

DIRECTIVE ON FEES FOR PILOTAGE AND TOWAGE AND MOORING SERVICES

PART ONE Initial Provisions

Objective

ARTICLE 1 – (1) The purpose of this Directive is to determine the fees for pilotage, towage and mooring services provided to ships and determine the procedures and principles regarding the application of these fees.

Scope

ARTICLE 2 – (1) This Directive covers pilotage, towage and mooring services provided at coastal facilities including navigation between two points (etap).

(2) Services provided at coastal facilities operated by public institutions and organizations and services provided to ships passing through the Turkish Straits during transit are excluded from the scope.

Basis

ARTICLE 3 – (1) This Directive has been prepared based on Article 10 of the Ports Law No. 618 dated 14/4/1341 and Article 478 of the Presidential Decree No. 1 on the Organization of the Presidency.

Definitions

ARTICLE 4 – (1) The terminology in this Directive have the following meanings;

- a) Car carrier ship: A specially equipped merchant ship whose deck and general design are built or converted for car transportation and used for this purpose,
- b) Other ships: Ships other than car carrier ships, Ro-Ro, Ro-Ro passenger, container and passenger type ships and ships operating on the cabotage line,
- c) Ship related person: The ship's owner, operator, charterer, captain or agents of the ship and real or legal persons authorized to represent the ship,
- ç) Gross ton (GT): The gross tonnage of the ship as described in the document issued in accordance with the 1969 International Convention for the Measurement of the Tonnage of Ships, ratified with the Law dated 21/9/1978 and number 2169, and the Regulation on the Measurement of the Tonnage of Ships published in the Official Gazette dated 12/3/2009 and number 27167,
- d) Service: Pilotage, towage and mooring services provided under this Directive,
- e) Administration : General Directorate of Maritime Affairs,
- f) Container ship: Vessels for the carriage of special, durable and specially equipped cargoes in accordance with the types and dimensions accepted by the International Organization for Standardization (ISO),
- g) Share: The share of the monthly gross revenue generated by public and private organizations providing services,
- ğ) Escort tug service: The use of a tugboat to be used in an emergency without actual intervention,

h) Ro-Ro vessels: Merchant ships whose main purpose is to load and unload cargo by wheeled vehicles over a ramp and which are built or converted to be suitable for the transportation of cargo and used for this purpose,

i) Ro-Ro passenger ships (Ro-Pax): Merchant vessels whose primary purpose is to carry more than 12 passengers, but which are built or converted for loading and unloading with wheeled vehicles via a ramp and used for this purpose,

i) Standby Tug Service: Standby tugboats for LNG carriers docked at coastal facilities or Floating LNG Storage and Regasification Unit (FSRU) as a safety measure during the ship's operation,

j) Dangerous Cargo:

1) Petroleum and petroleum products listed in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Sheet I,

2) Packaged transported substances and objects listed in the International Maritime Dangerous Goods (IMDG) Code Class 1, 2, 3, 4, 5, 6, 7 and 8,

3) Bulk cargoes with UN number in the Bulk Cargo Shipping Name from the cargoes given in the International Maritime Solid Bulk Cargoes Code (IMSBC) Sheet-1,

4) Liquid bulk materials with the designation "S" or "S / P" in the "d" column titled "hazards" of the table given in Section 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemical Cargoes in Bulk (IBC),

5) Gaseous substances as specified in Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC),

k) Passenger ships: Ships, including ferries, intended to carry cargo or vehicles with more than 12 passengers.

(2) The definitions specified in the relevant legislation and international agreements / conventions to which we are a party shall be taken as basis for the terms included in this Directive but not included in this article.

PART TWO

Rules for the Application of Fees

ARTICLE 5 – (1) The general application principles of the fees are given below:

a) All service providers pay the share determined in accordance with the provisions of Law No. 618.

b) The fees for the services provided under this Directive are set out in the Annex. Fees are increased each year by the rate of inflation in US Dollars (USD) based on the consumer price index data of the US Bureau of Labor Statistics. This value is announced by the Administration to be applied on February 1 each year based on the inflation for the last 12 months, taking into account the December inflation data. In case the consumer price index data is negative, the previous year's pricing continues.

c) Service providers cannot impose fees above the fees in the Annex. If fees below the specified fees are applied or no fees are charged for the provided services, the shares to be paid over the gross revenue shall be calculated and paid as per the fees in the Annex.

ç) All principles regarding the pilotage and towage that ships are obliged to comply with are determined by the Ports Regulation published in the Official Gazette dated 31/10/2012 and numbered 28453. The tugboat fees in the Annex are valid for a single tugboat and in case of using tugboats more than the minimum number of tugboats determined in the Ports Regulation,

no fee can be charged for the extra tugboats. However, if an additional tugboat is requested in writing by the ship's captain, the additional tugboat is subject to a fee. The master's written request "Additional tug was requested by the master during maneuvering. - Additional tug was requested by the Master" shall be kept for the inspection of the Administration or port authority.

d) Pilotage service is subject to a fee if a pilot is requested by the master of the ship with a written request although it is not compulsory. The master's written request "Pilot was requested by the master of the ship. - Pilot was requested by the Master" shall be kept for the inspection of the Administration or port authority.

e) Pilotage and tug services begin when the pilot boards the vessel and the tug comes alongside the vessel, and they end when both leave the vessel. Mooring services for berthing maneuvers begin when the ship's mooring line is handed over to the mooring boat/crew and end when the line is hitched to the bollard, quick release hook, or anchor ring. Mooring services for unberthing maneuvers start when the line is slackened and end when the line is properly stowed back on the ship. The mooring boats used for mooring services are included in the mooring fee.

f) If a started service cannot be completed due to the ship or coastal facility, 50% of the basic fee is charged. No fee can be charged for services not provided. The situations when the payment of the fee is obligatory although the service is not provided are specified in the Ports Regulation.

g) No additional waiting fee is charged when the disruption of services is caused by the ship or shore facility.

ğ) The accrual and collection of the specified services are made by those who actually deliver the services.

h) Fees are determined according to the GT range and applied in a gradually increasing manner up to 120.000 GT, and for ships with a tonnage greater than 120.000 GT, the same fee as the 120.000 GT fee are applied.

ı) The fee accrual of the services is based on the GT values in the Tonnage Certificates of the ships, and the larger GT value is taken as basis for ships with different GT values in the Tonnage Certificates.

i) In terms of the application of this Directive, the "Ships Operating on a Cabotage Line Column" is applied to Turkish flagged ships coming from a Turkish port or going to a Turkish port, regardless of its type, whether it is loaded or not, or if there is cargo, whether it is in transit / foreign cargo or not. Retroactive collection is made from ships to which this column is applied but which subsequently sail on international voyages due to a change of voyage.

j) All fees are determined in United States Dollars (USD).

k) Pilotage, towage and mooring fees under this Directive are calculated and invoiced separately for berthing and departure maneuvers.

l) All fees shall be paid to the service provider in TL at the Central Bank of the Republic of Turkey (CBRT) foreign exchange buying rate on the last day of the service.

m) Charges are based on the ship types registered in the system established by the Administration according to the ship's registration document. However, the charges shall be made as follows for ship types that are included in more than one fee column in the tables in the annexes of this Directive.

1) "Container/Ro-Ro" vessels: If the vessel carries only vehicles or carries containers together with vehicles, it is charged according to the "Passenger, Ro-Pax, Ro-Ro,

Car Car Carrier Vessels” column, otherwise it is charged according to the “Container Vessels” column.

2) “Cargo/Container” ships or “Breakbulk (dry cargo + container + bulk cargo) and passenger” ships: If the ship carries containers, it is charged according to the “Container Ships” column, otherwise it is charged according to the “Other Ships” column.

3) “Ro-Ro/Load” vessels: If the vessel carries only vehicles or carries containers/cargo with vehicles, it is charged according to the “Passenger, Ro-Pax, Ro-Ro, Car Carrier Vessels” column, if the vessel carries only containers or cargo with containers, it is charged according to the “Container Vessels” column, otherwise it is charged according to the “Other Vessels” column.

Charges are made from the lower fare column if these vessels are empty.

n) Service providers are obliged to enter the relevant data into the web-based system established by the Administration within 48 hours at the latest following the completion of the service.

Special rules, exemptions, increases and reductions

ARTICLE 6 – (1) Special rules, exemptions, increases and reductions apply as follows:

a) Service fees for Turkish flagged vessels are applied with a 20% discount. However, these ships cannot benefit from this discount when they are subject to the cabotage column.

b) Service fees for ships entering shipyards for repair purposes are applied with a 40% discount.

c) In case a tugboat is taken as an escort tug, the tugboat fee is applied with a 50% discount. Tugs that the ship is obliged to engage within the scope of the Ports Regulation cannot be defined as escort tugs.

ç) Service fees are increased by 20% for container, Ro-Ro and Ro-Pax vessels carrying dangerous cargo and by 30% for other vessels carrying dangerous cargo. However, ships declaring that they have a “Gasfree Certificate” indicating that they are free from hazardous gases, obtained 24 hours before the service is started, will not be charged a dangerous cargo increase.

d) Pilotage, towage and mooring fees shall be increased by 50% if the starting or ending hours of the services coincide with the National Holidays and general holidays specified in Articles 1 and 2 of the Law on National Holidays and General Holidays dated 17/3/1981 and number 2429. In the event that the National Holidays and general holidays end on Friday evening, 50% increased fee is also applied on Saturday.

e) If a pilot and tugboat are used in the shifting services performed with a harbour masters order within the same facility, departure and berthing are considered as a single maneuver and the fee is charged accordingly, no fee is charged in shifting services performed without a harbour masters order.

f) Service fees are applied with a 50% discount in case the ship leaves the berths, buoy facilities or jetties due to force majeure such as adverse weather conditions or situations that could compromise the safety of navigation, life, property and the environment, and then re-berth at the same place where it departed, or if not possible to berth at the place of departure, it berths at another berth within the same port boundaries deemed appropriate by the port authority.

g) If more than one discount or increase is foreseen for a service, only the highest of the discounts or increases shall be applied. However, if both an increase and a discount are applied for a service, the difference between the increase and discount rates is applied to the basic fee.

ğ) Turkish flagged school and training vessels and research vessels belonging to public institutions and organizations are not charged for services.

h) If ships and watercrafts that cannot move with their own propeller for any reason are towed with the help of a ship (including a tugboat), only the gross tonnage of the towed vessel is taken into account in the services related to this operation. In such cases, the tugboat service fee is increased by 50% and pilotage service is applied without any increase.

1) Provisions for Izmit Bay;

1) The Pilotage between two points (etap) to the ships operating on cabotage line is applied with 50% discount.

2) The fee is 35% of the navigation between two points (etap) fee to which the ship will be subject for navigation effected under pilot assistance

3) Anchoring or heaving up anchor fee is 20% of the (etap) fees.

4) Ships that are taken from anchorages and docked to coastal facilities or taken from coastal facilities to anchorages are charged for anchoring or heaving anchor fees instead of pilotage between two points.

5)The (etap) navigation service is provided by the organization serving in the region where the port facility to which the ship will berth / depart is located, and the pilotage and anchoring services between two points are provided by the organization serving in the region where the port facility the ship departs is located. The anchoring service, on the other hand, is provided by the organization operating in the area where the port facility to which the ship will berth after unanchoring is located.

i) The fee for the pilotage service provided to the buoy facilities is applied with 15% surcharge to the fee computed after the increases and discounts are included in the basic fee.

j) Anchorage fees are not charged to vessels anchoring out of the areas stipulated by the Ports Regulations where pilotage assistance for anchoring is compulsory . If a master requires an optional pilotage for anchoring or heaving up anchor , the pilotage fee to which the ship is subject is charged.

k) The fees to be charged per hour and fraction for stand by tugs according to the bollard Pull capacity are listed as follows:

1) 1) USD 400 for a 16-30 ton tugboat

2) 2) USD 600 for a 30-45 ton tugboat

3) 3) USD 750 for a 45-60 ton tugboat

4) 4) 1000 USD for a 60-80 ton tugboat

5) 5) USD 1250 for tugboats of 80 tons and above

1) A 25% discount is applied to Ro-Pax and Ro-Ro/Freight vessels less than 20 years of age, which have received a letter of conformity from the Administration for regular voyages between our coastal facilities and the coastal facilities of other countries. However, this discount is not applied to vessels carrying vehicles for sale purposes .

m) The pilotage service fee for private and commercial yachts belonging to real and legal persons engaged in tourism activities for sightseeing, sports and entertainment purposes is increased by 100%.

n) a 10% discount is applied to ships whose main propulsion system is certified to be provided by alternative and environmentally friendly energy sources, including LNG and hybrid systems.

o) The pilotage fee for pilots requested during trial voyages is USD 150 for each hour and fraction thereof. The pilotage fee charged for stand by tug services is USD 100 for each hour and fraction thereof.

PART THREE

Miscellaneous and Final Provisions

Inspection

ARTICLE 7 – (1) The administration or port authority has the authority to inspect whether the provisions of this Directive are applied or not at any time. Such an inspection can be carried out as a result of a complaint or ex officio.

(2) The inspections are carried out by a commission consisting of at least two persons to be assigned by the Administration and/or the relevant port authority.

(3) A report on the issues identified as a result of the on-site audit within the framework of the provisions of this Directive shall be prepared by the commission and submitted to the Administration.

(4) Service providers subject to inspection are obliged to provide all kinds of information, documents, tools, instruments and equipment during the on-site inspection.

(5) Administrative sanctions resulting from the inspections shall be imposed on those who are found to be in violation of the provisions of this Directive in accordance with the relevant legislation.

Other provisions

ARTICLE 8 – (1) The Administration can exempt the fees set forth in this Directive in case of natural disasters and extraordinary circumstances.

Repeal

ARTICLE 9 – (1) The Directive on the Fees of Pilotage and Towage and Mooring Services, which entered into force with the Ministerial Authority Approval dated 12/4/2023 and number 1088510 is repealed when this Directive enters into force.

Enforcement

ARTICLE 10 – (1)

a) Subparagraph (b) of the first paragraph of Article 5 of this Directive enters into force on 1/1/2026,

b) The other articles enter into force on 1/1/2025.

Execution

ARTICLE 11 – (1) The provisions of this Directive shall be executed by the Minister of Transportation and Infrastructure.

Annex: Fee Table (USD-GT)

Pilotage Fee Table									
Ships Operating on the Cabotage Line		Passenger, RO-PAX, RO-RO, Car Carrier Vessels		Container Ships		Other Ships		ETAP	
0-1000	+1000	0-1000	+1000	0-1000	+1000	0-1000	+1000	0-1000	+1000
70	25	116	46	153	65	197	81	152	73
Tugboat Fee Table									
Ships Operating on the Cabotage Line		Passenger, RO-PAX, RO-RO, Car Carrier Vessels		Container Ships		Other Ships			
0-1000	+1000	0-1000	+1000	0-1000	+1000	0-1000		+1000	
119	25	224	40	299	56	373		70	
Mooring Fee Table									
Ships Operating on the Cabotage Line				Other Ships					
0-1000		+1000		0-1000		+1000			
11		6		22		11			

