 table fees are applied to the berthing-unberthing services which are the continuation of these services.

The provisions of this tariff shall apply to the services to be provided other than the services specified in this article.

## 2.7 Pilotage and Tugboat Services Given for Broken down Vessels:

The fee for pilotage and tugboat services given to any ship, which cannot move by its own propeller or cannot maneuver due to a rudder failure or any other reason, is collected with an additional amount of 100% of the original fee. Tariff charges for the pilotage, tugboat and other services for towage services that will carry out berthing and unberthing at ports are made over the total GRT of the towing and towed vessels.

## 2.8 Obligation to Take Pilot and Tug

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

In the event that the tugboat with bollard pull stipulated in the leg slate cannot be assigned and / or the required bollard pull is provided by tugs of various bollard pull, the charge shall be based on the anticipated number and / or bollard pull of the tugboat. However; in the event that additional tug / tugs are assigned by mutual agreement between the pilot and the ship's master due to force majeure, the fee for the additional tug / tugs shall be collected as 50% of the basic fee of the tugs pass ve, and as a whole fits an active (pull-push) service.

Vessels that the GRT and displacement tonnage are specified in Port regulation should take pilot and tug when entering and leaving the port, and when changing the places due to any reasons. For ships that do not comply with this requirement, the basic fees shall be collected with an additional amount of 100% of the original fee. However, for the reasons of force majeure, if a vessel departs from wharf, buoy, facilities and pier and, subsequently berths to the place where she departed by her own means or by the Organization's means without taking pilot and tug boat, and if she berths to another wharf approved by Harbour Master within the Port Administration Areas in case it is not possible to berth again at wharf where she departed, basic fee shall be applied at a discount rate of %50.

2.9 For the shifting services provided, a 50% discount is applied to the basic fee.

2.10 In the event that the service cannot be performed due to force majeure, only 50% of the fees in the basic fee table are charged.

## 2.11 Supplying Vessels

Basic fees of pilotage services for vessels berthing and leaving port, pier and quay in order to meet the essential needs like fuel and provisions, shall be applied at a discount rate of % 50.

## 2.12 Mooring Service

Moor ng serv ce charge shall be lev ed for once, wh le moor ng and unmoor ng. It shall not be lev ed once aga n for departure.

### 3 - CODE OF PRACTICE FOR PILOTAGE SERVICES AND TUGBOAT HIRING SERVICES PROVIDED IN THE TURKISH STRAITS:

#### 3.1 Pr nc ples for P lotage Serv ces:

- 3.1.1 The serv ces stated n l nes 2 and 3 of table T.2 comprom se a lap. One lap s 3 hours n Istanbul Stra t, 5 hours n Canakkale Stra t and 10 hours for pass ng through the Sea of Marmara. For each excess hour and fract on overlap t mes; an add t onal fee, wh ch s calculated by d v d ng lap fee to the lap t me, s added on the lap fees. Each lap starts when the p lot comes on board and ends when the p lot leaves the vessel. For Fore gn Flagged sh ps arr v ng at the port of Kepez, a d scount rate of 50% s appl ed to the bas c lap fees for p lotage serv ces for entrance and ex t of sh ps, prov ded that they are call ng at port for commerc al purposes. The fees n the T.2 table nclude a p lot boat.
- 3.1.2 If the vessels pass ng through Istanbul Stra t n north-south d rect on arr ve at the anchorage area (exclud ng the a-zone) w th a p lot, the t me of passage outs de the Stra t s charged on the 4th column of T.2 table.
- 3.1.3 If the p lot s left due to any reason before po nt of arr val, the serv ce s deemed to have been performed n full. In case of a request for a second p lot, also a second serv ce fee s collected separately.
- 3.1.4 Although passenger-cru se sh ps, wh ch are subject to compulsory p lotage serv ce when pass ng through the Turk sh Stra ts, do not have the obl gat on to take p lot and p lotage lap serv ces for the passage of the stra ts due to fact that they are call ng at Istanbul Port, the bas c fees spec f ed n Table T.2. for the Turk sh flagged vessels pass ng through the Turk sh Stra ts w th p lots are 20% d scounted for p lotage lap serv ces and anchor ng and heav ng up the anchor serv ces n the passage of Stra ts.

#### 3.1.5 The Sh ps Stopped n the Turk sh Stra ts:

No fee s collected for add t onal serv ces that w ll be g ven obl gator ly to the sh ps wh ch are anchored or berthed-unberthed dur ng the r trans t passage or stopover passage for a search and control n the sh p n l ne w th the nstruct ons g ven by the Turk sh Coast Guard Command, Pol ce Department and/or jud c al author t es or due to suspens on of traff c n the Stra t temporar ly by the Harbour Master or VTS.

#### 3.1.6 Fa lure of Non-stopover Passage

If the vessels' non-stopover passage fa ls due to the fact that they had an acc dent n any locat on n Marmara after they pass through the Stra t as non-stopover or were deta ned by competent author t es, no p lotage fee s collected for the Stra t passage that they completed w thout p lot.

In the event that a sh p w th non-stopover SP fa ls ts non-stopover passage for a reason caused by tself; the bas c fee for the p lotage serv ce for pass ng through Stra t, wh ch s completed w thout a p lot, shall be collected w th an add t onal amount of 100% of or g nal fee w th n the scope of art cle 1.4.4.7.

#### 3.1.7 Pr nc ples Related to P lotage Serv ces G ven n Accordance w th the Add t onal Passage Rules;

3.1.7.1 Lap p lotage fee for non-stopover sh ps w th an overall length over 300 meters and towed vessels hav ng a total tow ng length of 300 meters and over 300 meters s collected w th an add t onal amount of 100% of the bas c fee.

3.1.7.2 Lap p lotage fee for sh ps w th an a r draught of 54-58 meters for Istanbul Stra t, 66-70 meters for Canakkale Stra t and sh ps w th a water draft over 25 meters wh ch w ll pass the Turk sh Stra ts, platforms wh ch are used for lay ng underwater p pes, or o l and natural gas explorat on and other sea veh cles not n the form of a sh p s collected w th an add t onal amount of 200%. The gross tonnage calculat on of sea veh cles not n the form of a sh p exclud ng sea veh cle such as Dock, Dummy Barge, Buoy, Spl t Hopper Barge, Float ng Crane and Barge s to be calculated by mult ply ng underwater w dth, length and he ght (M3).

3.1.7.3 In the event that vessels of 300 meters and more n length call to ports and coastal fac l tes for commerc al purposes n the Sea of Marmara, an add t onal amount of 100% shall not be appl ed to the bas c fee for p lotage serv ce for pass ng through Canakkale Stra t.

3.1.7.4 In the case of add t onal serv ce appl cat ons n scheduled passages, f the serv ce cannot be prov ded due to a reason not caused by the Organ zat on, only the bas c fee of the serv ce s charged.

3.1.7.5 In the event that the p lotage serv ce for the passage of Stra t that has started cannot be performed due to force majeure, only 50% of the fees n the bas c fee table shall be charged.

### 3.1.8 Sh ps bound for Sh pyards:

For p lotage serv ces to be g ven n Turk sh Stra ts for vessels, platforms, float ng cranes and other s m lar sea veh cles enter ng to or leav ng sh pyards located n the coast of Sea of Marmara for ma ntenance and repa r purposes, and for sh ps wh ch are constructed n these sh pyards, a d scount rate of 50% s appl ed to the bas c fee.

### 3.1.9 P lotage Fee for Towed Vessels:

P lotage fee for towed passages through the Turk sh Stra ts s calculated on the bas s of total GRT of the tow ng and towed vessels.

### 3.1.10 Sh ps to be taken to the P er:

If the serv ce for vessels wh ch w ll come alongs de the p ers and berth in Haliç, Karaköy, Sarayburnu Haydarpaşa and Zeyport, and for sh ps that w ll anchor or moor to a in Dolmabahçe starts from buoy

moor ng borders of the south entrance of Istanbul Stra t; no fee s collected for Stra t passage or mov ng from one po nt to another po nt.

Fees for anchor ng and heav ng up anchor shall not be collected f the anchor ng and / or heav ng up anchor serv ce prov ded at the anchorage s tes shown n columns 6 and 7 of Table T2 s carr ed out as a cont nuat on of berth ng and unberth ng serv ces to docks and p ers.

## 3.2 Pr nc ples Regard ng Serv ces for H re of Tugboat

3.2.1 The use of a hired tugboat outside the purpose and scope of the hiring is subject to approval of the Organ zation.

3.2.2 Fees for scheduled and non-scheduled escort services excluding Salvage-Assistance situations are calculated on the basis of 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 fees collected for each 15 minutes and fractions.

3.2.3 If a scheduled escort service is to be used, the request must be made prior to SP2 Report or prior to departure from the Port /anchorage area.

3.2.4 The hiring fee of tugs collected for a time period which starts when the tug leaves the mooring area and ends by returning of the tug to the same place. However, the periods in which no services have been given due to fault of the Organ zation shall not be taken into consideration during calculation of the fee.

3.2.5 In case the tugboat is kept waiting without starting its engine, the waiting fee specified in the T3 table is charged.

3.2.6 In the event that tugboat and/or tugboats of the bollard pull specified in the passage report cannot be provided and/or the desired bollard pull is provided with tugs of higher bollard pull value or tugs of lower bollard pull value, the applicable fee will be calculated on the basis of the bollard pull and its number specified in the report.

In case the escort service turns into a towage service, the escorting fees of the additional tugboat(s) to be sent for escort service will be evaluated within the scope of TBDTDY (Turkish Straits Maritime Traffic Regulations) and will be calculated over the basic fees determined in the T3 table of the tariff.

3.2.7 If the service cannot be provided for any reason that does not originate from the Organ zation or added service applications in scheduled passages, only the basic fee for service shall be collected.

3.2.8 If the scheduled passage doesn't commence due to the suspension of traffic in Strait temporarily (including the time spent on the way), no fee shall be collected. However, if scheduled and fixed-fee escort service cannot be provided for a reason not caused by the organ zation, only the hire fees in the T.3 table shall be collected.

3.2.9 In case of non-scheduled emergency escort services, regardless of which tug is sent, if the tugboat with large bollard pull is sent, a non-scheduled escort tug fee is collected according to following tones:

20-39.99 tons from ships between 0001- 5000 GRT,

40-59.99 tons from ships between 5001-10000 GRT,

60-79.99 tons from ships between 10001-25000 GRT, 80

tons and above for ships of 25001 GRT and above.

3.2.10 In the non-scheduled tugboat services provided to Turkish Flagged vessels between 0001-5000 GRT in the Turkish Straits, only the basic fee of the service shall be collected in accordance with the "non-scheduled tariff".

### 3.2.11 Additional Fees

3.2.11.1 Hourly tug boat fee for non-stopover ships with an overall length over 300 meters and towed vessels having a total towing length of 300 meters and over 300 meters is collected with an additional amount of 200% of the basic fee.

3.2.11.2 Hourly tug boat fee for ships with a draught of 54-58 meters for Istanbul Strait, 66-70 meters for Canakkale 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 basic fee.

3.2.11.3 In the event that vessels of 400 meters and more in length call at ports and coastal facilities for commercial purposes in the Sea of Marmara, an additional amount of 200% shall not be applied to the basic fee for tugboat service for passing through Canakkale Strait.

3.2.11.4 In the event that LNG vessels and the vessels between 300m and 400m call at the ports and coastal facilities in the Sea of Marmara for commercial purposes, tugboat basic fees for the passage of Çanakkale Strait are charged according to the T.3.2 table.

#### 4. OTHER HIRING SERVICES

The use of a hired sea vehicle outside the purpose and scope of hirings subject to approval of the Organization.

##### 4.1 RESPONSIBILITY

A Charter Party is essential for hiring of sea vehicles.

##### 4.2 HIRING OF NON-POWERED SEA VEHICLES

###### 4.2.1 Floating Crane Hiring Fee:

4.2.1.1 For a hiring not exceeding 24 hours, fee shall be collected for a period from the time sea vehicles leave mooring place and to the time they return to the same place. However, the periods during which no service is performed due to fault of the Organization shall not be taken into account in the calculation of the fee.

4.2.1.2 For a hiring exceeding 24 hours, hiring fee shall be determined by calculating the time of arrival of vehicles to worksite from the mooring place and returning to the mooring place after the end of the work, provided that actual working time of vehicles shall be not less than 8 hours per day.

The basic fee includes all kinds of equipment used, personnel fee and handling of goods on board (except dangerous goods) and excludes towage 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 is passed through Haliç bridges in Istanbul in order to take it to the requested workplace, bridge passage fees collected separately.

4.2.1.5 In case floating crane is hired for services out of the port borders, fees 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 towage service is requested, related cost will be calculated separately.

4.2.2.2 If more than one powered sea vehicles used for towage service given during a hiring service of a non-powered sea vehicle, fees accrued by addition of all service times; any fractioned numbers obtained in the sum, will be rounded off.

4.2.2.3 The fixed fee for each DUMMY BARGE (including towage) to be requested for deploying it between pier and vessels USD 1000. For a hiring exceeding 1 day, fixed fee to be collected for each additional day is USD 200.

4.2.2.4 Hiring period cannot be less than 1 day.

### 4.3 DIVER AND FROGMAN SERVICES

4.3.1 The basic fees include the services of divers, fishermen and auxiliary personnel, excluding transport and, if necessary, the provision of sea vehicles.

4.3.2 Diver and frogman fees collected for a period from the time diver and frogman leave their work place to the time they return to work place.

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

4.3.4 The minimum time for the service of divers and frogmen within the port boundaries is 4 hours, while for places outside the port boundaries it is 8 hours.

4.3.5 If diver and frogman services are requested for video filming, the fee for 1 hour is 250 US Dollars. 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 Diver and frogman services given solely for taking body from water are free of charge.

### 4.4 SERVICES GIVEN FOR YACHTS

4.4.1 The fees in the T.5 table are applied to pilotage, tugboat and mooring services used for berthing and unberthing procedures of the boats to the docks and piers. The fees in the T.5 table include a pilot boat.

4.4.2 Catamarans, trimarans and other similar vehicles are also subject to provisions of this tariff.

## 5. ENTRY INTO FORCE

This tariff shall take effect on 11.01.2024.

## T.1 PORT SERVICES

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

VESSELS OPERATING IN THE CABOTAGE LINE		PASSENGER SHIPS, FERRYBOATS, RORO VESSELS, CAR CARRIERS		CONTAINER SHIPS		OTHER CARGO VESSELS	
0-1000	+1000	0-1000	+1000	0-1000	+1000	0-1000	+1000
63	23	105	42	139	59	179	74

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

VESSELS OPERATING IN THE CABOTAGE LINE		PASSENGER SHIPS, FERRYBOATS, RORO VESSELS, CAR CARRIERS		CONTAINER SHIPS		OTHER CARGO VESSELS	
0-1000	+1000	0-1000	+1000	0-1000	+1000	0-3000	+1000
99	21	187	33	249	47	311	58

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

VESSELS OPERATING IN THE CABOTAGE LINE		ALL OTHER VESSELS	
0-1000	+1000	0-1000	+1000
18	10	36	18

## T.2 BASIC FEE TABLE FOR PILOTAGE SERVICES GIVEN OUT OF THE PORT (US Dollar):

TYPE OF THE SERVICE	Up to 1000 GRT	For each additional 1000 GRT
1- Entrance to and exit from Haliç	550	125
2- Passage through Istanbul or Çanakkale Strait	500	92
3) Ahırkapı-Gel bolu or Marmara Port or its equivalent	500	92
4) Passage from one place to another within borders of Istanbul Port (except Strait passage)	415	50
5) Anchoring or heaving up the anchor in Büyükdere, Paşabahçe and Kilyos anchorage areas, and in the area which lies within Istanbul Strait zone	500	92
6) Anchoring or heaving up the anchor in anchorage areas of the Çanakkale Strait, Karanlık Port, Ahırkapı, Kumkapı, Dolmabahçe, Bakırköy, Haliç and Yeşilköy	256	40
7- Anchoring and heaving up the anchor in İzmir Port and other Ports	112	62

Gel bolu-Ahırkapı and Ahırkapı-Gel bolu: The entire South-North and North-South Passage of Marmara

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

**T.3 BASIC FEE TABLE FOR HIRING SEA VEHICLES:**

Bollard Pull of the Vessel (TBP)	Fee per hour and fractions for scheduled escort services and hiring (US Dollar)	Fee per hour and fractions for non-scheduled escort services (US Dollar)
Up to 0-9,9 Tons	450	585
Up to 10-19,9 Tons	550	715
Up to 20-39,9 Tons	1100	1430
Up to 40-59,9 Tons	1650	2145
Up to 60-79,9 Tons	2200	2860
Up to 80-99.9 Tons	3050	3965
100 Tons and above	5250	6825

1- Attendance (waiting) fee of tug boats half of the basic fee. It is essential that sea vehicles are not hired out of their purpose. However, if the sea vehicles are hired by mutual agreement in case of force majeure and necessity, the hiring fees in the T.3 table are applied.

2- Special purpose hiring requests for ERV NENE HATUN will be evaluated separately outside the scope of the tariff.

**T.3.1 FEE TABLE FOR TUGBOAT SERVICE AT THE PASSAGE OF STRAITS FOR LPG VESSELS, NUCLEAR VESSELS, TANKERS AND THE VESSELS CARRYING DANGEROUS CARGO**

**ISTANBUL STRAIT:**

LENGTH OF VESSEL	TYPE OF VESSEL	FIXED FEE / US DOLLAR
0-99,99 m	TANKER/LPG	4500
0-99,99 m	NUCLEAR	5500
100 _ 149,99 m	TANKER/LPG	4500
100 _ 199,99 m	NUCLEAR	7500
150 _ 199,99 m	LPG	7500
150 _ 299,99 m	TANKER	7500
200 _ 299,99 m	RO-RO / CONT./OTHER	7500
200 _ 299,99 m	LPG/NUCLEAR	8000

**CANAKKALE STRAIT:**

LENGTH OF VESSEL	TYPE OF VESSEL	FIXED FEE / US DOLLAR
0-99,99 m	TANKER/LPG	7000
0-99,99 m	NUCLEAR	8000
100 _ 149,99 m	TANKER/LPG	7000
100 _ 199,99 m	NUCLEAR	9500
150 _ 199,99 m	TANKER	8000
150 _ 199,99 m	LPG	9500
200 _ 249,99 m	TANKER	9500



250 _ 299,99 m	TANKER	9500
200 _ 299,99 m	LPG/NUCLEAR	10000

1- The fixed fees set out in Table T.3.1 apply exclusively to the escort tugboat services for the passage of Turkish Straits, and do not cover the ships subject to additional passage regulations and the principles.

**T.3.2 FEE TABLE FOR TUGBOAT SERVICE AT THE PASSAGE OF STRAITS FOR LNG VESSELS AND THE VESSELS BETWEEN 300M AND 400M**

PASSAGE REPORT / TON	FIXED FEE / US DOLLAR
Up to 100 - 124,99 Tons	25000
Up to 125 - 149,99 Tons	33000
Up to 150 - 174,99 Tons	41500
175 _ 200 Tons	50000

**T.3.3 BASIC FEE TABLE FOR HIRING FLOATING CRANE:**

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

**T.3.4 BASIC FEE TABLE FOR HIRING NON-POWERED SEA VEHICLES:**

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

**T.4 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.5 BASIC FEE TABLE FOR SERVICES GIVEN FOR YACHTS (US Dollar):**

Type of the Service	BETWEEN 0-1000 GRT	+ 1000 GRT
Pilotage	400	100
Tugboat	600	150
Moorng	150	50