

**(Directorate-General) of Petroleum Pipe Line Corporation
BOTAŞ**

Ceyhan Oil Terminal Port Tariff

Article 1 : Purpose and Scope

The Purpose of this tariff is to put an order for the course by which the Directorate – General collects the dues of the services to be maintained at the ports, wharfs and other facilities assigned by the Government within the framework of the related laws , legislations and regulations.

Article 2 : Definitions and Abbreviations

Directorate - General : The Directorate - General of Petroleum pipe line Corporation - BOTAŞ

Botaş Port Management : Directorate of Botas Petrol Management

Ships : Self –moving vessels used for the transportation of people and loads.

Gross Tonnage : The Tonnage specified in the International Tonnage Certificate (1969) defining the volume of the closed places over and beneath the deck.

Sea Transport : All kinds of Marine means either machine driven or not used for berthing , docking , departing , loading / unloading , shifting of ships which organized by Port Management.

Botaş Ceyhan Terminal : The port district area defined by Botaş Ceyhan Terminal Management.

Terminal : This term defines the working yards controlled and managed by Botaş Petrol Operations Management like quays , piers, tank yards, open areas, and the same.

Shifting : The act of changing the place of the ship effected by necessity.

Article 3 : Charges

Charges for port services along with the pertaining details like their accrual and collection are illustrated herebelow :

3-1 Base Payments :

Payments for the services effected by the Port Management are the same as those manifested in the Charge Tables and articles of this Tariff. Discounts constrained by the nature of the service are to be applied to the base payments.

Charges indicated in this tariff are in Euro. Charges for services maintained will be collected in TL (Turkish Lira) equal to the total amount of charges in Euro and exchange calculations will be made according to the daily currency buying rates of the Central Bank of Turkey. The due date for payment is the date on which the services are completed.

3-2 Chargeable Parties :

Charges specified in this tariff are to be jointly paid by the shipping agencies, ships chandlers and charterers applying for services. Bills and invoices are to be tendered by the Port Management to the same parties upon the payment of charges.

3-3 Objection to Charges :

Objections to charges exceeding the limits in this tariff should be made within 1 year from the date of the final account invoices and by means of written notifications tendered to the Port Management, otherwise, the objections shall not be taken into consideration. When the objections are proved and accepted, the over collected amounts shall be paid back.

3-4 Failure in the payment of the Charges :

- a) Upon departure of the ships, ships berthed with letters of commitment should effect their payments within 3 working days from the date of the notification sent by the Port Management to the Agencies. The Same applies for service charges and objections notified by the port management for issues like discrepancy of amounts, otherwise, services applied for by the agencies, ship chandlers, charterers or ships shall not be effected.
- b) If the principals due to Directorate – General (total service charges calculated according to this tariff) are not paid within 3 working days from the date of the notification sent by the Port Management to the agency or to the captain, a 10 % penalty clause is to be applied on the amount due to the Directorate General. In this concern, it is important to stress the fact that the rights of the Directorate General are to be fully reserved in all the ways and cases. In the calculation of periods and durations, notification days, or days on which the collected money enters the treasury of the Port Management are to be considered as a single complete day within the calculated period. The Directorate General is not responsible for delays or mistakes made by the banks or post offices.

3-5 Situations Constraining Discounts :

a) Discounts on Emergency Departure :

In compulsory situations like fire or weathering agents where ships are forced to make urgent departure; a 50 % discount is to be applied on the charges of pilotage, towage and moorage services pertaining to the same departure and successive approaching.

When the ships arrive to our ports; services pertaining to the first berthing and latest departure are to be calculated on usual basis without discounts.

Ships berthing for the completion of the loading / unloading works interrupted by urgent departures do not have to repay occupancy charges.

b) Discounts on Shifting Charges :

Ship shifting from one pier to another , within the same terminal without interruptions have the benefit of a 30 % discount on the charges of pilotage , towage and moorage pertaining to the services of berthing and departure effected during the shifting specifically.

Services pertaining to the first berthing and final departure are to be calculated on usual basis without discounts.

c) Charge Table of Special Contracted Pilotage services and Sea transports Rents

Taking the work load and busy schedule of our pilots and sea transports into account, the Directorate-General is authorized to make discounts on :

- Pilotage charges specified in table No.1 for Pilotage services especially agreed upon and performed in areas beyond the borders of the Directorate Generale's port or within the borders of the ports in which our pilot captains are entitled to work.

- By the authorization of the port management discounts can be made for rental of sea transports with or without crew by taking table 12 into consideration (Rental fees of sea transports) .

3.6 Cases to apply additional surcharges ;

a) Surcharges calculated for towage services effected for damaged ships

A 100 % surcharge is to be paid as towage charge by ships incapable of maneuvering due to a damage in their rudder or any other reason.

b) Surcharges calculated on the services effected to tankers.

When the below mentioned services are effected for tankers carrying LPG, LNG oil or Crude petrol and chemical materials in bulk, a 30 % surcharge is to be paid for ; Pilotage , Towage , Moorage and Occupancy services.

3.7 Situations exempting from charges :

a) Turkish Flag school ships , warships and research vessels :

Turkish Flag school ships , warships, research vessels and ships belonging to Public establishments are exempt from all kinds of charges payable to the ports of the Directorate-General.

b) Salvation services :

Life Salvation services required by official bodies are exempt from charges. (salvation of goods and assistance services are excluded).

Article 4 : Written Commitments and Deposits

Shipping Agencies are obliged to give the Port Management written commitments or ; if requested by the Port Management, certain deposits at least 24 hours before the berthing of the ships. The latest time for this procedure is 15:00 o'clock in daily working hours.

Written Commitments :

Ship's approaching or departing from the piers should submit written commitments stating that the charges of the performed services shall be paid within 3 working days. The attached (EK-1) Form sample is an example of the form of commitment accepted by the Port Management. The Agency that gives the written commitment ; on his behalf or in the name of other persons or foundations , shall be responsible jointly and successively ; along with the ship's chandler and charterer for the payment of the charges described in this tariff on the due dates .

Charges of the services performed to ships having letters of commitment are to be calculated and notified by the Port Management to the agency , , ship's chandler and charterer. The notified amount is to be paid by the aforesaid parties within 3 working days from notification. The day of notification or the day on which the money enters the treasury of the Port Management are to be considered as one complete day.

Deposits :

In cases where the collection of charges constitutes difficulty for the Port Management , or in cases where one of the following situations emerges , the agency , ship's chandler and charterer shall be obliged to give the Port Management, as guarantees , deposits amounting to 10 % of the maximum charges for all the services possible to be effected, or if accepted by the Port Management , any of the below mentioned alternatives might be considered as guarantee.

Government Inner Debt Bonds sent by Treasure Counsellorship and with documents arranged instead of these bonds, can be accepted as a guarantee by adding interest to nominal value in correspond with the selling value of the capital sum. In addition letter of guarantees issued by Banks or private finance foundations, the foreign banks which have working order within Turkey or outside Turkey can be accepted considering Turkish Lira (TL) currency by Central Bank.

Situations constraining deposits or guarantees :

a) For the first 2 ships belonging to agencies , ship's chandlers and charterers falling into the aforementioned situation of default, on the condition that their old debts and dues are fully paid.

b) For the first 2 ships belonging to agencies working with Botas for the first time .The Ship's chandler , charterer and their old or new agencies are to state in the court the fact that they have waived in advance any precautionary measure that might be taken for the purpose of dissolving the above mentioned clauses. This condition should be accepted by the parties in advance. In this concern , it is important to notice that in spite of this clause , and even if a decision was already taken to stop this article by means of precautionary measures decided by any court ; the Port Management is authorized to reject the application of the decision and in this case , all the legal and penal responsibilities shall be carried by the agent, ship's chandler or charterer who give the commitment.

For all the lawsuits against Port Management regarding expenses for Port Services, prosecutor needs to pay 10 (ten) times more than the subject amount to Port Management if the lawsuit is concluded in favor of Port Management.

Deposits or deposit remainders are to be returned to the giver or the account nominated by the giver after the collection of the due expenses.

No Services are to be effected for ships whose written commitments are not accepted , or ships not giving deposits.

All the old and new agents , ship's chandlers and charterers are to acknowledge in advance all articles of this tariff for all ships approaching by deposit.

Article 5 : Pilotage Services

The below specified ships (over 1.000 GT) are obliged to use pilot-captains :

- Ships berthing in and departing from the port
- Ships mooring in the berths
- Ships approaching the piers
- Ships anchored to the buoy
- Ships departing from the above mentioned locations

Ships not complying with this clause shall be obliged to pay a 100 % extra charge.

Pilotage service commences with the boarding of pilot-captains and ends at the time they get off the ships.

5.1 Pilotage Service Charges :

All the charges pertaining to Pilotage Services are to be calculated and collected on the basis of the Gross Tonnage (GT) of the ship.

Table of Pilotage Service Charges

Table 01

Type of Service	Pilotage Charges (Euro)
Pilotage Service	Euro 3 1 1 , 7 4 0 5 plus Euro 140,2832 for each 1000 GT and fraction

Article 6 - Towage Services :

The below defined ships with GT over 2000 are obliged to make use of towage services :

- Ships berthing in and departing from our ports
- Ships approaching and departing from the piers
- Ships anchored or disanchored from the buoy
- Ships approaching the shores and departing from the back
- Ships changing their positions (shifting) in the above specified locations regardless of the reasons.
- Ships that do not comply with this clause shall be obliged to pay a 100 % extra charge.
- Towage service commences with the arrival of the tugboats, along with the staff to the service locations (manoeuver place) and ends with their departure.

Towage service charges are calculated on the basis of the number of tugboats used in the service.

Table of Towage Service Charges
Table 02

Type of Service	Towage Charges (Euro) - (for each Tugboat)
Towage Service	Euro 3 1 1 , 7 4 0 5 plus Euro 1 1 6 , 9 0 2 6 for each 1000 GT and fraction

6.1 No. of Tugs to be Used
Table 03

Below No.of Tugs are obliged to Terminal , Dock and Buoys under the range authority of Directorate - General.

Table of No.of Tugs as per categories
Table of No.of Tugs as per categories

GROSS TON	BERTH (IN)	UNBERTH (OUT)
02,000 - 05,000 GT	1 (One)	1 (One)
05,001 - 30,000 GT	2 (Two)	2 (Two)
30,001 - 75,000 GT	4 (Four)	3 (Three)
Over 75,001 GT	4 (Four)	4 (Four)

By looking at the situation and circumstances, extra tugs can be used besides the ones mentioned above and pricing is done accordingly. Neither the agent nor captain cannot propose to use less tugs. For ships bigger than 2.000 GT, they need to have tugs for entering / exiting terminal, berthing / departing port, tying / untying buoys and shifting for any reason. For ships do not comply with this clause, shall be exposed to a surcharge amounting to 100% of the original charges. Tugs service starts when tugs and staff are positioned in work area and ends until they leave the area. Tugs service charges are calculated according to no.of tugs used.

Article 7 : Moorage Service :

The below mentioned ships are obliged to make use of moorage services :

- Ships landing in and departing from the berths
- Ships anchored and disanchored from the buoy
- Ships approaching the shores and departing from the back
- Ships changing their positions in the above mentioned locations (shifting) regardless of the reasons.
- Ships that do not comply with this clause shall be exposed to a surcharge amounting to 100% of the original charges.

Moorage service is an expression used to refer to the boats given to the ships to facilitate the services pertaining to their moorage and other services effected in this concern.

Moorage services , being integrative by nature , are evaluated in a way considering every approach or departure made by the ship as a separate service.

Moorage service commences with the arrival of the boats allotted to the ships along with the staff and/or the moorers to the location of service (place of manoeuvre) and ends with their departure from there.

Charges of moorage services are calculated for each service effected to the ships on the basis of table No.4 ; namely , Charge Table of Moorage Services.

Charge Table of Moorage Services
Table 04

Type of Service	Moorage Charges
Abaft - land moorage - Buoy - moorage - Aboard moorage	Euro 779,3511 plus Euro 15,5871 for each 1000 GT and fraction

Article 8 : Occupancy Service and Intrusion :

a) Occupancy

The term occupancy defines the occupancy service effected during the loading/un loading of the ships moored in the piers , berths or buoy - moored , abaft-moored , and aboard-moored ships.

Charges for occupancy service and intrusion are to be calculated on the basis of table No.5 namely, Table of occupancy and Intrusion Charges and the period they spend in the specified occupancy places.

Charge Table of Quay Dues (Dolphine) and Intrusion Services
Table 05

Type of Service	Service Charges
Quay Dues (Dolphine)	Euro 155,8702 for each 1000 GT and fraction
Intrusion	Euro 30 for each 1000 GT and fraction , and Each hour and fraction

b) Intrusion

The act of taking up occupancy places without the permission or instructions of the port Management is considered as intrusion. The term intrusion defines the following situations :

- Ships staying şn the occupancy locations after the completion of their works in spite of the instruction to leave notified to them by the Port Management.
- Ships not complying with the instruction of the Port Management to change their locations within 2 hours from notification.
- Ships occupying locations without the permission of the Port Management.

Intrusion charges are calculated on the basis of table No.5 ; namely , Charge Table of Occupancy Services and Intrusion , for each hour and fraction they spend in the location.

Article : 9 - Loading Master and Loading / Unloading Services :

Tankers under loading / unloading in the terminals belonging to the Directorate General are supposed to pay the below mentioned charges for each metric ton of the quantity under loading/un loading specified in the bill of lading.

- In Botas Terminal of Ceyhan : Loading Master charge is to be paid
- For board to board services in the place of moorage : Loading Master charges are to be paid.

For any type of loading / unloading between ship-to-ship, charges are to be calculated on the basis of table No. 6; namely, Charge Table of Loading Master and Loading / Unloading Services.

Botas - Ceyhan Terminal Loading Master charges are to be evaluated by other terminals loading/unloading charges.

Charge Table of Loading Master and Loading/Unloading Services

Table 06

Type of Service	Service Charges
Loading Master and Loading / Unloading services	Euro 0.0467 per metric ton

Article : 10 - Ship - Shore Transportation Services :

This expression defines the transportation services performed between the ship and the terminals, for ships crews , agencies , cargo inspectors and other functionaries allowed to board. This service is to be performed as long as the ship occupies the piers , by the use of staffed land vehicles through the 24 hours of the day , under safe and controlled conditions.

Charges for ship-shore transportation services are to be calculated on the basis of table No. 7 ; namely , Charge Table of Ship-Shore Transportation Services , for the total time spent in the occupancy locations.

Charge Table of Ship-Shore Transportation Services

Table 07

Type of Service	Service Charge
Ship-Shore Transportation	Euro 7,7936 for each 1000 GT and fraction

The fact that the allotted vehicle is shortly used or not used does not exempt the agency from paying the charges of this service.

Article 11 - Fresh water Service

Fresh water service is the service of providing the ships with fresh water performed by the Port Management.

Charges for this service are to be calculated for the fresh water provided to ships , for drinking or usage , on the basis of Table No. 8 , namely , charge table of fresh water services.

Charge Table of Fresh Water Service

Table 08

Type of Service	Service Charges
Providing ships with Fresh Water	Euro 5,4554 per metric ton

This charge includes all the fees pertaining to the foundations , vehicles , equipments and personnel used in this service.

The quantity of fresh water provided to the ship is to be determined by the port Management.

The final bill of this service should not be issued for less than 25 tons.

The Directorate - General is not responsible for shortage or failure to respond to the orders made in this concern

Article 12 - Solid Wastes Disposal Service :

This service includes the disposal of solid wastes from the piers or piers openings once a day and the annihilation of the said wastes in the Directorate-General's land foundations. Charges for this service are to be calculated on the basis of table No. 09 , namely , Charge Table of Solid Wastes Disposal Services. The aforesaid charges are to be paid once for the total period the ship spends in the piers or piers openings every time.

Charge Table of Solid Wastes Disposal Service

Table 09

Type of Service	Type of Service
Disposal of Solid Wastes	Euro 3 1 1 , 7 4 0 5 plus Euro 23,3805 for each 1000 GT and fraction

The above mentioned charge includes the expenses of the used boats , vehicles and equipments along with personnel fees and other related expenses.

Ships getting rid of their solid wastes by throwing them into the sea deliberately or undeliberately shall be obliged to pay cleaning charges as stated in article No. 16

Article 13 - Liquid Wastes Disposal Service

This service includes taking the liquid wastes like ships ballast , dirty ballast, bilge and slop to the tanks on the shore and treating them there.

Charges of this service are to be calculated for each cubic meter and fraction of the quantity taken to the tanks on the shore , on the basis of table No.10 , namely , Charge Table of Liquid Wastes Disposal Service.

**Charge Table of Liquid Wastes Disposal Service
Table 10**

Type of Service	Service Charge
Up to 2000 m3 - Disposal of Liquid Wastes meter	779,3511 Euro + Euro 4,676 for each cubic meter
Over 2000 m3 - Disposal of Liquid Wastes	Euro 0,3896 for each cubic meter

All ships are obliged to inform the Terminal of the specifications and quantities of their liquid wastes , at least 24 hours before reaching the wharfs.

Ships are supposed to indemnify for damages caused by inaccurate declarations regarding the specifications and quantity of their liquid wastes (waste of time , programme confusion, etc ..)

The permitted tolerance in quantity is maximum 5 % . Tanks sizes are to be basically taken into account when specifying the quantity of liquid wastes.

Getting rid of the liquid wastes by throwing them into the sea shall expose the ship to cleaning charges as stated in Article No.16

Article - 14 : Delayed Services

This expression is used to define the act of detarding the ship's captain , agency or agent for a period exceeding one hour , or delaying services like pilotage , towage or moorage for reasons pertaining to the ships insufficiency , for more than 1 (one) hour without doing any business and in the absence of any compulsory factors like weathering agents.

Charges for the delayed services are specified in table No. 11 , namely , Charge Table of Delayed Services.

**Charge Table of Delayed Services
Table 11**

Type of Service	For each hour and Fraction
Pilotage	Euro 3 4 2 , 9 1 4 5
Towage (for each tugboat)	Euro 631,2745
Moorage	Euro 134,0483

a) When the delayed services are performed ; a surcharge is to be paid for the services of pilotage , towage and mooring. This charge is calculated for each hour and fraction of delay on the basis of table No. 11

b) When the delayed services are not performed at all the following charges are to be paid : 50% of the charges of pilotage , towage and moorage. Charges of every hour and fraction of delay in the services of pilotage , towage and moorage calculated on the basis of table No. 11

c) If the equipments and personnel provided by the port management are delayed for more than 2 hours ; the Port Management is authorized to move to the next service orders within the period of delay.

Article 15 : Cancellation of Commenced Services :

When a ship's captain , agent or ship's repr. require for the cancellation of an already commenced services such as pilotage , towage or moorage in the absence of any compulsory reason like weathering and where no delays are witnessed, or if the cancellation is caused by the ship's insufficiency , the said ship is to pay 50 % of the charges generally paid for such services.

Article 16 : Sea / Port Pollution :

When a ship causes the pollution of the sea by the reasons like effusion of crude petrol, dirty ballast , bilge or waste throwing , this ship shall be exposed to the fines described in the laws and decrees of environment protection , in the ways decided by the concerned bodies. Apart from that and in the case that the aforesaid pollution causes damages to our shores , foundations or quipments ; all the expenses required to overcome the effects of such pollution should be collected by the Port Management from the ship with a 100 % surcharge. Ships committing the same infraction twice shall not be accepted in the port of Botas (Ceyhan) again.

Article 17 : Renting Sea Transports or Port Transports and Equipments :

The Following facilities can be rented upon the request of the agency , the captain or any other establishment or person if the Port Management finds it convenient.

- Sea transports belonging to the Directorate – General
- Transports and equipments belonging to the port

The parties applying for the rent should state in their written applications the objective and scope for which the hired items shall be used. The Port Management does not permit the use of the hired items for other purposes.

The Directorate - General is not responsible for failures to respond to such applications , or late responses, or for responses fulfilled by means different from the requested.

17.1 - Renting Sea Transports

This expression indicates the service of renting tugboats or boats apart from the services of pilotage , towage or moorage . Generally , Sea transports are rented with their operating staff , but in cases where orders are made for transports without staff , or when the period for which the transport is required exceeds 5 days ; special agreements are to be made within the framework of the Directorate - Generals 's authorization.

The act of renting a sea transport along with its equipments and instruments shall ; if necessary , be confirmed by a Record of Rent as soon as the transport is assigned to the hirer regardless of whether the rental is effected on general basis or by special agreement.

The hirer shall be responsible for any loss or damage that might happen during the period of renting. The Port Management may require , if necessary written commitments or guarantees for the rented transports. Rentals of transports given without special agreements are to be calculated for each hour and fraction on the basis of table No. 12 ; namely , Table of Sea Transport Rentals .

Table of Sea Transport Rentals

Table 12

Transports BHP	Sea Transport Rentals for Each Hour and Fraction (Euro)
0 - 150 BHP	124,6962
151 - 300 BHP	155,8702
301 - 650 BHP	233,8054
651 - 1000 BHP	311,7405
1001 - 1500 BHP	467,6107
1501 - 2000 BHP	545,5458
2001 - 2500 BHP	623,4810
2501 - 3000 BHP	779,3511
3001 - 4000 BHP	1013,1565
4001 BHP and OVER	1246,9619

If the rented transport is to be used beyond the borders of the port , the rental is to be calculated with an extra charge amounting to 50 % of the rentals specified in table No. 12 and on the condition that the period of the said rental should not be less than 8 hours.

If the transport is rented for use in towage services , the rentals are to be calculated as follows :

- For services within the borders of the port :
A surcharge amounting to 50 % of the rentals specified in table No.12 is to be paid.
- For services beyond the borders of the port :
A surcharge amounting to 100 % of the rentals specified in table No.12 is to be paid.

The Rentals specified in table No. 12 include the charges of the rented sea transport with its equipments and instruments in addition to the staff fees.

The period of the rent commences with the departure of the sea transport from the place of anchorage and ends with its return to the same place.

Time wasted by reasons pertaining to the Port Management are not to be calculated within the aforesaid chargeable period.

The minimum chargeable renting service should not be less than one hour. If the tugboats are to be rented for uses beyond the ports borders , the service duration should not be less than 8 hours.

Tugboats Rented for Towage Services ;

- Tugboats should have the capacity to carry out the towage service under all kinds of conditions.
- The Directorate – General or the tugboat’s personnels are supposed to be under the control of the towed ship and to follow the instructions accordingly. For this reason ; the Directorate-General , tugboats chandler or tugboats personnel accept no responsibility for the damages caused to the towed ship , tugboats , piers , dolphins , staffs or third parties present there. Such a responsibility is to be carried by the towed ship solely.

17.2 - Rental of Reducers or Shore Cranes :

Shore cranes rental defines the service of renting the fixed crane of the coast for the purpose of facilitating the process of equippage performed by the ships applying for the rent. As the said crane is operated only by the wharfs operators ; the wages of the operators are included in the rentals of the said crane.

Rental of reducers is an expression used to define the service of renting reducers constrained by necessities like the need to fix the ships to the shores . This service charges include the charges of crane services and personnel accession used in the delivery and take back of the rented reducers from the ships.

Rentals of the fixed crane are calculated on the basis of table No. 13 , namely ; Table of Shore Crane and Reducer Rentals , for every hour and fraction , whereas the rentals of reducers are calculated on the basis of the same table but for every day and fraction.

Table of Shore Crane and Reducer Rentals
Table 13

Rented Machinery	Rentals
Coast (Mobil) Crane	Euro 155,8702 for each hour and fraction
Reducer	Euro 155,8702 for each day and fraction

The coast crane rental bills should not be issued for periods less than one hour and the reducer rental bills should not be issued for periods less than one day .

Article 18 - Compliance with the Articles of the Tariff

Captains , agencies or charterers of the ships calling the Botas – Ceyhan district areas for the purpose of loading or unloading should state in advance their readiness to comply with this tariff along with all the related particulars.

Article 19 - Settlement of Disputes :

Any conflicts or disputes are to be settled within the framework of the laws and decrees of the Republic of Turkey. The authorized bodies in this concern are the courts and debt collection offices of Ceyhan.

Article 20 - Effective Date

The Tariff publication date is considered as the first day which will come into force After 15 (fifteen) days.

Article 21 - Cancellation of the Old Tariff

Article 22 - Managing Authority of Tariff

Botas (Ceyhan) Port Management Tariff is enforced by Directorate - General .

All comments regarding any applications and doubts of article contents are made by Port Management

