

DIRECORATE GENERAL OF COASTAL SAFETY

Tariff for Pilotage, Tugboat and Other Services

Table of Contents

Item	Title	Page
1	GENERAL PRINCIPLES	1
1.1	Purpose	1
1.2	Scope	1
1.3	DEFINITIONS AND ABBREVIATIONS	1
1.4	GENERAL PROVISIONS	3
1.4.1	Meeting Service Requests	3
1.4.2	Assessment of Tariff Criteria	4
1.4.3	Responsibility	4
1.4.4	Fees	4
1.5	GENERAL PRINCIPLES FOR IMPLEMENTATION	5
2	CODE OF PRACTICE FOR PILOTAGE AND TUGBOAT SERVICES IN PORTS	5
3	CODE OF PRACTICE FOR PILOTAGE SERVICES AND TUGBOAT HIRING SERVICES PROVIDED IN THE TURKISH STRAITS	7
3.1	Principles for Pilotage Services	7
3.2	Principles for Tugboat Services	9
4	OTHER HIRING SERVICES	9
4.1	Responsibility	10
4.2	HIRING OF NON-POWERED SEA VEHICLES	10
4.2.1	Hiring Fee of Floating Crane	10
4.2.2	Dummy Barge, Buoy and Split Hopper Barge Hiring Fee	10
4.3	DIVER AND FROGMAN SERVICES	10
4.4	SERVICES GIVEN TO YACHTS	11
5	ENTRY INTO FORCE	11
T.1.1	FEE TABLE FOR PILOTAGE SERVICES	12
T.1.2	FEE TABLE FOR TUGBOAT SERVICES	12
T.1.3	FEE TABLE FOR MOORING SERVICES	12
T.2	FEE TABLE FOR PILOTAGE SERVICES GIVEN OUT OF THE PORT	12
T.3	FEE TABLE FOR HIRING SEA VEHICLES	13
T.3.1	FEE TABLE FOR TUGBOAT SERVICE FOR LPG VESSELS, NUCLEAR VESSELS, TANKERS AND VESSELS CARRYING DANGEROUS CARGO AT PASSAGE OF STRAITS	13
T.4	FEE TABLE FOR HIRING FLOATING CRANE	14
T.5	FEE TABLE FOR HIRING NON-POWERED SEA VEHICLES	14
T.6	FEE TABLE FOR DIVER AND FROGMAN SERVICE	14
T.7	FEE TABLE FOR SERVICES GIVEN FOR YACHTS	14

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 is/will 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 is/will 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 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, 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 The Turkish Straits:

mean 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 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 vehicle 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 marine vehicles.

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 strait passage, in written 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 their 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 multipurpose purposes according to their Classification Certificates, ship weighted 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 their 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 their 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 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). 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 Turkey 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 strait passage of vessels berthing-departing from any point within 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 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 (including service day) without a need for any further notification. However; regarding the vessels whose non-stopover passage fails, the date on which the accrual is notified to the relevant person within the scope of "the form for failure of non-stopover passage" issued by the VTSC shall be accepted as the beginning of the 7-day payment period.

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

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

1.4.4.4 Fees for Services provided to Public Institutions:

The services requested by public institutions and bodies and the services requested in accordance with intergovernmental bilateral agreements are carried out upon a written service request and the relevant fees are collected within 30 calendar days from the date of service.

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 Organization in full.

If the fees are not paid within the time specified in this tariff, they shall 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 1,60 % (one sixty) 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 shall be collected with an additional amount of 1,60 % (one sixty) 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

If it is determined that any information, statement and all 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 whether the action was intentional or not, the fee specified in the fee table is collected with an additional amount of 100% of the original fee.

1.5 GENERAL PRINCIPLES ABOUT IMPLEMENTATION:

1.5.1 In the event that the services coincide with the days specified in the Law No. 2429 on National and General Holidays, fees are collected with an additional amount of 50% of the basic fee. In port berthing and unberthing services and other services, the entire Saturday is accepted as normal working day.

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

- 1) **In the services to be provided in the Turkish Straits;**
 - a) The basic fees of the tankers carrying the cargoes defined in paragraph (s) of Article 2 of Turkish Straits Maritime Traffic Regulations are collected with an additional amount of 30%,
 - b) The basic fees of ships carrying class 1 and 7 cargoes of IMDG code are collected with an additional amount of 30%,
 - c) The basic fees of 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 10%.
- 2) **In the services to be provided at the ports;**
 - a) The basic fees of tankers carrying dangerous goods under IMDG code are collected with an additional amount of 30%,
 - b) The basic fees for ships other than tankers, carrying class 1 and 7 cargoes of IMDG code are collected with an additional amount of 30%, and the basic fees for ships carrying other IMDG code class cargoes are collected with an additional 10%.
- 3) The basic fees for the services to be provided to the tankers loaded with dangerous goods or not purified from 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%.

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 subject to an additional charge for dangerous cargoes.

1.5.3 Cabotage Line Application

This application shall be valid for the ships that have a “cabotage voyage” record in the Seaworthiness Certificate and /or for the ships which “cabotage declaration” is given.

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, Saraybunu docks, in Dolmabahçe buoy and anchoring areas and in Haliç while basic fees in table T.1.2 are applicable for tugboat services. For other piers, berths and facilities, the basic fee is applied with an additional amount of 100% of the original fee.

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, piers and anchorages in the west of the longitude cutting the Pelikan Buoy, the basic fee is applied with an additional amount of 100% of the original fee.

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% of the original fee.

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.

Each time the Turkish flagged ships, which are subject to Paris, Tokyo, Mediterranean and Black Sea Memorandums and the U.S.COAST GUARD and similar inspections, and are not detained within one year after the first inspection date, arrive at our ports; the pilotage, tugboat, mooring and port (pier dues) fee tariffs for such ships are discounted by 10% for the first year, 15% for the second year and 20% for the third year. On the other hand, a penalty of 10% is applied if a ship is detained once, 15% if a ship is detained twice, and 20% if a ship is detained more than two times as a result of inspections.

2.3 Start and Completion of the Services

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

2.4 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 legislation 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.

2.5 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 fee is collected. If the services, which have already started, are cancelled, basic fee is collected in full.

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

2.6 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 vehicles.

2.7 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 legislation 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 if the tug is passive, and as a whole if it is an active (pull-push) service.

Vessels that their GRT and displacement tonnage are specified in Port regulation should take pilot and tug when entering and leaving the port, and when changing their 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.

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

2.8 Turkish Flagged School, War Ships and Research Vessels

Even if Turkish flagged school, training, military ships and research ships of public institutions and organizations are provided with pilotage, tugboats, mooring and other services, no fee is charged.

2.9 Attendance Fee

2.9.1 In case the service is suspended for a reason not caused by the organization and the service is 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.

2.9.2 In case the service is suspended for a reason not caused by the organization and the service is 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.

2.9.3 In case the service isn't 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 pilot is USD 150 per hour and fraction. The fees in table T.1.1 include a pilot service boat. No waiting fee is collected for waiting up to one hour. Attendance fee of the entire 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.

2.9.4 If the service, which has already started, cannot be performed because of the force majeure, only 50% of the fees in the basic fee table shall be collected.

2.10 Supplying Vessels

Basic fees of pilotage services for 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.

2.11 Mooring Rope Service

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

3 CODE OF PRACTICE FOR PILOTAGE SERVICES AND TUGBOAT HIRING SERVICES PROVIDED 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 overlap times; an additional fee, which is calculated by dividing lap fee to the lap time, is added on the lap fees. Each lap starts when the pilot comes on board and ends when the pilot leaves the vessel. For Foreign Flagged ships arriving at the port of Kepez, a discount rate of 50% is applied to the basic lap fees for pilotage services for entrance and exit of ships, provided that they are calling at port for commercial purposes.

The fees in the T.2 table include a pilot boat.

If the vessels passing through Istanbul Strait in north-south direction arrive at the anchorage area (excluding the a-zone) with a pilot, the time of passage outside the Strait is charged on the 4th column of T.2 table.

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.

Although passenger-cruise ships, which are subject to compulsory pilotage service when passing through the Turkish Straits, do not have the obligation to take pilot and pilotage lap services for the passage of the straits due to fact that they are calling at Istanbul Port, the basic fees specified in Table T.2. for the Turkish flagged vessels passing through the Turkish Straits with pilots are 20% discounted for pilotage lap services and anchoring and heaving up the anchor services in the passage of Straits.

3.1.2 The Ships Stopped in the Turkish Straits:

No fee is collected for additional services be given obligatorily to the ships which were anchored or berthed-unberthed during their transit passage or stopover passage 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 Harbour Master 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 after they pass through the Strait as non-stopover or were detained by competent authorities, no pilotage fee is collected for the Strait passage that they completed without pilot.

In the event that a ship with non-stopover SP fails its non-stopover passage for a reason caused by itself; the basic fee for the pilotage service for passing through Strait, which is completed without a pilot, shall be collected with an additional amount of 100% of original fee within the scope of article 1.4.4.7.

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

1. Lap pilotage 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 100% of the original fee.
2. Lap pilotage fee for ships with an air draught of 54-58 meters for Istanbul Strait, 66-70 meters for Canakkale Strait and ships 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 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. In the event that vessels of 300 meters and more in length call to ports and coastal facilities for commercial purposes in the Sea of Marmara, an additional amount of 100% shall not be applied to the basic fee for pilotage service for passing through Canakkale Strait.

3.1.5 If the service cannot be provided for any reason that does not originate from the Organization in added service applications in scheduled passages, only the basic fee for service shall be 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, only 50% of the fees in basic fee table shall be collected.

3.1.7 Ships bound for Shipyards:

For pilotage services to be given in Turkish Straits for vessels, platforms, 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 for 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 on the basis of 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 for ships that will anchor or moor to a buoy in Dolmabahçe starts from mooring borders of the south entrance of Istanbul Strait; no fee is collected for Strait passage or moving from one point to another point.

Fees for anchoring and heaving up anchor shall not be collected if the anchoring and / or heaving up anchor service provided at the anchorage sites shown in columns 6 and 7 of Table T2 is carried out as a continuation of berthing and unberthing services to docks and piers.

3.2 Principles Regarding Services for Hire of Tugboat

3.2.1 Use of a hired tug boat 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 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 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 /anchorage area.

3.2.4 The hiring fee of tug is 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 Organization shall not be taken into consideration during calculation of the fee.

3.2.5 In the event that the tug is waited without running its engine, waiting fee stated in table T3 is collected.

3.2.6 In towed passages, if a tug boat having the bollard pull envisaged in the report is not available and/or the desired bollard pull is obtained by tugs of various bollard pulls, the applicable fee is calculated based on the anticipated number and/or bollard pull of tugboat envisaged in the report.

3.2.7 If the service cannot be provided for any reason that does not originate from the Organization in 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 organization, only the hire fees in the T.3 table shall be collected.

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

3.2.10 Additional Fees

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 original fee.
2. Hourly tug boat fee for ships with an air 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 original fee.
3. In the event that vessels of 300 meters and more in length call to 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.

4. OTHER HIRING 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:

A Charter Party is essential for hiring of sea vehicles.

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 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 in which no services have been given due to fault of the Organization shall not be taken into consideration during 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 work site 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.

Basic fee includes any equipment and personnel fee and handling of goods on board (except of dangerous goods) while excluding 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 will pass through Haliç bridges in Istanbul 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 towage service is requested, related cost will be calculated separately.

4.2.2.2 If more than one powered sea vehicle is used for towage 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 each DUMMY BARGE (including towage) to be requested for deploying it between pier and vessel 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 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 excluding transportation and sea vehicle allocation, if needed.

4.3.2 Diver and frogman fee is 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 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 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.7 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.7 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 15.05.2022.

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

T. 1.2 BASIC FEE TABLE FOR TUGBOAT 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:

Gelibolu-Ahırkapı and Ahırkapı-Gelibolu: The entire South-North and North-South Passage of Marmara

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

TYPE OF THE SERVICE	Up to 1000 GRT	For each additional 1000 GRT
1- Entrance to and exit from Haliç	308	104
2- Passage through Istanbul or Çanakkale Strait	280	77
3) Ahırkapı-Gelibolu or Marmara Port or its equivalent	280	77
4) Passing from one place to another within borders of Istanbul Port (except Strait passage)	232	41
5) Anchoring or heaving up the anchor in Büyükdere, Paşabahçe and Kilyos anchorage areas, and in the area which lies within Istanbul Strait lap zone	280	77
6) Anchoring or heaving up the anchor in anchorage areas of the Çanakkale Strait, Karanlık Port, Ahırkapı, Kumkapı, Dolmabahçe, Bakırköy, Haliç and Yeşilköy	118	27
7- Anchoring and heaving up the anchor in İzmir Port and other Ports	62	51

T.3 BASIC FEE TABLE FOR HIRING SEA VEHICLES:

Bollard Pull 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 (US Dollar)
Up to 0-9,9 Tons	330	450
Up to 10-19,9 Tons	440	600
Up to 20-39,9 Tons	880	1200
Up to 40-59,9 Tons	1320	1800
Up to 60-79,9 Tons	1760	2400
Up to 80-99.9 Tons	2420	3300
100 Tons and above	4180	5700

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

2- Special purpose hiring requests for ERV NENE HATUN shall 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	3000
0-99,99 m	NUCLEAR	4000
100 – 149,99 m	TANKER/LPG	3000
100 – 199,99 m	NUCLEAR	6000
150 – 174,99 m	TANKER	4000
150 – 199,99 m	LPG	6000
175 – 249,99 m	TANKER	6000
250 – 299,99 m	TANKER/RO-RO / CONT./OTHER	6000
200 – 299,99 m	LPG/NUCLEAR	6500

CANAKKALE 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	7000
150 – 199,99 m	TANKER	5500
150 – 199,99 m	LPG	7000
200 – 249,99 m	TANKER	7000
250 – 299,99 m	TANKER	7000
200 – 299,99 m	LPG/NUCLEAR	7500

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 their principles.

2- The fee for escort tugboat service which will be rendered by ERV NENE HATUN in Canakkale Strait is USD 2200 / hour.

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 (US Dollar):

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