Issued under Ministry Permit Number 575502 Dated 19/08/2022 and

Enters Into Effect On 01/09/2022

DIRECTIVE ABOUT FEES CONCERNING PILOTAGE AND TOWING AS WELL AS MOORING SERVICES

SECTION ONE

Purpose, Scope, Basis and Definitions

Purpose

ARTICLE 1 – (1) Purpose of this Directive comprises of determining the top fees for such pilotage, towing and mooring services provided to vessels, including methods and principles regarding implementation such fees.

SCOPE

ARTICLE 2 – (1) This Directive covers such pilotage, towing and mooring services provided at shore facilities including stage navigation.

(2) It does not cover services provided at those shore facilities being operated by public organizations and agencies and for those vessels passing through the Turkish Straits.

Basis

ARTICLE 3 – (1) It is prepared by basing on Articles 474, 478 and 490 of such Presidential Decree Number 1 About Organization Of The Presidency, published on Official Gazette Number 39474 Dated 10/7/2018.

Definitions

ARTICLE 4 – Following terms and phrases contained in this Directive bear the following meanings entered next to them:

1. Car Carrying Vessel: Specially equipped commercial vessels with decks and general design constructed or transformed for car carrying and used to this purpose,
2. Other Vessels: Vessels other than Car Carrying Vessel, Ro-Ro, Ro-Ro Passenger, Container, Passenger and Ferry type of vessels,
3. Vessel Official: Vessel’s owner, operator, charterer, master or agencies as well as any real or corporate entities duly authorized to represent the vessel,

ç) Gross Ton(GT): Such gross tonnage of the vessel indicated under International Convention Dated 1969 For Measuring Tonnages of Vessels as approved by Law Number 2169 Dated 21/09/1978 and specified on the relevant certificate issued in accordance with Regulation For Measuring Tonnages of Vessels issued on Official Gazette Number 27167 Dated 12/03/2009,

d) Service: Pilotage, towing and mooring services provided under this Directive,

e) Administration: Maritime General Directorate,

f) Public Share: Such public share received from over the monthly gross proceeds acquired by the public agencies and private entities providing the services,

g) Container Vessel: Vessels of special and robust character, equipped with mechanisms specific to particular cargo in compliance with such types and measurements accepted by International Standards Organization (ISO),

ğ) Liner Container Vessels: Container vessels cruising en route fixed lines/itineraries,

h) Ro-Ro Vessels: Those commercial vessels with primary objective of loading and unloading of the cargo via wheeled vehicles from a ramp therefor, constructed or transformed so as to be convenient to carry cargo and used therefor,

ı) Ro-Ro Passenger Vessels (Ro-Pax): Those commercial vessels with primary objective of carrying more than 12 passengers and in parallel thereto, loading and unloading of the cargo via wheeled vehicles from a ramp therefor, constructed or transformed so as to be convenient to carry cargo and used therefor,

i) Dangerous Cargo:

1) Petroleum as well as petroleum products listed under International Convention For Avoiding Pollution Of The Seas By Vessels (MARPOL) 73/78 Attachment – I, Appendix I,

2) Substances and items carried as packed, listed under International Maritime Dangerous Goods (IMDG) Code Category 1, 2, 3, 4, 5, 6, 7 and 8,

3) From amongst such cargo listed under International Maritime Solid Bulk Cargo Code (IMSBC) Appendix-I, cargo bearing UN number with Bulk Cargo Shipment Number,

4) Such liquid bulk substances bearing the marks “S” or “S/P” on column “d” captioned “hazards” of the table provided under Section 17 of International Code (IBC) About Construction and Equipment of Vessels Carrying Bulk Dangerous Chemicals,

5) Such gaseous substances provided under Section 19 of International Code (IGC) About Construction and Equipment of Vessels Carrying Bulk Liquefied Gas,

j) TEU (Twenty-Foot Equivalent Container Unit). Container unit equal to 20 feet.,

k) Passenger Vessels: Vessels including ferry-boats dedicated to carry cargo or vehicles together with more than 12 passengers.

(2) In respect of any terms/phrases contained in this Directive, yet not included in this Article, it is taken as basis such definitions specified under the relevant legislations as well as international agreements/conventions we are party to.

SECTION TWO

Rules With Respect To Applying Maximum Fees

ARTICLE 5 – (1) General application principles for maximum fees are provided hereinbelow.

1. All service providers pay the relevant public share in parallel to the provisions of Presidential Decree Number 1 About Organization Of The Presidency.
2. Maximum/cap fees pertaining to the services provided under scope of this Directive are contained under Attachment-1, Attachment-2 and Attachment-3. Service providers are not allowed to apply any tariff in excess of the maximum/cap fees included in the attachments of this Directive. In case of applying any fee lower than the maximum/cap fees, public shares payable over the gross proceeds are calculated and paid from over the ceiling/cap fee.
3. Any and all principles with respect to taking pilots and tow-boats that vessels are obliged to obey, are set forth and specified under such Ports Regulation issued on Official Gazette Number 28453 Dated 31/10/2012. Towing fees provided under Attachment-2 are given for one single tugboat, whereas in the event it is used any number of tugboats in excess of the minimum number of tugboats specified under Ports Regulation, no charge/fee is to be claimed for any extra number of tugboats used. Master’s request in writing, reading “Additional tug was requested by Master in the course of maneuvers” is kept for audits/inspections to be carried out by the Administration or Port Master’s Office.

ç) No fee is to be claimed and charged for any services not provided. Circumstances where no services are provided yet public share is compulsory to be deposited, are set forth and specified under the Ports Regulation.

d) Any accrual and collection with respect to the specified services are carried out by those providing the services physically.

e) Fees are specified and determined according to GT intervals, whereby progressively increasing fees are applied for vessels up to 120.000 GT, while for vessels of tonnage more than 120.000 GT, it is applied the same fee as that applicable to 120.000 GT.

f) In accrual of the service fees, it is based on such GT values on the Tonnage Certificates of the vessels, whereas for any vessels with different GT values on their Tonnage Certificates, it is taken as basis the greater GT value.

g) For those vessels arriving at the port for loading or unloading/discharging, whereas 50% or more of the cargo rate to be loaded or unloaded (for containers or vehicles, quantity in numbers, for other tons) are to be transited, it is applied the tariff for transit cargo vessels. Vessels processing at figures less than the aforesaid rates are categorized under their own categories.

ğ) Regardless of whether or not they are loaded, for any vessels sailing between Turkish ports under the Turkish flag, coastal navigation tariff is applied. In respect of vessels obtaining coastal navigation license and then sailing overseas later due to changes in navigation destinations, retroactive collection is effected.

h) All fees and charges in calculated in United States Dollars (USD).

ı) Pilotage and towing services under scope of this Directive are invoiced individually for berthing and setting-sail maneuvers, whereas mooring fees are calculated as one single item and each service is separately invoiced.

i) All fees are paid to the entity providing the relevant service in terms of TL over the effective foreign exchange selling rate of TCMB (Central Bank of the Republic of Turkey pertaining to the last day of providing the said services.

j) Vessel types referred to under this Directive and its attachments are the vessel types specified under the ship registry certificate issued by the flag state of the vessel.

k) In the event of generating any web-based system for monitoring and auditing of the application, the Administration requests and requires the service providers to use such system. Thereupon, service providers are obliged to enter the respective data to the subject matter program within no later than 48 hours from the time of completion of the services.

Special rules, exemptions, increased and reduced tariffs

ARTICLE 6 – (1) Special rules, exemptions, increased and reduced tariffs are applied as provided hereinbelow.

1. Fees for any services provided to vessels carrying Turkish flag are applied at a discount of 20%. However, whenever these vessels are subject to coastal navigation tariff, they are not entitled to make use of such tariff.
2. Fees for service provided to vessels desiring to receive bunkers or entering shipyards with the intent of repair are applied 50% discounted.
3. In the event the tugboat is taken as an escort tugboat, fee for such escort tugboat is applied 50% discounted.

ç) Service fees are charged increased at the rate of 20% for dangerous cargo carrying containers, Ro-Ro and Ro-Pax Vessels, whereas for other vessels carrying dangerous cargo increased at the rate of 30%. Notwithstanding the aforesaid, no dangerous cargo increase is received from those vessels declaring to be in possession of “Gasfree Certificate” to the effect that is refined and eliminated of any dangerous gases, received 24 hours prior to initiation of the service.

d) In the event services coincide with and correspond to those days set forth and specified under Law About National Holidays and Public Days-Off Number 2429 Dated 17/03/1981, pilotage, towing and mooring fees are applied increased at the rate of 50%.

e) In the event any pilots and tugboats are used in any shifting operations/maneuvers made within the same premises in parallel to a mate’s receipt/order, departure and berthing are deemed as a single maneuver and pricing is made accordingly.

f) In the event it becomes impossible for the vessel to depart from the quay, buoy facilities or wharfs and later moor at the place of departure due to any force majeure circumstances like adverse weather conditions, or any other circumstances that would jeopardize navigation, life, property, environmental safety and security and moors at any other quay within premises of the same port as deemed appropriate by the port master’s office, service fees are charged 50% discounted.

g) In case more than one discount or increase is anticipated for any service, then only the highest one from those discounts or increases is applied. However, in the event both increase and discount is applied for any service, the difference between the discount and increase rates is applied to the basic fee.

ğ) No service fee is received from school and training vessels bearing Turkish flag as well as research vessels belonging to public entities and agencies.

h) In the event any vessels and watercrafts that cannot move with their own propellers are tugged with the assistance of any other vessel (including tugboats), calculation with respect to any services related to such an operation is made by taking into consideration only the gross tonnage of the craft towed. Towing service fee is applied as increased by 50%.

ı) Provisions regarding the Gulf of İzmit;

1) Stage fee to be collected from vessels operating along coastal navigation line is applied as 50% reduced.

2) In pilot-aided navigations between any two points, respective fee is 35% of the vessel’s stage tariff fee.

3) Fee for anchorage or removing anchor is 20% of the stage tariff fee.

4) For those vessels taken from anchorages and berthing at coastal facilities or taken from the coastal facility to the anchorage, it is not collected pilot guided navigation fee between two points but rather anchoring or removing anchor fee.

SECTION THREE

Miscellaneous and Final Provisions

Audit

ARTICLE 7 – (1) Administration or Port Master’s Office is authorized to conduct audits at such organizations providing coastal services any time, regarding whether or not said tariffs are duly applied. Subject matter audit could either be conducted in parallel to any complaint to that effect or unilaterally.

(2) Audits are carried out by a commission of at least two members to be assigned by the Administration and/or the relevant post master’s office.

(3) Within relevant provisions of this Directive, a report is prepared by the commission in respect of the matters detected as a result of such on-site audit and submitted to the Administration.

(4) Service providers subjected to audit are obliged to procure and provide any and all kinds of data, documents, tools, equipment and apparatus for any such on site audit.

(5) Administrative sanctions are applied to those whose acts and deeds in violation of this Directive are detected as a result of the audits, pursuant to the relevant legislations in practice.

Abrogation

ARTICLE 8 – (1) Provisions of such Port Services Tariffs towards pilotage, towing and mooring services entering into effect on 01/08/2003 by means of letter number 216 dated 31/07/2003 of the Ministry of Transport as well as any references made to pilotage, towing and mooring services in parallel to such tariff are abrogated and annulled as of the date of entry into effect of this Directive.

Effect

ARTICLE 9 – (1) This Directive enters into effect on 01/09/2022.

Execution

ARTICLE 10 – (1) Provisions of this Directive are executed y the Minister of Transportation and Infrastructure.

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| GRT0-39.999 | **Vessels Operating On The Coastal Navigation Line** | **Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels** | **Liner Container Vessels** |  | **Other Cargo Vessels** | **STAGE** | GT40.000-80.999 | **Vessels Operating On The Coastal Navigation Line** | **PassengerRO-PX, RO-RO, Car Carrier and Transit Cargo Vessels** | **Liner Container Vessels** | Order Cargo Vessels | STAGE | GT81.000 AND OVER | **Vessels Operating On The Coastal Navigation Line** | **Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels** | **Liner Container Vessels** | **Other Cargo Vessels** | ETAP |
| 63+23 USD | 105+42USD | 147+63USD |  | 179+74USD | 138+66USD | 63+23 USD | 105+42USD | 147+63 USD | 179+74USD | 138+66USD | 63+23 USD | 105+42USD | 147+63USD | 179+74USD | 138+66USD |
| < 500 | 31 | 53 | 74 |  | 90 | 69 | < 41.000 | 983 | 1785 | 2667 | 3139 | 2778 | < 82.000 | 1926 | 3507 | 5250 | 6173 | 5484 |
| < 1.000 | 63 | 105 | 147 |  | 179 | 138 | < 42.000 | 1006 | 1827 | 2730 | 3213 | 2844 | < 83.000 | 1949 | 3549 | 5313 | 6247 | 5550 |
| < 2.000 | 86 | 147 | 210 |  | 253 | 204 | < 43.000 | 1029 | 1869 | 2793 | 3287 | 2910 | < 84.000 | 1972 | 3591 | 5376 | 6321 | 5616 |
| < 3.000 | 109 | 189 | 273 |  | 327 | 270 | < 44.000 | 1052 | 1911 | 2856 | 3361 | 2976 | < 85.000 | 1995 | 3633 | 5439 | 6395 | 5682 |
| < 4.000 | 132 | 231 | 336 |  | 401 | 336 | < 45.000 | 1075 | 1953 | 2919 | 3435 | 3042 | < 86.000 | 2018 | 3675 | 5502 | 6469 | 5748 |
| < 5.000 | 155 | 273 | 399 |  | 475 | 402 | < 46.000 | 1098 | 1995 | 2982 | 3509 | 3108 | < 87.000 | 2041 | 3717 | 5565 | 6543 | 5814 |
| < 6.000 | 178 | 315 | 462 |  | 549 | 468 | < 47.000 | 1121 | 2037 | 3045 | 3583 | 3174 | < 88.000 | 2064 | 3759 | 5628 | 6617 | 5880 |
| < 7.000 | 201 | 357 | 525 |  | 623 | 534 | < 48.000 | 1144 | 2079 | 3108 | 3657 | 3240 | < 89.000 | 2087 | 3801 | 5691 | 6691 | 5946 |
| < 8.000 | 224 | 399 | 588 |  | 697 | 600 | < 49.000 | 1167 | 2121 | 3171 | 3731 | 3306 | < 90.000 | 2110 | 3843 | 5754 | 6765 | 6012 |
| < 9.000 | 247 | 441 | 651 |  | 771 | 666 | < 50.000 | 1190 | 2163 | 3234 | 3805 | 3372 | < 91.000 | 2133 | 3885 | 5817 | 6839 | 6078 |
| < 10.000 | 270 | 483 | 714 |  | 845 | 732 | < 51.000 | 1213 | 2205 | 3297 | 3879 | 3438 | < 92.000 | 2156 | 3927 | 5880 | 6913 | 6144 |
| < 11.000 | 293 | 525 | 777 |  | 919 | 798 | < 52.000 | 1236 | 2247 | 3360 | 3953 | 3504 | < 93.000 | 2179 | 3969 | 5943 | 6987 | 6210 |
| < 12.000 | 316 | 567 | 840 |  | 993 | 864 | < 53.000 | 1259 | 2289 | 3423 | 4027 | 3570 | < 94.000 | 2202 | 4011 | 6006 | 7061 | 6276 |
| < 13.000 | 339 | 609 | 903 |  | 1067 | 930 | < 54.000 | 1282 | 2331 | 3486 | 4101 | 3636 | < 95.000 | 2225 | 4053 | 6069 | 7135 | 6342 |
| < 14.000 | 362 | 651 | 966 |  | 1141 | 996 | < 55.000 | 1305 | 2373 | 3549 | 4175 | 3702 | < 96.000 | 2248 | 4095 | 6132 | 7209 | 6408 |
| < 15.000 | 385 | 693 | 1029 |  | 1215 | 1062 | < 56.000 | 1328 | 2415 | 3612 | 4249 | 3768 | < 97.000 | 2271 | 4137 | 6195 | 7283 | 6474 |
| < 16.000 | 408 | 735 | 1092 |  | 1289 | 1128 | < 57.000 | 1351 | 2457 | 3675 | 4323 | 3834 | < 98.000 | 2294 | 4179 | 6258 | 7357 | 6540 |
| < 17.000 | 431 | 777 | 1155 |  | 1363 | 1194 | < 58.000 | 1374 | 2499 | 3738 | 4397 | 3900 | < 99.000 | 2317 | 4221 | 6321 | 7431 | 6606 |
| < 18.000 | 454 | 819 | 1218 |  | 1437 | 1260 | < 59.000 | 1397 | 2541 | 3801 | 4471 | 3966 | < 100.000 | 2340 | 4263 | 6384 | 7505 | 6672 |
| < 19.000 | 477 | 861 | 1281 |  | 1511 | 1326 | < 60.000 | 1420 | 2583 | 3864 | 4545 | 4032 | < 101.000 | 2363 | 4305 | 6447 | 7579 | 6738 |
| < 20.000 | 500 | 903 | 1344 |  | 1585 | 1392 | < 61.000 | 1443 | 2625 | 3927 | 4619 | 4098 | < 102.000 | 2386 | 4347 | 6510 | 7653 | 6804 |
| < 21.000 | 523 | 945 | 1407 |  | 1659 | 1458 | < 62.000 | 1466 | 2667 | 3990 | 4693 | 4164 | < 103.000 | 2409 | 4389 | 6573 | 7727 | 6870 |
| < 22.000 | 546 | 987 | 1470 |  | 1733 | 1524 | < 63.000 | 1489 | 2709 | 4053 | 4767 | 4230 | < 104.000 | 2432 | 4431 | 6636 | 7801 | 6936 |
| < 23.000 | 569 | 1029 | 1533 |  | 1807 | 1590 | < 64.000 | 1512 | 2751 | 4116 | 4841 | 4296 | < 105.000 | 2455 | 4473 | 6699 | 7875 | 7002 |
| < 24.000 | 592 | 1071 | 1596 |  | 1881 | 1656 | < 65.000 | 1535 | 2793 | 4179 | 4915 | 4362 | < 106.000 | 2478 | 4515 | 6762 | 7949 | 7068 |
| < 25.000 | 615 | 1113 | 1659 |  | 1955 | 1722 | < 66.000 | 1558 | 2835 | 4242 | 4989 | 4428 | < 107.000 | 2501 | 4557 | 6825 | 8023 | 7134 |
| < 26.000 | 638 | 1155 | 1722 |  | 2029 | 1788 | < 67.000 | 1581 | 2877 | 4305 | 5063 | 4494 | < 108.000 | 2524 | 4599 | 6888 | 8097 | 7200 |
| < 27.000 | 661 | 1197 | 1785 |  | 2103 | 1854 | < 68.000 | 1604 | 2919 | 4368 | 5137 | 4560 | < 109.000 | 2547 | 4641 | 6951 | 8171 | 7266 |
| < 28.000 | 684 | 1239 | 1848 |  | 2177 | 1920 | < 69.000 | 1627 | 2961 | 4431 | 5211 | 4626 | < 110.000 | 2570 | 4683 | 7014 | 8245 | 7332 |
| < 29.000 | 707 | 1281 | 1911 |  | 2251 | 1986 | < 70.000 | 1650 | 3003 | 4494 | 5285 | 4692 | < 111.000 | 2593 | 4725 | 7077 | 8319 | 7398 |
| < 30.000 | 730 | 1323 | 1974 |  | 2325 | 2052 | < 71.000 | 1673 | 3045 | 4557 | 5359 | 4758 | < 112.000 | 2616 | 4767 | 7140 | 8393 | 7464 |
| < 31.000 | 753 | 1365 | 2037 |  | 2399 | 2118 | < 72.000 | 1696 | 3087 | 4620 | 5433 | 4824 | < 113.000 | 2639 | 4809 | 7203 | 8467 | 7530 |
| < 32.000 | 776 | 1407 | 2100 |  | 2473 | 2184 | < 73.000 | 1719 | 3129 | 4683 | 5507 | 4890 | < 114.000 | 2662 | 4851 | 7266 | 8541 | 7596 |
| < 33.000 | 799 | 1449 | 2163 |  | 2547 | 2250 | < 74.000 | 1742 | 3171 | 4746 | 5581 | 4956 | < 115.000 | 2685 | 4893 | 7329 | 8615 | 7662 |
| < 34.000 | 822 | 1491 | 2226 |  | 2621 | 2316 | < 75.000 | 1765 | 3213 | 4809 | 5655 | 5022 | < 116.000 | 2708 | 4935 | 7392 | 8689 | 7728 |
| < 35.000 | 845 | 1533 | 2289 |  | 2695 | 2382 | < 76.000 | 1788 | 3255 | 4872 | 5729 | 5088 | < 117.000 | 2731 | 4977 | 7455 | 8763 | 7794 |
| < 36.000 | 868 | 1575 | 2352 |  | 2769 | 2448 | < 77.000 | 1811 | 3297 | 4935 | 5803 | 5154 | < 118.000 | 2754 | 5019 | 7518 | 8837 | 7860 |
| < 37.000 | 891 | 1617 | 2415 |  | 2843 | 2514 | < 78.000 | 1834 | 3339 | 4998 | 5877 | 5220 | < 119.000 | 2777 | 5061 | 7581 | 8911 | 7926 |
| < 38.000 | 914 | 1659 | 2478 |  | 2917 | 2580 | < 79.000 | 1857 | 3381 | 5061 | 5951 | 5286 | < 120.000 | 2800 | 5103 | 7644 | 8985 | 7992 |
| < 39.000 | 937 | 1701 | 2541 |  | 2991 | 2646 | < 80.000 | 1880 | 3423 | 5124 | 6025 | 5352 | 120.000 AND OVER | 2800 | 5103 | 7644 | 8985 | 8475 |
| < 40.000 | 960 | 1743 | 2604 |  | 3065 | 2712 | < 81.000 | 1903 | 3465 | 5187 | 6099 | 5418 |

**Pilotage Fee Tariff Attachment-1**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | GRT | **Vessels Operating On The Coastal Navigation Line** | **Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels** | **Liner Container Vessels** |  |  | GT | **Vessels Operating On The Coastal Navigation Line** | **PassengerRO-PX, RO-RO, Car Carrier and Transit Cargo Vessels** | **Liner Container Vessels** | Order Cargo Vessels |  | GT | **Vessels Operating On The Coastal Navigation Line** | **Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels** | **Liner Container Vessels** | **Other Cargo Vessels** |
| 0­39.999 | 99+21 USD | 187+33 USD | 264+50 USD | 311+58USD | 40.000­79.999 | 99+21 USD | 187+33 USD | 264+50 USD | 311+58USD | 80.000 AND OVER | 99+21 USD | 187+33 USD | 264+50 USD | 311+58USD |
| < | 1.000 | 99 | 187 | 264 | 311 | < | 41.000 | 939 | 1507 | 2264 | 2631 | < | 81.000 | 1779 | 2827 | 4264 | 4951 |
| < | 2.000 | 120 | 220 | 314 | 369 | < | 42.000 | 960 | 1540 | 2314 | 2689 | < | 82.000 | 1800 | 2860 | 4314 | 5009 |
| < | 3.000 | 141 | 253 | 364 | 427 | < | 43.000 | 981 | 1573 | 2364 | 2747 | < | 83.000 | 1821 | 2893 | 4364 | 5067 |
| < | 4.000 | 162 | 286 | 414 | 485 | < | 44.000 | 1002 | 1606 | 2414 | 2805 | < | 84.000 | 1842 | 2926 | 4414 | 5125 |
| < | 5.000 | 183 | 319 | 464 | 543 | < | 45.000 | 1023 | 1639 | 2464 | 2863 | < | 85.000 | 1863 | 2959 | 4464 | 5183 |
| < | 6.000 | 204 | 352 | 514 | 601 | < | 46.000 | 1044 | 1672 | 2514 | 2921 | < | 86.000 | 1884 | 2992 | 4514 | 5241 |
| < | 7.000 | 225 | 385 | 564 | 659 | < | 47.000 | 1065 | 1705 | 2564 | 2979 | < | 87.000 | 1905 | 3025 | 4564 | 5299 |
| < | 8.000 | 246 | 418 | 614 | 717 | < | 48.000 | 1086 | 1738 | 2614 | 3037 | < | 88.000 | 1926 | 3058 | 4614 | 5357 |
| < | 9.000 | 267 | 451 | 664 | 775 | < | 49.000 | 1107 | 1771 | 2664 | 3095 | < | 89.000 | 1947 | 3091 | 4664 | 5415 |
| < | 10.000 | 288 | 484 | 714 | 833 | < | 50.000 | 1128 | 1804 | 2714 | 3153 | < | 90.000 | 1968 | 3124 | 4714 | 5473 |
| < | 11.000 | 309 | 517 | 764 | 891 | < | 51.000 | 1149 | 1837 | 2764 | 3211 | < | 91.000 | 1989 | 3157 | 4764 | 5531 |
| < | 12.000 | 330 | 550 | 814 | 949 | < | 52.000 | 1170 | 1870 | 2814 | 3269 | < | 92.000 | 2010 | 3190 | 4814 | 5589 |
| < | 13.000 | 351 | 583 | 864 | 1007 | < | 53.000 | 1191 | 1903 | 2864 | 3327 | < | 93.000 | 2031 | 3223 | 4864 | 5647 |
| < | 14.000 | 372 | 616 | 914 | 1065 | < | 54.000 | 1212 | 1936 | 2914 | 3385 | < | 94.000 | 2052 | 3256 | 4914 | 5705 |
| < | 15.000 | 393 | 649 | 964 | 1123 | < | 55.000 | 1233 | 1969 | 2964 | 3443 | < | 95.000 | 2073 | 3289 | 4964 | 5763 |
| < | 16.000 | 414 | 682 | 1014 | 1181 | < | 56.000 | 1254 | 2002 | 3014 | 3501 | < | 96.000 | 2094 | 3322 | 5014 | 5821 |
| < | 17.000 | 435 | 715 | 1064 | 1239 | < | 57.000 | 1275 | 2035 | 3064 | 3559 | < | 97.000 | 2115 | 3355 | 5064 | 5879 |
| < | 18.000 | 456 | 748 | 1114 | 1297 | < | 58.000 | 1296 | 2068 | 3114 | 3617 | < | 98.000 | 2136 | 3388 | 5114 | 5937 |
| < | 19.000 | 477 | 781 | 1164 | 1355 | < | 59.000 | 1317 | 2101 | 3164 | 3675 | < | 99.000 | 2157 | 3421 | 5164 | 5995 |
| < | 20.000 | 498 | 814 | 1214 | 1413 | < | 60.000 | 1338 | 2134 | 3214 | 3733 | < | 100.000 | 2178 | 3454 | 5214 | 6053 |
| < | 21.000 | 519 | 847 | 1264 | 1471 | < | 61.000 | 1359 | 2167 | 3264 | 3791 | < | 101.000 | 2199 | 3487 | 5264 | 6111 |
| < | 22.000 | 540 | 880 | 1314 | 1529 | < | 62.000 | 1380 | 2200 | 3314 | 3849 | < | 102.000 | 2220 | 3520 | 5314 | 6169 |
| < | 23.000 | 561 | 913 | 1364 | 1587 | < | 63.000 | 1401 | 2233 | 3364 | 3907 | < | 103.000 | 2241 | 3553 | 5364 | 6227 |
| < | 24.000 | 582 | 946 | 1414 | 1645 | < | 64.000 | 1422 | 2266 | 3414 | 3965 | < | 104.000 | 2262 | 3586 | 5414 | 6285 |
| < | 25.000 | 603 | 979 | 1464 | 1703 | < | 65.000 | 1443 | 2299 | 3464 | 4023 | < | 105.000 | 2283 | 3619 | 5464 | 6343 |
| < | 26.000 | 624 | 1012 | 1514 | 1761 | < | 66.000 | 1464 | 2332 | 3514 | 4081 | < | 106.000 | 2304 | 3652 | 5514 | 6401 |
| < | 27.000 | 645 | 1045 | 1564 | 1819 | < | 67.000 | 1485 | 2365 | 3564 | 4139 | < | 107.000 | 2325 | 3685 | 5564 | 6459 |
| < | 28.000 | 666 | 1078 | 1614 | 1877 | < | 68.000 | 1506 | 2398 | 3614 | 4197 | < | 108.000 | 2346 | 3718 | 5614 | 6517 |
| < | 29.000 | 687 | 1111 | 1664 | 1935 | < | 69.000 | 1527 | 2431 | 3664 | 4255 | < | 109.000 | 2367 | 3751 | 5664 | 6575 |
| < | 30.000 | 708 | 1144 | 1714 | 1993 | < | 70.000 | 1548 | 2464 | 3714 | 4313 | < | 110.000 | 2388 | 3784 | 5714 | 6633 |
| < | 31.000 | 729 | 1177 | 1764 | 2051 | < | 71.000 | 1569 | 2497 | 3764 | 4371 | < | 111.000 | 2409 | 3817 | 5764 | 6691 |
| < | 32.000 | 750 | 1210 | 1814 | 2109 | < | 72.000 | 1590 | 2530 | 3814 | 4429 | < | 112.000 | 2430 | 3850 | 5814 | 6749 |
| < | 33.000 | 771 | 1243 | 1864 | 2167 | < | 73.000 | 1611 | 2563 | 3864 | 4487 | < | 113.000 | 2451 | 3883 | 5864 | 6807 |
| < | 34.000 | 792 | 1276 | 1914 | 2225 | < | 74.000 | 1632 | 2596 | 3914 | 4545 | < | 114.000 | 2472 | 3916 | 5914 | 6865 |
| < | 35.000 | 813 | 1309 | 1964 | 2283 | < | 75.000 | 1653 | 2629 | 3964 | 4603 | < | 115.000 | 2493 | 3949 | 5964 | 6923 |
| < | 36.000 | 834 | 1342 | 2014 | 2341 | < | 76.000 | 1674 | 2662 | 4014 | 4661 | < | 116.000 | 2514 | 3982 | 6014 | 6981 |
| < | 37.000 | 855 | 1375 | 2064 | 2399 | < | 77.000 | 1695 | 2695 | 4064 | 4719 | < | II'  | 2535 | 4015 | 6064 | 7039 |
| < | 38.000 | 876 | 1408 | 2114 | 2457 | < | 78.000 | 1716 | 2728 | 4114 | 4777 | < | 118.000 | 2556 | 4048 | 6114 | 7097 |
| < | 39.000 | 897 | 1441 | 2164 | 2515 | < | 79.000 | 1737 | 2761 | 4164 | 4835 | < | 119.000 | 2577 | 4081 | 6164 | 7155 |
| < | 40.000 | 918 | 1474 | 2214 | 2573 | < | 80.000 | 1758 | 2794 | 4214 | 4893 | < | 120.000 | 2598 | 4114 | 6214 | 7213 |
|  | 120.000 AND OVER | 2598 | 4114 | 6214 | 7213 |

**Towing Fee Tariff Attachment-2**

 Towing Attachment – 2

Towing Fee Tariff:

GRT

0-39.999

Vessels Operating On The Coastal Navigation Line

Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels

Liner Container Vessels

Other Cargo Vessels

STAGE

GT

40.000-79.999

Vessels Operating On The Coastal Navigation Line

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | GRT | **Vessels Operating On The Coastal Navigation Line** | **Other Cargo Vessels** |  | GT | **Vessels Operating On The Coastal Navigation Line** | **Other Cargo Vessels** | GRT | **Vessels Operating On The Coastal Navigation Line** | **Other Cargo Vessels** |  | GT | **Vessels Operating On The Coastal Navigation Line** | **Other Cargo Vessels** |
| 0-29.999 | (18+10) USD | (36+18) USD | 30.000­59.999 | (18+10) USD | (36+18) USD | 60.000­89.999 | (18+10) USD | (36+18) USD | 90.000 AND OVER | (18+10) USD | (36+18) USD |
| < | 1.000 | 18 | 36 | < | 31.000 | 318 | 576 | < | 61.000 | 618 | 1116 | < | 91.000 | 918 | 1656 |
| < | 2.000 | 28 | 54 | < | 32.000 | 328 | 594 | < | 62.000 | 628 | 1134 | < | 92.000 | 928 | 1674 |
| < | 3.000 | 38 | 72 | < | 33.000 | 338 | 612 | < | 63.000 | 638 | 1152 | < | 93.000 | 938 | 1692 |
| < | 4.000 | 48 | 90 | < | 34.000 | 348 | 630 | < | 64.000 | 648 | 1170 | < | 94.000 | 948 | 1710 |
| < | 5.000 | 58 | 108 | < | 35.000 | 358 | 648 | < | 65.000 | 658 | 1188 | < | 95.000 | 958 | 1728 |
| < | 6.000 | 68 | 126 | < | 36.000 | 368 | 666 | < | 66.000 | 668 | 1206 | < | 96.000 | 968 | 1746 |
| < | 7.000 | 78 | 144 | < | 37.000 | 378 | 684 | < | 67.000 | 678 | 1224 | < | 97.000 | 978 | 1764 |
| < | 8.000 | 88 | 162 | < | 38.000 | 388 | 702 | < | 68.000 | 688 | 1242 | < | 98.000 | 988 | 1782 |
| < | 9.000 | 98 | 180 | < | 39.000 | 398 | 720 | < | 69.000 | 698 | 1260 | < | 99.000 | 998 | 1800 |
| < | 10.000 | 108 | 198 | < | 40.000 | 408 | 738 | < | 70.000 | 708 | 1278 | < | 100.000 | 1008 | 1818 |
| < | 11.000 | 118 | 216 | < | 41.000 | 418 | 756 | < | 71.000 | 718 | 1296 | < | 101.000 | 1018 | 1836 |
| < | 12.000 | 128 | 234 | < | 42.000 | 428 | 774 | < | 72.000 | 728 | 1314 | < | 102.000 | 1028 | 1854 |
| < | 13.000 | 138 | 252 | < | 43.000 | 438 | 792 | < | 73.000 | 738 | 1332 | < | 103.000 | 1038 | 1872 |
| < | 14.000 | 148 | 270 | < | 44.000 | 448 | 810 | < | 74.000 | 748 | 1350 | < | 104.000 | 1048 | 1890 |
| < | 15.000 | 158 | 288 | < | 45.000 | 458 | 828 | < | 75.000 | 758 | 1368 | < | 105.000 | 1058 | 1908 |
| < | 16.000 | 168 | 306 | < | 46.000 | 468 | 846 | < | 76.000 | 768 | 1386 | < | 106.000 | 1068 | 1926 |
| < | 17.000 | 178 | 324 | < | 47.000 | 478 | 864 | < | 77.000 | 778 | 1404 | < | 107.000 | 1078 | 1944 |
| < | 18.000 | 188 | 342 | < | 48.000 | 488 | 882 | < | 78.000 | 788 | 1422 | < | 108.000 | 1088 | 1962 |
| < | 19.000 | 198 | 360 | < | 49.000 | 498 | 900 | < | 79.000 | 798 | 1440 | < | 109.000 | 1098 | 1980 |
| < | 20.000 | 208 | 378 | < | 50.000 | 508 | 918 | < | 80.000 | 808 | 1458 | < | 110.000 | 1108 | 1998 |
| < | 21.000 | 218 | 396 | < | 51.000 | 518 | 936 | < | 81.000 | 818 | 1476 | < | 111.000 | 1118 | 2016 |
| < | 22.000 | 228 | 414 | < | 52.000 | 528 | 954 | < | 82.000 | 828 | 1494 | < | 112.000 | 1128 | 2034 |
| < | 23.000 | 238 | 432 | < | 53.000 | 538 | 972 | < | 83.000 | 838 | 1512 | < | 113.000 | 1138 | 2052 |
| < | 24.000 | 248 | 450 | < | 54.000 | 548 | 990 | < | 84.000 | 848 | 1530 | < | 114.000 | 1148 | 2070 |
| < | 25.000 | 258 | 468 | < | 55.000 | 558 | 1008 | < | 85.000 | 858 | 1548 | < | 115.000 | 1158 | 2088 |
| < | 26.000 | 268 | 486 | < | 56.000 | 568 | 1026 | < | 86.000 | 868 | 1566 | < | 116.000 | 1168 | 2106 |
| < | 27.000 | 278 | 504 | < | 57.000 | 578 | 1044 | < | 87.000 | 878 | 1584 | < | 117.000 | 1178 | 2124 |
| < | 28.000 | 288 | 522 | < | 58.000 | 588 | 1062 | < | 88.000 | 888 | 1602 | < | 118.000 | 1188 | 2142 |
| < | 29.000 | 298 | 540 | < | 59.000 | 598 | 1080 | < | 89.000 | 898 | 1620 | < | 119.000 | 1198 | 2160 |
| < | 30.000 | 308 | 558 | < | 60.000 | 608 | 1098 | < | 90.000 | 908 | 1638 | < | 120.000 | 1208 | 2178 |
|  | 120.000 AND OVER | 1208 | 2178 |

 **Mooring Fee Tariff: Attachment-3**

:

Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels

Liner Container Vessels

Other Cargo Vessels

STAGE

GT

80.000 and over

120.000 and over

Vessels Operating On The Coastal Navigation Line

Passenger, RO-PX, RO-RO, Car Carrier and Transit Cargo Vessels

Liner Container Vessels