



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

### **CONTENTS**

- Article 1 : Purpose and Scope**
- Article 2 : Definitions and Abbreviations**
- Article 3 : Fees**
- Article 4 : Pilotage Services**
- Article 5 : Tugboat, Mooring, Anchoring Services**
- Article 6 : Platform Service Fee and Unnecessary Occupation**
- Article 7 : Waste Collection Service**
- Article 8 : Cancellation of Launched Services**
- Article 9 : Pollution of the Platform Areas and the Sea**
- Article 10 : Obligation to Comply with Tariff Provisions**
- Article 11 : Status of Disputes**
- Article 12 : Effective Date**
- Article 13 : Authority to Execute the Tariff**



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

### Article 1 : Purpose and Scope

The purpose of this tariff is to regulate the fees and application conditions of the work and services to be performed in the Ports and Piers and other coastal facilities granted to them by the State to be operated by SAVKA Platform and Pipeline Construction Operation Transportation Fuel Domestic and Foreign Trade Inc. (hereinafter referred to as SAVKA Platform) within the principles specified in the Law, Statutes and Regulations.

### Article 2 : Definitions and Abbreviations

**SHIP** : According to Article 931 of the Turkish Commercial Code, *“Any vehicle that requires movement in water, has the ability to float and is not too small, is considered as a ‘ship’ for the purposes of this Law, even if it does not have the ability to move on its own.”*

**MARPOL 73/78 Convention** : International Convention for the Prevention of Pollution from Ships

**Tonnage**: It is the volume measurement of merchant ships. ( 1 English tonnage (Register Ton ) = 100 feet<sup>3</sup> = 2.83 m<sup>3</sup>)

**GT Gross Tonnage / Gross Ton**: It is a measure of the volumetric capacity of the ship, accepted at the "International Conference on Tonnage Measurement of Ships (ICTM - 69)" organized by IMO (International Maritime Organization) in 1969, and consists of the sum of the volumes of the hull, superstructure and all closed spaces.

**DWT (Dead Weight Ton)** : The maximum weight that a ship can carry, the total weight of the full cargo, bunker, water, provisions, passengers and crew and their belongings.

**SEA VEHICLE**: All kinds of powered and/or non-powered sea vehicles used by the port management for the loading, unloading, shifting, STS and transportation services of ships in the port, or for the berthing, docking and undocking of ships.

**CABOTAGE**: The right of a state to carry passengers and cargo by sea between its own ports.

**SHIP'S OWNER** : A natural or legal person who owns a ship that uses his / her ship in maritime trade, or who owns or does not own a ship that uses a ship in maritime trade through a Master on his / her behalf, and who operates the ship on his own account in technical and commercial terms, and who has responsibilities and duties in matters of maritime safety and prevention of marine pollution.

**MANIFOLD** : The place where the pipe or hose connections that enable cargo transfer between the port facility and the ship

**SHIPPING AGENT** : Natural and legal persons who represent ship owner, master, operator and charterer and protect their rights and interests against to third parties and organizations

**TERMINAL** : Indicates the working areas under the control and supervision of SAVKA Platform. (Pier, jetty, dolphin, etc.)



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

**PORT FACILITY:** Facilities and other permanent facilities adjacent to and integrated with such as docks, piers, breakwaters, buoys, platforms, marinas and fishing shelters which are established exclusively to provide port services and where passenger and cargo movement takes place,

**SHIFTING :** The changing of the location of the ship when deemed necessary.

**DANGEROUS CARGO :** It defines explosive, flammable, incendiary, corrosive, toxic and radioactive substances and those that are dangerous for the goods they are together with and that can only be preserved in accordance with their own nature (found in the book called "DANGEROUS GOODS CODE" published by IMO ).

**SHIP TO SHIP TRANSFER (STS) :** It is the process of cargo transfer between the vessels berthed at the east and west jetties of the SAVKA Platform.

**Q88 :** A vessel chartering questionnaire used by vessel owners and commercial operators to provide the classification and specification for individual vessels.

### Article 3 : Fees

The principles regarding the pricing of the services in this tariff book, the determination, accrual and collection of these fees are shown below.

#### Article 3.1. Basic Fees

The basic fees for the services provided by SAVKA Platform are stated in the fee tables of this tariff, and if additional or discounted fees are applied due to the nature of the Service, they are based on the basic fees.

The unit of fees specified in the PLATFORM SERVICE FEE AND UNNECESSARY OCCUPATION FEE TABLE is US Dollar (USD).

Where the vessels are holding multiple DWT certificates , the highest DWT specified in Q88 submitted when requesting vessel clearance is taken as basis while calculating the fees specified in this tariff.

#### Article 3.2. From Whom Will Fees Be Collected

Fees for the services specified in this tariff are collected jointly and/or severally from the ship agent, ship owner or ship operator requesting the service.

#### Article 3.3. Objection to Fees

Claims or objections shall be in wirtten within the 1 (one) year of the completed services in order to SAVKA Platform to evaluate claims that a fee has been collected in excess of the tariff, Applications made after this period will not be taken into consideration. If the claim is accepted or proven correct, the amount collected in excess will be refunded.



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

### **Article 3.4. Payment of Fees**

Based on the request notification for the services requested by the ship's agent, ship master, ship owner or operator, the entire amount calculated according to the tariff specified in Table-1 shall be paid at least 24 hours before the berthing of the ship by 15:00 on the working day at the latest. The service shall be provided after the payment receipt is sent to the SAVKA Platform authorities. SAVKA Platform is not responsible for delays and transaction errors in banks. All legal rights of SAVKA Platform are reserved.

### **Article 3.5. Situations Requiring Fee Deduction**

#### **Article 3.5.1. Cabotage Line Vessels:**

A 50% discount is applied to vessels operating on the cabotage line from the fees specified in Table 1. Other tariffs will be applied as they are.

### **Article 3.6. Situations That Require No Fee**

**3.6.1. Turkish Flagged School, War and Research Ships:** No fee is charged for port services (except for purification and salvage services) provided to Turkish flagged School, War or research ships belonging to Public Institutions/Organizations.

**3.6.2. Life Saving Service:** No fee is charged for services provided upon request of official authorities regarding the safety of life at sea (excluding property rescue and assistance services).

**3.6.3. In Case of Emergency Departure:** The period between the first berthing of the vessels upon their arrival at the platform and the last departure from the jetty is subject to the normal fee. Platform service fee is not re-charged for ships when they re-dock to complete their loading or unloading after an emergency departure like departure immediately due to force majeure reasons such as fire or adverse weather conditions

### **Article 4 : Pilotage Services**

The General Directorate of Coastal Safety of the T.C. Ministry Of Transport And Infrastructure has been authorized to provide pilotage services in the Mersin-2 service area where the SAVKA Platform is located, and for the ships that will berth at the SAVKA Platform jetties, application must be carried out by the ship agencies in accordance with the provisions of the "Tariff of the General Directorate of Coastal Safety of the T.C. Ministry Of Transport And Infrastructure Pilotage, Tugboat and Other Services".

### **Article 5 : Tugboat, Mooring, Anchoring Services**

In order to provide tugboat services in the Mersin-2 service area where the SAVKA Platform is located, the ship agencies must apply and make transactions in accordance with the provisions of the "Republic of Turkey Ministry of Transport and Infrastructure Coastal Safety



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

General Directorate Pilotage, Tugboat and Other Services Tariff" for the ships that will berth at the SAVKA Platform jetties.

### **Article 6 : Platform Service Fee and Unnecessary Occupation**

#### **Article 6.1. : Platform Service**

Platform service covers the services of the vessels berthed or moored to SAVKA Platform jetties until each loading and/or unloading process is completed. The platform service fee is accrued according to the "Platform Service Fee and Unnecessary Occupation Fee Table" given in Table 1 for the period the vessels stay at the jetties.

#### **Article 6.2 : Unnecessary Occupation**

Vessels' occupying the platform jetties for any reason not originating from SAVKA Platform and without the approval and/or instruction of SAVKA Platform will be unnecessary occupation.

Unnecessary occupation fee will be applied after 3 (three) hours for situations including but not limited to the following;

- In case the cargo transfer operation cannot start within 3 (three) hours after the vessel has docked due to matters that are under the responsibility of the vessel or the customer (customs clearance, freight issues , failure to obtain permits and documents, delays etc.), (in cases where analysis of the cargo is awaited, the time starts to run after receiving the analysis results ).
- In case the importer/charterer/cargo owner places a precautionary measure or seizure on the vessel due to the customer's debts or due to the deterioration in quality and characteristics of the cargo due to the product not being in accordance with the original analysis values and the cargo transfer is ceased or the ship is not allowed to depart.
- In case the vessel's cargo transfer is stopped by judicial or official authorities or the vessel is not allowed to sail.
- In case the vessel is kept moored at the SAVKA Platform jetty due to reasons such as any debts, freight demands, precautionary measures or seizures on the cargo carried by the ship owner, shipowner and/or the person concerned.
- In case of any vessel-related issues such as mechanical failure

Unnecessary Occupation Fee is accrued for each hour that the vessels remain at the jetty, according to the "Platform Service and Unnecessary Occupation Fee Table" given in Table 1.



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

### **Article 7 : Waste Collection Service**

There is no waste reception facility on the platform. Agents of the calling vessels may deliver waste by contacting the waste collection company with which SAVKA Platform has an agreement.

The tariff is applied within the scope of the Communiqué on Fees and Principles to be Applied Within the Framework of the Regulation on Waste Collection from Ships and Control of Wastes according to the Communiqué on Fees and Principles to be Applied Within the Framework of the Regulation on Waste Collection from Ships and Control of Wastes, published in the Official Gazette, numbered 27249 and dated 5 June 2009,

<https://www.resmigazete.gov.tr/eskiler/2009/06/20090605-10.htm>

### **Article 8 : Cancellation of Launched Services**

The fees for the services will not be cancelled and the amount of the service invoice will be collected If the services initiated after a vessel has berthed are cancelled or cannot be performed due to the fault of the master, agent , charterer, receiver or the vessel herself except for force majeure reasons such as adverse weather conditions.

### **Article 9 : Pollution of the Platform Area and the Sea**

Except for the fines imposed by the relevant authorities in accordance with the “Environmental Legislation” due to the pollution of the sea by vessels (cargo transportation, dirty ballast discharge, bilge discharge, garbage disposal, etc.), all expenses to be spent for cleaning the shores, facilities or vehicles in case the said marine pollution damages our platform, facilities, vehicles or shores, all administrative fines issued to SAVKA Platform by official authorities such as the Ministry of Environment, Urbanization and Climate, Regional Port Authority, Municipalities and/or any institution/organization will be collected from the ship agent by SAVKA Platform.

### **Article 10 : Obligation to Comply with Tariff Provisions**

The masters, agents, ship owners and/or operators of the vessels calling SAVKA Platform for cargo transfer accept all the matters specified in this tariff book in advance.

### **Article 11 : Status of Disputes**

The laws of the Republic of Turkey shall apply to the provisions of this tariff, and Mersin Courts and Enforcement Offices shall have jurisdiction in all disputes that may arise. In case of any uncertainty regarding the meaning between the Turkish and English texts, the Turkish text shall prevail.



## SAVKA PLATFORM PLATFORM SERVICE FEE TARIFF

### Article 12 : Effective Date

SAVKA PLATFORM SERVICE FEE TARIFF is valid as of April 01, 2026.

### Article 13 : Tariff Execution Authority

SAVKA PLATFORM SERVICE FEE and EXPENSIVE OCCUPATION TARIFF is implemented by SAVKA Platform. The articles and issues that are hesitant about their implementation are commented by SAVKA Platform.

**Table 1 : PLATFORM SERVICE FEE AND UNNECESSARY OCCUPATION FEE TABLE**

| <i>DWT</i>                         | <i>TARIFF (USD)</i> |
|------------------------------------|---------------------|
| <10,000                            | 4.800               |
| 10,001-30,000                      | 12.000              |
| 30,001-40,000                      | 16.800              |
| 40,001-50,000                      | 21.600              |
| >50,000                            | 26.400              |
| UNNECESSARY<br>OCCUPATION (hourly) | 600                 |