



MIP
Price List and Specific Conditions
01st January 2024

In case of discrepancies the Turkish version is valid

OBJECTIVES

The objective of this Price List & Specific Conditions is to state the prices and conditions for services provided at the berths and sea areas of Mersin Port which was transferred to MIP by the Privatization Administration.

The Price List & Specific Conditions are divided into two main sections:

Section 1 – Price List

Section 2 – Specific Conditions

This Price List & Specific Conditions will apply from 1st January 2024 and will remain in application until further announcement. MIP will make all effort to communicate any changes to this Price List & Specific Conditions by way of official announcements or publishing on MIP website at www.mersinport.com.tr

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Section 1 – PRICE LIST (ALL PRICES ARE STATED IN USD)

1A – VESSEL SERVICES

PILOTAGE

The tariff for Pilotage service is applied as stated on the Directive and updates published by the Ministry of Transport and Infrastructure and updates.

TOWAGE

The tariff for Towage service is applied as stated on the Directive and updates published by the Ministry of Transport and Infrastructure.

MOORING & UNMOORING

The tariff for Mooring& Unmooring service is applied as stated on the Directive and updates published by the Ministry of Transport and Infrastructure.

BERTHING

The tariff for Berthing service is applied as stated on the Directive and updates published by the Ministry of Transport and Infrastructure.

Unnecessary Occupation	Per Hour
Vessel GRT (for battleships the displacement ton is used)	
0 – 1 000	25.00**
1001 and over	25.00 increase per 1000 ton or part thereof**

**Unnecessary occupation charges applied minimum USD 125.00 per hour, cannot be less than USD 625.00 in total.

1B – CONTAINER SERVICES

STEVEDORAGE

Base Price	Per Container
Discharging	
Laden	130.00
Empty	60.00
Loading	
Laden	125.00
Empty	60.00
Transhipment	
Laden	55.00
Empty	38.00
Limbo	
Laden	120.00
Empty	50.00
Direct Delivery	
Laden	190.00
Empty	70.00
Shifting On board Vessel	
Laden	95.00
Empty	42.00
Shifting via Pier	
Laden	115.00
Empty	80.00
Cabotage (Domestic) Loading- Discharging	
Laden	55.00
Empty	38.00
Cabotage (Domestic) Shifting on Vessel	
Laden	47.00
Empty	32.00
Cabotage (Domestic) Direct Delivery	
Laden	75.00
Empty	50.00

Additional Charges	Over Service Price
IMO container (IMO 1, 6.2 and 7 excluded)	20%
IMO container (IMO 1, 6.2 and 7)	100%
Out of Gauge and Non-Standard Measurement Containers	50%

Discount	Over Service Price
Loading/ discharging container to/from Ro-Ro vessels by means of reach stacker or similar equipment belonging to the customer subject to MIP's approval	10%

LASHING/UNLASHING/CONING/DECONING

Base Price	Per Container
Per Container (Based on total number of vessel moves)	6.00

HATCHCOVER

Base Price	Per Hatchcover
Handling on board vessel	72.00
Handling at Pier	120.00

TERMINAL HANDLING

Base Price	Per Container
Laden	
Gate Out / Mounting on Wagon	55.00
Gate In / Unmounting off Wagon	55.00
Container transfer from vehicle to vehicle	55.00
Transfer inside the port (per transfer)	55.00
Renomination (Change of Vessel, Destination, Weight Class)	25.00
Empty	
Gate Out / Mounting on Wagon	22.00
Gate In / Unmounting off Wagon	22.00
Container transfer from vehicle to vehicle	22.00
Transfer inside the port (per transfer)	22.00

Additional Charges	Over Service Price
IMO container (IMO 1, 6.2 and 7 excluded)	20%
IMO container (IMO 1, 6.2 and 7)	100%
Out of Gauge and Non-Standard Measurement Containers	50%

Security Fee

	Per Container
Laden	10.00
Empty	1.50

Berth Window Surcharge

	Per TEU
Realized move count onboard (incl. shifting)	30.00

STORAGE (CONTAINER)

Base Price	Per Day		
	20 ft	40 ft	45 ft
Export/Domestic (Laden)			
1 - 6 days	Free of Charge		
7 - 15 days	7.00	11.00	12.00
16 – 30 days	10.00	16.00	18.00
31 days and over	15.00	23.00	28.00

Import (Laden)	20 ft	40 ft	45 ft
1- 7 days	8.00	12.00	14.00
8 - 15 days	13.00	20.00	23.00
16 - 30 days	19.00	29.00	34.00
31 days and over	28.00	43.00	50.00

Transit (Laden)	20 ft	40 ft	45 ft
1 – 6 days	Free of Charge		
7 – 15 days	8.00	12.00	13.00
16 – 30 days	11.00	17.00	19.00
31 days and over	16.00	26.00	30.00

Transshipment (Laden)	20 ft	40 ft	45 ft
1 – 7 days	Free of Charge		
8 – 20 days	4.00	5.00	6.00
21 – days and over	6.00	8.00	10.00

Empty (all regimes)	20ft	40 ft	45 ft
1 – 5 days	Free of Charge		
6 days and over	6.00	10.00	12.00

OOG Container (Import)	20 ft	40 ft	45 ft
1 – 7 days	40.00	50.00	55.00
8 days and over	50.00	60.00	65.00

OOG Container (Export/Domestic/Transit/Transshipment)	20ft	40 ft	45 ft
1 – 5 days	Free of Charge		
6 – 7 days	40.00	50.00	55.00
8 days and over	50.00	60.00	65.00

Leaking Container	20ft	40 ft	45 ft
Per Day	60.00		

REEFER CONTAINERS

Base Price	Per Day or Part Thereof		
	20 ft	40 ft	45 ft
Power Supply / Plugging - Unplugging / Storage	33.00	55.00	55.00
Reefer Container Monitoring	20.00	20.00	20.00
Pre-Trip Inspection (per container)	50.00	55.00	60.00

Additional Charges	Over Service Price
IMO container (IMO 1, 6.2 and 7 excluded)	20%
IMO container (IMO 1, 6.2 and 7)	100%

1C – CONVENTIONAL CARGO SERVICES

STEVEDORAGE

Base Price	Per Ton	
	With MIP Equipment	With Customer's Equipment
General cargo	7.00	3.90
General cargo shifting on board	6.50	3.50
Dry Bulk	4.30	TMO - 1.80 2.00 Discharging 2.00 Loading
Dry Bulk shifting on board	5.00	2.60
Liquid Bulk	4.00	2.50
Livestock (Ovine)	5.00 per unit	
Livestock (Cattle)	8.00 per unit	
Vessels berthing at NATO 28, PO, ATAŞ piers	Per Ton	
Vessels berthing at NATO 28, PO, ATAŞ piers - Dry Bulk / General Cargo	0.40	
Vessels berthing at NATO 28, PO, ATAŞ piers - Liquid Bulk	0.20	

Cabotage (Domestic) Cargo	Per Ton
General cargo	3.25
General cargo shifting on board	3.25
Dry bulk	2.80
Dry bulk by customer's own mechanical means and facilities	1.50
Dry bulk for vessels smaller than 600 NRT loading and discharging by own gears	0.80

Additional Charges	Over service price
IMO / dangerous cargo	20%
Refrigerated / frozen cargo	20%
General cargo, longer than 20 meters	100%
Light or voluminous general cargo (cargoes packed in 55 kg or lighter bags/parcels per unit)	100%
Light or voluminous general cargo -except the ones in sling bags or big bags- like hay, rock wool, glass fiber, cotton etc. requiring labor	100%
Dry bulk cargo manipulation from bags	50% (of Loading / Discharging Dry Bulk price)
Shifting without knowledge of MIP	100%
Vessels berthing to NATO 28, PO, ATAŞ piers without informing MIP before starting the operation	300%
Excavator usage in ship's holds for hardened dry bulk cargo	400 USD / Equipment / Shift

Waiting	Per Hour and Fraction
Per Gang (Up to 10 hours)	50.00
Per Gang (Over 10 hours)	100.00

LOADING / DISCHARGING PROJECT CARGO

Base Price	Per Ton
0 – 10 tons	10.00
10 – 20 tons	15.00
20 – 30 tons	20.00
30 – 40 tons	30.00
40 – 50 tons	45.00
50 – 60 tons	50.00
60 – 70 tons	60.00
70 – 80 tons	70.00
80 – 90 tons	85.00
90 – 100 tons	95.00
100 – 120 tons	115.00
120 – 140 tons	135.00
140 - 200 tons	150.00
200 tons and above	200.00

Yachts, boats, airplanes, Helicopters, etc. Voluminous Project Cargo	Per Unit
0 – 6 m Long	750.00
6 – 12 m Long	1000.00
12 – 18 m Long	1500.00
18 m – 24 m Long	3000.00
24 m – 30 m Long	6000.00
Longer than 30 m	10000.00

Shifting	Over Loading and Discharging price
Shifting on board	75%
Shifting via pier	100%

Additional Charges	Over Service Price
IMO / Dangerous Project Cargo	20%
Additional Crane (per additional crane)	50%
Project cargo discharged or loaded in / from the sea	150%

Discount	OverService Price						
By customer own equipment (by ship's gear or shore crane handling subject to MIP's approval)	50%						
Transit Project Cargo	30%						
Pieces over 3 weighing above 20 tons each on same vessel and for same receiver, applicable just for pieces above 20 tons each and handled by MIP	<table border="0"> <tr> <td>4-10 Pieces</td> <td>%20</td> </tr> <tr> <td>11-20 Pieces</td> <td>%30</td> </tr> <tr> <td>21 Pieces and over</td> <td>%50</td> </tr> </table>	4-10 Pieces	%20	11-20 Pieces	%30	21 Pieces and over	%50
4-10 Pieces	%20						
11-20 Pieces	%30						
21 Pieces and over	%50						

Waiting	Per hour and fraction
Per Gang (Up to 10 hours)	50.00
Per Gang (Over 10 hours)	100.00

HATCHCOVER

Base Price	Per hatch cover
Handling on board vessel	72.00
Handling via pier	120.00

TERMINAL

Base Price	Per Ton
General Cargo	5.00
Dry Bulk Cargo	2.00
Liquid Bulk Cargo	1.50
Project Cargo	50% of Loading - Discharging base price

Additional Charges	Over service prices
IMO / Dangerous Cargo (IMO 1, 6.2 and 7 excluded)	20%
IMO / Dangerous Cargo (IMO 1, 6.2 and 7)	100%
Additional Crane (per additional crane)	50%
Refrigerated / Frozen Cargo	20%
Loading/Discharging General Cargo by hand	50%

Waiting	Per Hour and fraction
Per Gang	50.00

STORAGE

Base price – first 15 days	Per ton per Day	
	Import	Export/Domestic/Transit/Transhipment
General Cargo (Outdoor space)	1.00	0.60
General Cargo (Indoor space)	7.00	5.00
Dry Bulk (Outdoor space)	0.35	0.25
Dry Bulk (Indoor space)	0.50	0.30
Liquid Bulk	0.25	0.10
IMO Cargo (Outdoor space)	4.40	3.00
Project Cargo (Outdoor space) (0 - 20 Tons)	1.20	0.60
Project Cargo (Outdoor space) (over 20 Tons)	2.00	1.00
Project Cargo (Indoor space)	7.00	5.00

Additional Charges	Over service price
16 – 30 days storage	50%
31 days and over storage	100%
IMO Cargo	20%
Chilled and Frozen Cargo	20%

Security Fee

Base Price	Per Ton
General Cargo	0.50
Dry Bulk Cargo	0.30
Liquid Bulk Cargo	0.30
Project Cargo	1.25
Livestock	0.60 per unit

OTHER SERVICES

Base Price	Per Ton
Packaging Dry Bulk cargo by MIP, (Packaging materials excluded)	7.50
Packaging Dry Bulk cargo by customer (subject to MIP's approval)	1.50

Truck waiting	Per Truck per Day
Trucks waiting in the port and not leaving after completing the service received	25.00

1D – RO-RO SERVICES

LOADING/DISCHARGING

Base Price	Per Unit
Car, Pickup, 4x4, van, minibus, midibuses, motorcycles and all other wheeled or tracked vehicles up to 5 tons (except the special purposed vehicles included at customs tariff chapter 87. position 5.)	20.00
Tractors, trucks, trailers, buses	45.00
Trailers with semi-trailers	60.00
Semi trailers loaded or discharged by towing	70.00
Wheeled or Tracked other vehicles over 5 tons and special purposed vehicles included at customs tariff capter 87. position 5 without considering weight	70.00

Shifting	Over the Loading/Discharging Price
Shifting on board	75%
Shifting via pier	100%

Additional Charges	Over the service price
Towing of vehicle with engine failure by MIP's equipment and driver (subject to MIP's approval / excluding repair / additionally to loading/discharging prices)	155.00
MIP provides operator for Trailers with semi-trailers (Identified with no drivers)	21.00
IMO Vehicle (over service price)	20%

Terminal	Per Unit
Vehicles arrived by Ro-ro ships taken to locations such as weighbridge and x-ray and returned by MIP	31.00

STORAGE

Base Price	Per Unit/Per Day			
	Import		Export/Domestic/Transit/ Transshipment	
Car, Pickup, 4x4, van, minibus, midibuses, motorcycles and all other wheeled or tracked vehicles upto 5 tons (except the special purposed vehicles included at customs tariff capter 87. position 5.)	5.75		2.75	
Tractors, trucks, trailers, buses	8.25		5.25	
Trailer with semi-trailer	1st day	Free	First 2 days	Free
	2nd day	17.50	3rd day	17.50
	3rd day and over	34.00	4th day and over	34.00
Semi trailers loaded or discharged by towing	1st day	Free	First 2 days	Free
	2nd day	17.50	3rd day	17.50
	3rd day and over	34.00	4th day and over	34.00
Other wheeled or tracked vehicles over 5 tons and special purposed vehicles included at customs tariff capter 87. position 5 without considering weight	21.00		10.50	
Storage of refrigerated vehicle plugged in	57.00			
Monitoring of refrigerated vehicle plugged in	21.00			
Additional Charges	Of Service Price			
IMO Vehicle	20%			

Security Fee

	Per Unit
Car, Pickup, 4x4, van, minibus, midibuses, motorcycles and all other wheeled or tracked vehicles upto 5 tons (except the special purposed vehicles included at customs tariff chapter 87th position 5.)	4.75
Tractors, trucks, trailers, buses	5.00
Trailer with semi-trailer	5.00
Semi trailers loaded or discharged by towing	5.00
Other wheeled or tracked vehicles over 5 tons and special purposed vehicles included at customs tariff chapter 87. position 5 without considering weight	5.00

OTHER SERVICES

	Per Unit
Vehicle Battery Charge	32.00
Vehicle Washing	Per Unit
0 - 10 tons	26.00
10 - 25 tons	41.50
25 - 50 tons	62.00
50 tons and over	82.50

1E-CONTAINER FREIGHT STATION (CFS) SERVICES

CFS - CONTAINER/TRAILER STUFFING/UNSTUFFING

Base Price Service Type	Per Container/Per Trailer		
	20 ft	40 ft	45 ft
Equipment (Forklift with attachment/Bobcat)	160.00	215.00	235.00
Labor	190.00	245.00	265.00
Equipment and Labor	190.00	245.00	265.00

Additional Charges	Of Service Price
If container stuffing/unstuffing operation is not completed due to the customer-related reasons and carried forward to the next day	100%
IMO container or refrigerated container	20%
IMO cargo loaded into refrigerated container	40%
Cargo types specified on 7th clause of the Specific Conditions- Container Freight Station (CFS) Services under MIP Price List and Specific Conditions	100%
Unstuffing from container into warehouse	10%
Transfer from one container to another	Additional empty and laden terminal fee per stuffed container is charged
Use of additional crane/reach stacker or similar equipment	100 USD Per hour and its fraction in addition to labor charge

OTHER SERVICES

Others	Per Container
Provision of dunnage/lashing materials	Price on application
Transportation between the outside terminals and the Port	Price on application

1F – OTHER SERVICES

MISCELLANEOUS SERVICES

Base Price	Per Trailer
Gating in and out charge for vehicles using the road and entering or exiting the port for inspection, customs etc (except wagons)	40.00
Sampling or Customs Inspection	Per Ton
General Cargo Inspection	2.00 + Terminal Handling Charges, if applicable
Per Document of Goods	
Dry Bulk Inspection	10.00
Per Unit	
Vehicle Inspection	4.50
Per Move	
Transfers to areas such as to X-Ray, to Cooled Area inspection, each way charged separately	Container, General Cargo, Project Cargo Terminal handling charges applied
Per Ton	
Assembly & Disassembly using Customer's Equipment	20.00

WASTE REMOVAL

Refer to the charges published by the Ministry of Environment, Urbanization and Climate Change

SUPPLY OF FRESHWATER AND BUNKER

Base Price	Per Ton
Supply of freshwater by wharf valves (charged as minimum 10 tons)	6.00
Fresh Water Supply to ships by sea transport (charged as minimum 50 tons)	15.00
Bunkering to vessel by customer's own mechanical equipment	6.00
Supply of Fresh Water by boat 3 miles far away from the breakwater for each one way	200.00

Additional Charges	Over Service Price
Water requested to be delivered by marine vessel, but not received	25%
Supplying water and bunker to vessels inside MIP area and berths beyond the knowledge of MIP.	300%

Discount	Over Service Price
Cabotage vessels and Turkish Military vessels	25%

WEIGHBRIDGE

Base Price	Per Weighing (Empty/Laden)
Weighbridge requested by customs	2.50
Weighbridge not requested by customs (Control Weighing)	1.00

PASSENGER

Base Price	Per Passenger / Per Vehicle
Arriving	2.50
Departing	5.50
Passenger Car	5.00
Passenger Jeep	5.50
Passenger Minibus	11.00
Passenger other Vehicle	22.00

Security Fee	
Per Passenger	2.00
Per Passenger (for cruise ships, only "passenger ship" is phrased on class certificate and which have 10 units and more cabins interior to take passengers)	1.00
Per Vehicle	3.00

MARINE VEHICLE RENTAL

Base Price	Per Hour and fraction
Up to 250 horsepower	75.00
250-500 horsepower	150.00
500-2000 horsepower	450.00
Above 2000 horsepower	750.00

OPEN AREA RENTAL

Base Price	Per m2 monthly
Open area rental (with MIP's approval)	Current market value On the condition of minimum USD 2.00

FENDER RENTAL

Base Price	Per Unit Per Day and fraction
Vessels up to 10.000 GRT	300.00
Vessels above 10.001 GRT	500.00

IMO STICKER

Base Price	Per Container
IMO label fine	70.00
Labeling and label removal	10.00

FORKLIFT RENTAL

Base Price	Per Hour and part thereof
3 ton capacity	40.00
5 ton capacity	60.00
10 ton capacity	80.00
20 ton capacity	100.00
30 ton capacity	150.00

CRANE RENTAL

Base Price	Per Hour and part thereof
Subject to MIP consent, in cases not stipulated in tariff	Current market value On the condition of minimum USD 500.00

FULL INSPECTION

Full Inspection	Per Container			
	Import/Transit/Transshipment		Export/Domestic	
	20 ft	40 ft	20 ft	40 ft
Forklift	180.00	250.00	140.00	200.00
Labor	200.00	300.00	180.00	250.00
Forklift and Labor	200.00	300.00	180.00	250.00

Additional Charges	Per Hour and part thereof
IMO container or refrigerated container	20%

CONTAINER INSPECTION AT YARD STACK

Container Inspection at yard area	Per Container
Export	USD 5.00 + 2 Terminal Charges
Import/ Transit/ Transshipment/ Domestic	USD 10.00 + 2 Terminal Charges

INSPECTION (OPENING OF THE CONTAINER)

Inspection	Per Container
Export	5.00
Import/ Transit/ Transshipment/ Domestic	10.00

SECTION 2 : SPECIFIC CONDITIONS

DETERMINATION OF DIMENSIONS AND VOLUME FOR THE PRICE LIST

	<p><u>Vessel</u> For the accrual of the fees related to the vessel; figures stated on the tonnage certificate issued according to the International Convention on Tonnage Measurement of Ships (1969), for the determination of gross tonnages of vessels of which countries are not party to the International Convention on Tonnage Measurement of Ships, tonnage determined according to the Shelter Deck measurement which presents the higher GRT figure, for vessels serving on Cabotage lines, figures stated on the tonnage certificates accorded as per the national tonnage measurement essentials will be taken into consideration.</p> <p><u>Goods</u> In the determination of the amount of goods, the weight and quantity stated in the documents are considered. For goods which are stated only in m³ in their documents, the weight determined following weighbridge service will be taken into consideration. However, the weight of goods which are customed to be reduced by wastage and goods of which the totality has been weighed are determined following the weighbridge service. In this case the weight determined by the weighbridge service is taken into consideration.</p> <p><u>Erroneous Declaration</u> In case discrepancies between declared information required to be provided by the vessel, cargo owner or agent regarding the price calculation of services included in this tariff and the determination made by the Management (in case the discrepancy exceeds +5%), the fee difference equivalent to the error caused by the erroneous declaration in the fee accrual is charged with additional 100%. In case errors are present in the information regarding the planning of the vessels berth and equipment (draft, airdraft, beam, length, type of hold cover, vessel crane etc.) all additional costs which may occur (shifting, waiting etc. work loss) is under the responsibility of the owner of the declaration.</p>
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AREA AND YARD DEFINITIONS

	<p><u>MIP Service Area</u> Areas under the authority of MIP transferred through the Concession Agreement and terminal areas managed by MIP.</p>
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UNITS OF MEASUREMENT & CURRENCIES

Units of Measurement	<p>In the accrual of fees, the weight unit is the Ton (1000 kilograms) and the fractions of tonnage are rounded to the higher 100kg. For goods weighing lower than 1 Ton, the minimum weight subject to the calculation of the fee is 1 Ton.</p>
Currencies	<p>Currency for prices stated in the MIP Price List are, if not stated otherwise, USD and will be converted to Turkish Lira on the basis of the daily foreign exchange selling rates issued by the Turkish Central Bank. In the calculation of the tariff fee to be collected in Turkish Lira or American Dollar; ▪ For transactions subject to deposit, the selling rate of exchange of the day the deposit is payed to MIP,</p>

	<ul style="list-style-type: none"> ▪ For other transactions, the selling rate of exchange of the day the operations is completed will be taken into consideration. ▪ In the insufficiency of the deposit, the rate of the deposit, for invoices with incomplete payments, the difference will be collected by calculating according to the rate stated on the invoice. <p><u>Deposit (Work Prepayment):</u> Fee which the owners of the work will pay to MIP for the requested services prior to the provision of the service or prior to the beginning of delivery of the goods from the storage area, with additional 10% over the total amount to be collected.</p> <p><u>Refund of the Deposit (Work Prepayment):</u> Difference from the prepayment is refunded by the establishment to the payer which has requested the service within maximum 15 days following the invoice date if the payer does not have any outstanding payments to the establishment from other transactions.</p>
Day & Hour Application	<ul style="list-style-type: none"> - A day stated in the Price List is a calendar day. (Fractions of a day are considered a full day). - An hour stated in the Price List represents each hour. (Fractions of an hour are considered a full hour).
Additional Fee & Discount	<ol style="list-style-type: none"> 1. In case both additional fees and discount are applicable for services stated in the MIP Price List, the difference between the additional fee and the discount rate is applied to the base price. 2. Additionand discount resulting from the nature of the service or the characteristics of the cargo are applied on the base price. 3. If more than one additional fee is applicable for one service, each additional fee is applied separately on the base price. 4. If more than one discount is applicable for one service, only the highest discount is applied.
TITULAR OF THE PAYMENT	
Identity of the Responsible of Payment	<ol style="list-style-type: none"> 1. Fees related to services mentioned in the specific conditions, unless stated otherwise in their tariff, are collected from the titular of the request. Fees accrued for services provided according to requests from State Authorities are, according to the MIP Price List, collected from Cargo owners. 2. Fees related to loading- discharging, shifting and limbo services are collected from the vessel captain, agent or shipowner. However, if the cargo belongs to maximum five owners on a cargo vessel, these fees may also be collected from the cargo owners. For container vessels,related fees can be collected severally or jointly from the container owners (agents), regardless of the number. The total amount will be collected prior to the beginning of the service. 3. Pilotage, towage, mooring/unmooring, berthing and unnecessary occupation fees are collected from the shipowner, captain or agent of the vessel. 4. Concerning cargoes subject to liquidation, the storage fee accrued until the liquidation (determination accrual document) date is collected from the Cargo owner declared to customs in the customs regime declaration or the pre-declaration. 5. Regarding customers who have failed to settle the payment of fees accrued for services provided, the management reserves the right not to execute other service requests until the payment of their total debts is settled and demand legal interest if the debt is not settled within 7 work days following the reception date of the notification for the payment of these fees.

SPECIFIC CONDITIONS – VESSEL SERVICES

Definitions

The specific conditions regarding the services stated on the reference Ministry Directives will be applied as they are specified on the Directives and their possible updates, and in the situation that there are discrepancies between the Directives and MIP Price List and Specific Conditions, the conditions on the Directives and its possible updates will be valid and binding.

Vessel Type

In the fee calculation, the vessel type will be determined according to the vessels' class certificates. In case more than one vessel type is stated on the certificate, the type with higher priced tariff (pilotage) will be taken into consideration.

Vessel Regime

Transit

Vessel arriving at the port for the purpose of loading or discharging, with more than 50% of its cargo to be loaded or discharged as transit. (Excluding container vessels and vessels performing loading/discharging with mechanical apparatus and facilities belonging to their owner).

Cabotage

Vessel arriving from or destined for a Turkish Port, bearing a Turkish flag and transporting domestic cargo. Vessels domestic and Internationalvoyages are documented with the Suitability for Sea Document accorded by the Port Authority or Customs Preservation Directorate Interrogationdocument or written records.

Cabotage Vessel Application

1. In case vessels arriving empty to our Port from a foreign country are loaded with domestic cargo and leave for a Turkish Port; pilotage, towage, mooring, berthing, water provision, solid and liquid waste services related to their entry into the port and shiftings within the port are considered according to the tariff of other vessels whereas only port exit pilotage and towage services will be collected according to the tariff of domestic (cabotage) vessels.
2. In case vessels bearing Turkish Flag arrive to our Port from a Turkish Port with domestic cargo and leave for a foreign county following the discharge of their cargo; pilotage, towage, mooring, berthing, water provision, solid and liquid waste services related to their entry into the port and shiftings within the port are considered according to the tariff of domestic (cabotage) vessels whereas port exit pilotage and towage services will be collected according to the tariff of other vessels.

Vessel Tonnage

GRT

Volume of all closed areas of the vessel on or under the deck.

NRT

Remaining volume from GRT excluding spaces of the vessel not suitable for the transportation of passengers or cargo.

Deplacement Tonnage

Vessel's loaded weight, to be applied to military vessels.

<p>Scope & Definition of Services</p>	<p><u>Pilotage</u></p> <ol style="list-style-type: none"> 1. Provision of equipment, labor and necessary marine vehicles for the pilotage service provided to vessels on their entry and exit to marine areas where authorization has been granted to MIP. 2. Service starts with the pilot boarding the vessel and ends with the pilot disembarking the vessel. 3. Service to educational vessels bearing Turkish Flag, military vessels bearing Turkish Flag, research vessels belonging to public corporations and organizations bearing Turkish Flag are not subject to pilotage fee. 4. Pilot acceptance and exemption rates to which vessels are obliged to comply are defined by the Port Regulations and instructions. <p><u>Towage</u></p> <ol style="list-style-type: none"> 1. Provision of equipment, labor and necessary marine vehicles for the towage service to vessels according to the port regulation in effect. 2. Service starts when the tugboat approaches the vessel and ends when the tugboat leaves the vessel. 3. Towage acceptance and exemption rates to which vessels are obliged to comply are defined by the Port Regulations and instructions. <p><u>Mooring/Unmooring</u></p> <ol style="list-style-type: none"> 1. Provision of equipment, labor and necessary marine vehicles for the mooring and unmooring of vessels to and from the berths, jetties or buoys. 2. Service starts when the first line is attached and ends when the last line is detached. 3. In case of request, marine vehicles allocated to vessels not subject to pilotage or towage service are used for other purposes besides mooring, marine vehicle rent fees apply. <p><u>Berthing</u></p> <ol style="list-style-type: none"> 1. All types of time bound waiting services stern-to jetty, alongside to pier, alongside to another vessel or at anchorage for vessels inside of the breakwater at piers, wharfs, buoys owned or not by MIP (Free Zone piers excluded), until completion of their process without disrupting the port operations. 2. Starts when the first line of the vessel is attached or on the day of anchorage of the vessel and ends when the last line of the vessel is detached or the vessel sails from its point of anchorage. 3. The related service tariff will apply to vessels requesting berthing for dockage without loading or discharging operations. 4. Educational and military vessels bearing Turkish Flag and marine vehicles bearing Turkish Flag used for public purposes, with the condition that they don't load or discharge cargo or passengers are not subject to berthing fee if berthed at their dedicated slots. <p><u>Vessel Shifting</u></p> <ol style="list-style-type: none"> 1. Displacement of the vessel between berths within the breakwater. 2. However, displacements of the vessels from a petrol facility outside of the breakwater to another facility are not considered as shiftings, and are charged as berthing and unberthing. 3. Shiftings made by vessels on the same berth through their own means with the authorisation of the Management and those made due to a requirement made by the Management (administrative shifting) are not subject to charge.
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<p>Service Request</p>	<p>Service request will be presented to MIP by the customer or customer representative within the framework of liabilities stated here below:</p> <ol style="list-style-type: none"> 1. The related service request form for the requested services and the receipt stating the payment of the deposit (work advance) amount notified by MIP and calculated according to the MIP Price List, must be presented to MIP until 15.00 one day prior to the requested service date. 2. Documents stating the vessels arrival date and time 3. The type and amount of the goods 4. The documents and vessel stowage plan regarding the vessels and goods subject to handling must be presented at least 12 hours before the requested berthing time of the vessel. Vessels with a voyage duration from their previous port which is shorter than 12 hours and force majeure conditions will be taken into consideration by MIP. <p>MIP reserves the right not to accept the requests fulfilling the conditions listed above. MIP fulfills work orders in queue and within the capabilities of the port. The entire responsibility for any consequences arising from the failure to complete the job request on time belongs to the requester of the job.</p> <p>Labor/equipment to be provided to vessels and their quantity will be determined by MIP.</p>
<p>Berthing Sequence of Vessels</p>	<p>In general, the berthing sequence of vessels is regulated according to arrival sequence to the port; however, with the condition that all conditions stated in the service request section are fulfilled, the berthing sequence is determined by the Management (MIP) according to berth specifications, the condition and specifications of equipments on the berth and of others which will serve the vessel, the vessels length and draft, weather conditions and all other operational conditions.</p> <p>In case of conflict concerning the berthing sequence of vessels, written information provided by the Port Authority will serve as basis.</p>
<p>Waiting</p>	<p><u>Idle Waiting</u></p> <p>Idle waiting occurs if following the beginning of the vessel loading/discharging operation, the vessel operation is disrupted due to reasons not emanating from MIP.</p> <p>In case the total of idle waiting durations over 10 minutes for one gang on one shift surpasses 1 hour, idle waiting fee applies for each hour or part thereof.</p> <p>Idle waiting durations not surpassing 1 hour during one shift are not subject to idle waiting fee.</p> <p>In case the loading-discharging operation is interrupted for more than 1 hour, unnecessary occupation notification is made and if the operation does not resume within 4 hours following the notification, the vessel is considered as committing unnecessary occupation. Prior to unnecessary occupation, the accrued idle waiting fee is collected. Following the start of unnecessary occupation, additional idle waiting fee is not charged, unnecessary occupation fee is charged.</p> <p><u>Pilotage</u></p> <p>Delaying of MIP equipment, labor and marine vehicle due to reasons emanating from the Customer.</p>

Towage

Delaying of MIP equipment, labor and marine vehicle due to reasons emanating from the Customer.

Stand-By Period for Pilotage and Towage:

In case stand-by is longer than half an hour, it is calculated per stand-by hour or part thereof. No stand-by fee is charged for stand-by under half an hour.

Tugboat service will be applied with quantities and specifications determined according to vessel length, bow/stern thrusters and other criteria stated in the current Ports Regulation and Instructions.

MIP is authorized to respond to other service requests in case the marine vehicles and personnel accorded to pilotage or towage services are held for more than 2 hours.

Unnecessary Occupation**Unnecessary Occupation Applies in the Following Cases:**

1. Failure to unberth within 2 hours following completion of the operations of the container vessel or notification by MIP to this effect (continuing water and bunker provision during this period does not prevent the start of unnecessary occupation)
2. Failure to unberth within 2 hours following completion of the operations of the cargo vessel or notification by MIP to this effect
3. Concerning vessels performing loading/discharging operations by their own capabilities, berthing without loading/discharging operation conducted following the end of the 4 hour period accorded for preparation prior to the start of the operation
4. Concerning vessels performing loading/discharging operations by their own capabilities, failure to unberth within 2 hours following completion of the operations or notification by MIP to this effect.
5. Failure to start operations within a reasonable period not shorter than 2 hours and not longer than 6 hours or in case operations are interrupted for a period longer than reasonable duration, failure to resume operations within 4 hours following the notification to this effect, both due to reasons not emanating from MIP.

Exemption from Unnecessary Occupation:

1. Unnecessary occupation fee is not charged if following the completion of the vessel operation, unberthing is not possible due to unfavourable weather conditions.
2. Unnecessary occupation fee is not charged to educational and military vessels bearing Turkish Flag and to marine vehicles used in public service with the condition that they do not load/discharge Cargo or passengers.

SPECIFIC CONDITIONS – CONTAINER SERVICES

Descriptions

Container

Transportation cases with special apparatus, of types and dimensions as accepted by the International Organization for Standardization (ISO), suitable for transportation with all sea, land and air vehicles, specific and resistant in order to provide continuous usage, which provide ease of usage in loading and discharging operations during transfers on one or more vehicle of transportation. Cases with special purposes containing mounted repair, health and electronic related equipment, even if having the same dimensions as a regular container, are not considered as containers. The establishment is free to accept or refuse the amounts stated in the documents.

General Purpose Container

Container which does not require special equipment for its handling operation or special conditions for its storage.

Out Of Gauge and Non-Standard Dimension Containers

1. Out of Gauge (OOG) containers which can not be safely handled with a standard container spreader or containers heavier than the spreaders safe working load (SWL) are charged according to the Out of Gauge and Non-Standard Dimension Container tariff.
2. Laden or Empty containers which can not be handled with the normal container spreader due to small damages such as twistlock etc. are considered Non-Standard dimension containers.
3. Laden containers which can not be handled with a normal container spreader, with severe damages, of which the center of gravity has shifted or which have severe deformations are considered as Project cargoes.

Containers with Leakage

In case containers which have been identified as leaking are stored in a storage pool/ specified area, storage fee is applied according to the tariff containers with leakage.

IMO Containers

1. Containers which contain dangerous cargoes as defined by IMO (International Maritime Organization).
2. All IMO containers must be declared with the required IMO Class number in both loading and discharging lists. In case of discrepancies determined between the lists and the physical controls, IMO label fine will be applied per container subject to discrepancy. IMO label fine will be applied to each container which, prior to gate-in has not been declared as IMO and which the IMO status has been determined during gate-in control, or which has been stated as IMO in the loading lists following entry to the terminal area.
3. Prior to gate-out and gate-in, non-presence of label which has previously been informed will be exempt from fine and upon written demand will only be subject to labelling/neutralizing service fees.

Refrigerated Containers

Containers with refrigerating apparatus. Empty refrigerated containers possible to handle/store as a general purpose container without requiring connection to electricity will be considered as general purpose container.

Renomination

Changes in "Loading Vessel", "Port of Discharge", "Weight Class" after laden containers are gated in to port will be considered as Renomination.

	<p><u>Transshipment Container</u> Subject to written declaration prior to the start of the vessel's discharging operation; containers arriving to the terminal by sea, and which will leave the same terminal again by sea without undergoing any kind of manipulation (except for the containers opened for inspection, sampling or full inspection) Discharging fee of the transshipment container is charged to the discharging agent, and the loading fee is charged to the loading agent separately.</p>
<p>Scope & Definition of the Services</p>	<p><u>Discharging/Loading</u> 1. Provision of equipment/labor/material for container discharging operation from or container loading operation to the vessel. 2. Containers are received and delivered according to their external appearance. MIP is not responsible for the internal content, amount or weight of the content of containers with original seals not damaged. If the container is damaged it is determined through a record and the customer is informed as such. 3. Transportation of the container from the berth, temporary storage areas or land or sea vehicle to the vessel beam, stowage or equivalent to the vessel holds or deck with cranes or equipment belonging to MIP or the vessel. 4. In case containers are handled on top of or inside each other, fees will be charged according to amounts written in official documents. 5. If containers are loaded onto or discharged from the vessel with the aid of wheeled palletized vehicles, container loading and discharging fees will apply.</p> <p><u>Direct Delivery</u> Discharge/load of container from/to vessel directly to/from Customer truck on the same day without container going to container storage area. This service is subject to MIP authorisation and prerogative considering operational conditions.</p> <p><u>Limbo</u> Discharge of container from vessel and loading of same container onto another vessel berthed alongside.</p> <p><u>Shifting On Board</u> Relocation of a container within the same or different hold(s) or deck, without being discharged from the vessel and without shift performed by the crane.</p> <p><u>Shifting Via Wharf</u> Discharge of same container from vessel and placement on the wharf, and loading of same container onto the same vessel.</p> <p><u>Lashing/unlashing/coning/deconing</u> 1. Provision by MIP of; securing or resolving of container stowage on board the vessel deck and connecting or disconnecting of security locks and cones used in container stowage; with equipment provided by the customer. 2. Applied to all containers handled. 3. Applied once for shiftings on board vessel.</p> <p><u>Security Service</u> 1. Taking the new measures and provision of the international ship and port safety code services (Services related to the new precautional measures taken concerning the security of vessels and port facilities, in order to prevent terror activities which may occur at sea). 2. Applies to all containers handled</p>

3. Service price is charged once for transshipment and restow containers and price of this service is not collected for containers shifted onboard.

Hatchcover

1. Provision of opening/closing of hatchcovers.

Storage

1. Storage and safekeeping of container at container storage area.
2. The commencement date of storage for containers gating-in at MIP via road or rail, is the day when the container is received (unmounted from the customers vehicle) at port or terminal areas belonging to MIP.
3. The commencement date of storage for containers entering MIP via sea (discharged from vessel) is the discharging date of the first container discharged from the vessel.
4. The end of storage for containers gating out of MIP by road or rail is the day when the container is delivered (mounted onto the customers vehicle) to the customer.
5. The end of storage for containers leaving MIP by sea (loading onto vessel) is the date of loading of the last container loaded on board the vessel.
6. The day on which the contents of the laden container are unstuffed shall be considered as the last day of the laden container and the day on which the empty container is stuffed shall be considered as the 1st day of the laden container.
7. Accordingly, as the day on which the container is unstuffed at the port is considered as the last day of laden storage, empty storage of the container will start as of the following day. The day on which the container is stuffed at the port shall be considered as the 1st day of laden storage and the empty storage of the container shall end on the previous day and only one charge will be applied for the same day. In the event of unstuffing and stuffing of a laden container on the same day, the laden storage of the stuffed container will start on the day following the stuffing operation. Storage free time, if any, will be applied as of the start of storage.
8. Free periods are applied to empty and laden containers as stated in storage tables.
9. Storage fee will not apply between the MIP Damage Report date and the completion of the repairs, to containers damaged during delivery when the operation is performed by the port or during storage at port.
10. Free storage period will cease if laden or empty containers are unstuffed/stuffed before the end of the free storage period.
11. Containers which have entered the port from a foreign country and have entered the country, as customs procedures have not been conducted at the port and will be performed at another Customs Office, will be considered as subject to import, containers entering the port and shipped to a foreign country having had export procedures performed in a customs office within the country, will be considered as subject to export regime.
12. Within the storage areas, in case containers stacked within or on top of each other, storage fees will be charged as per the tonnages stated in their official documents.
13. Storage fees for laden containers with cargo belonging to more than one party will be payed by the transporter (forwarder) or agent.
14. Containers with cargoes of which the value does not cover storage and other service fees and those with perishable cargoes can be transferred to the temporary storage areas, subject to the

request by the party involved, the permission of the port establishment and payment of fees related to all services to be provided to the container as a deposit. However goods inside the container which have lost their features will not be transferred to the temporary storage areas.

Refrigerated Container Storage

1. Provision of equipment/labour/facilities and electricity for storage and safekeeping of container at container storage area.
2. Normal container storage fee shall be applied for reefer containers which are not connected to electricity.

Refrigerated Container Monitoring

1. Prompt notification to the Customer for the reefer containers which do not function when connected to power and in the event of any defects, non-operation or temperature deviations in excess of 2°C
2. Intervention for small defects such as opening/closing of fuses.
3. Inspection of the temperature indicators, audio-visual alarms of containers every 4 hours
4. Presentation of monitoring reports to the Customer or their representatives twice a day.

Reefer Pre-Trip Inspection (PTI)

1. Plugging of empty reefer to power supply and conducting function and temperature controls according to the Customer's requests.
2. Notification to the customer for non-functioning reefer containers.
3. Fees related to terminal services (which are not included in the PTI fee) provided to the container for the PTI service to take place will additionally apply according to the tariff.
4. A certificate with International acceptance will be accorded for containers provided with PTI service.

Plugging/Unplugging On Board Vessel

Provision of labor for plugging/unplugging reefer containers on board vessel.

Terminal

1. Provision of equipment/labour/facilities for handling of containers
2. Applied to open top container if inspected by the customs authorities before loading.
3. 2 Terminal fees are charged if containers are transferred for sampling, customs, x-ray or agricultural inspection or weighbridge service.
4. In case a container in the container yard is weighed without being unmounted from the trailer prior to its transfer to the inspection area, an additional terminal fee is charged.
5. In case a container in the container yard is weighed prior to its transfer to the container unstuffing area, an additional terminal fee is charged.
6. If a request is received to shut down the electricity supply for a plugged container, or to plug a container for which plugging has not previously been requested; containers are transferred from the reefer yard to the normal container yard or from the normal container yard to the reefer yard and one import laden terminal fee is applied.
7. In case following a request, laden or empty containers within the container yard are prepared for stuffing, unstuffing, the request is withdrawn, 1 terminal fee is charged for each transfer.

SPECIFIC CONDITIONS – CONVENTIONAL CARGO SERVICES

Definitions	<p>Cargo Type</p> <p><u>Dry Bulk Cargo</u> All kinds of dry cargoes which are not packed and which generally require mechanical means and installations for loading-unloading and all items that require grabs, hopper, dippers, etc. for loading and unloading and all goods bring with big-bag etc. and dumping in to the vessel by means of removal of the pin.</p> <p><u>Liquid Bulk Cargo</u> All types of Liquid cargoes which are not packed and require the use of mechanical equipment and facility for loading and unloading.</p> <p><u>General Cargo</u> Cargoes, dry bulk cargoes, liquid bulk cargoes, and cargoes subject to unit basis are all excluded, such as: palletized cargo, big bag and packaged cargoes, barrells (200 lts), IBC liquid cargo tanks, steel sheets, bundled metal sheets, rolled metal sheets, marble, marble in case/bundle/muck, bundled ingot metals, ingot/block/bar metals, bundle profiles, pipes, glass in wooden boxes, iron bars, wire rods, construction bars, slab metals, billets, roll papers, cargo with rolls (fabric,rockwool), reeled/bobbin cargo, vehicle tires,bundle/bales cargo (hay, straw,cotton), boxed cargo, wood, logs, chipboards, and rails are considered general cargo.</p> <p><u>IMO Cargo</u> Dangerous Cargo as defined by IMO.</p> <p><u>Reefer Cargo</u> Cargo that is refrigerated or frozen.</p> <p><u>Project Cargo</u> All cargoes other than Dry Bulk cargo, liquid bulkcargo , cargo subject to unit basis, general cargo, and their integral parts disregarding their weights for example: Machines and their parts, cranes and its parts, transformer, facility/factory hardware and equipment, boilers, concrete plant, cement mill, cargo containing wooden cases, poles, furnace, energy plant equipment, oil/gas well equipment, gas/drilling pipes, cylindrical tanks, prefabricated structures, prefabric offices, office containers, oil platform parts, all types of transportation units or vehicles handled by crane or excavator, and similiar heavy and/orvolume based cargoes requiring delicate handling.</p>
Scope & Definition of Services	<p><u>Stevedorage</u></p> <ol style="list-style-type: none">1. Provision of equipment/labour/tools for discharging/loading, direct delivery/ shifting of cargo on the Vessel2. The cargo or the containers shall be received or handed over by the Terminal Operator based on their external appearance and packaging. The Terminal Operator shall not be responsible for the weight and the contents of containers written in the respective documents. In the event of goods that have been received by the Terminal Operator being damaged or missing, a reserve statement shall be issued and reported to the customer or customer representative.3. In the event of Terminal Operator performed dry bulk cargo loading or discharging services, the hold sweeping service of the dry bulk cargoes are included in the fees. However, in the event of loading and discharging performed by Cargo Owner's own mechanic equipment, hold sweeping and berth cleaning services shall also be carried out by the cargo owners.4. Depending on the characteristics of the work and the cargo, if it is seen necessary and with the cargo owner requests,during

	<p>loading-unloading and shifting operations performed by MIP, it might be allowed to use vessel's and/or cargo owner's own equipment, tools and labor. In that case all responsibility will be for the account of cargo owner thereof.</p> <ol style="list-style-type: none">5. Towing trucks or wheeled/palletized vehicles, belonging to the vessel or cargo owner, that are used during loading, discharging, and shifting services shall not be charged for loading discharging fee for entering and exiting the vessel through out the service process.6. Services of taking cargoes from berth, temporary customs area, land or sea vehicles to bring alongside the vessel, and to load into the holds or on board the vessel or vice versa7. Light or high volumunious general cargoes:<ul style="list-style-type: none">- Cargoes with bags/packages of which each parts is packaged as 55 kg or under- Hay, rock wool, glass fiber, cotton and cargoes of which density is less than 250 kg/m³8. Despite its weight, mounted or dismounted all yachts, boats, planes, helicopters or their parts and wheeled/palletized vehicles handled by crane or excavators is considered in the scope of project cargo and charged by according to the related fees corresponding in the price list In the event of yachts and boats being descended or lifted on/from the sea by the Terminal Operator, additional fees stated in the price list will be applied. However, in the event of mentioned service to be fulfilled by means of the vessel's crane subjected to permission given by the Terminal Operator, additional fees will not be applied.9. All Cranes/Excavators which are included in Turkish Customs Tariff Code Section 84 and Pozition 26 are considered as project cargo. However 50% discount, based on loading or unloading services is applied on the ones which are able to move on their own,10. In the tonnage values provided in the price lists regarding Project Cargo, beginning tonnage is exluded and the ending tonnage is included.11. In the case of a bill of lading which is containing only one project cargo in its content, the whole content of the bill of lading disregarding its type, weight and quantity ; excluding bulk cargo, liquid bulk cargo and cargo based on quantity, will be considered as project cargo12. "Unit Discount" shall be applied for the project cargo operation of a vessel, if there are more than 3 (three) project cargoes over 20 tons notified in the cargo manifest belonging to the same consignee, and the said cargoes are loaded and/or discharged at the same time by the Terminal Operator.13. In the event of a second crane owned by MIP to be used in case of necessity or in case of customer request, 50% additional fee regarding project cargo shall be applied.14. For project cargoes less than 20 tons in weight, but more than 20 meters in length, weight calculation will be based on the length of the cargo; each meter will count as one ton and will be calculated based on the corresponding unit price. However, the usage of a second crane in these cargoes, a 50% additional fee will not be applied.15. Concerning the project cargoes, due to insufficiency of port capacity, with the confirmation of the Terminal Operator, cargo owner may benefit from usage of its own crane with its own operator for the account of it self. 50% discount shall be applied there of.
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16. Written approval should be taken from MIP about usage of port crane for the project cargoes which are heavier than 100 tons per each unit. Written approval should be taken from MIP for the supply of special equipment/aparatus for project cargoes which are longer than 25 meter.
17. The customer and/or the agent of vessel have to declare a proper packing list to MIP including all measurements (w/l/h and weight) of the cargo handled as Project Cargo within max. 7 days. Otherwise, the measurement of the cargo will be determined by MIP.

Shifting on Board

The services given for the transferring of a cargo in the same hold/deck of the vessel or between different holds/decks of the vessel without changing the position of the quay crane that makes one move in a motion.

Security Service

1. Provision of International Sea Vessel and Port Security Code services (services rendered in relation with taking new measures regarding the security of sea vessels and port facilities for the purpose of preventing terror acts which may occur at sea)
2. Charged for all cargoes which are subject to handling. However, Security Fee will not be charged to cargoes being shifted on the vessel.

Unpackaging of Bags to make manipulation for Dry Bulks

Loading services given to the dry bulk cargoes which are packed or put in bigbags, sacks by opening pins or the cutting package itself.

Customs Free Weighing (Control Weighing)

Weighing which are done for the purpose of controlling the draft survey results based upon demand of the customer for bulk cargo operations.

Hatchcover

Provision of opening of hatchcovers, leaving them on board of the ship or on the berth and closing later on.

Storage

1. Storage and safekeeping of cargo at cargo storage area.
2. The commencement date of storage is arriving day of cargo at port areas or terminal fields owned by MIP, and for cargoes recieved via vessel, commencement date is accepting of the first item included on pre-declaration in terminal.
3. For items received via roadway vehicles, storage commence on the day of vehicle entered the terminal.
4. Ending date of storage is delivery day of cargo to customer, for the goods which will be sent via vessel commencement date is loading day of the last item included on pre-declaration on vessel. The last day of storage is the day the cargo is recieved by the customer.
5. Goods, those values can not cover the storage and other service fees and non-durable goods can be taken into the temporary storage areas upon the request of the cargo owner and subject to the consent of the operator, providing that all fees related with the services to be provided to the cargoes are paid as deposit. However, the goods lost their specifications does not acceptable at temporary storage areas.
6. All kinds of cargoes which are delivered from abroad to the port and taken inland without customs clearance at the port for realization at another Customs Directorate shall be subjected to the import regime; and all kinds of cargoes delivered from inland to the port with the export processes realized at a Customs

	<p>Directorate in the country, which is shipped abroad from the port shall be subjected to the export regime.</p> <p>7. Project cargoes that is directly discharging on a vehicle and stored on vehicle for customs and other process, are subject to project cargo storage fee based on weight. An extra storage or stand-by fee for the transportation vehicle are not applicable.</p> <p><u>Storage Exemption</u></p> <ol style="list-style-type: none"> 1. Storage fee is not applicable for customer owned attachments, tools and equipment which using on port operations with MIP's approval, 2. During Vessel storage and the loading/unloading time of tweendeck hatchets, a vessel's waiting time at the berth will not be subject to storage fees. 3. Whether outside of the port or inside the port terminal, bulk cargo that is brought via land transport to be loaded to the vessel will not be subject to storage fees for waiting at the berth during the allowed time for loading. Before or after loading, a storage fee based on weight will be implemented for cargo resting at the berth. 4. A storage fee will not be charged to packaging materials such as bags and etc. used in the wrapping of bulk cargo. <p><u>Terminal</u></p> <ol style="list-style-type: none"> 1. Unloading from the land vehicle, carriage into the storage location, stacking or reverse services for the cargo accepted to the terminal for delivery to or handing over from the owner or the forwarders, 2. Stacking of goods from one land vehicle directly to another land vehicle, 3. The transportation from the vessel to the storage site or from the storage site to the vessel shall be provided by the customer himself. 4. For project cargo, service is contingent on availability of suitable equipment of the MIP and the MIP does not provide any guarantees. Operator is not responsible for any waiting time that is present. 5. In the event of MIP packaging and wrapping bulk cargo and loading and stacking on land transport, an extra general cargo terminal fee will be charged in addition to packaging fees. <p><u>Vehicle Stand-By</u></p> <ol style="list-style-type: none"> 1. Vehicles that enter the terminal field for loading and unloading purposes, will be subject to daily fees listed in the relative table on a per vehicle basis if they fail to leave the terminal after Operator processes are complete. However, an extra storage fee shall not be charged for the cargo inside the transport vehicles. 2. After 16th day, 50% additional price is applied to vehicle storage prices. 3. Containers and trailers which exit the port without unstuffing its cargo and the containers and trailers which are unstuffed on the day its goods are cleared shall be subjected to a storage fee on per unit basis. 4. Transport vehicles entering the port for custom procedures, will be subject to stand-by fees for failing to leave the port on the same day and the fees shall be on per-day basis starting from one day after the entrance date. 5. Containers entering port for direct discharge is subject to vehicle stand-by fee per-day or its fraction if they fail to leave the port on the same day of completing the container discharge process.
Request for Services	Request for services shall be made with the relevant service request form and the receipt presenting payment of the amount, including an additional 10% on the price stated on the MIP Price List, stated by MIP until 15:00 before the requested service date.

SPECIFIC CONDITIONS – ROLL ON ROLL OFF (RO-RO) SERVICES

Scope & Definition of Services

Stevedorage

1. Provision of equipment/labour/Facilities for discharging of vehicles from vessel, moving and parking of vehicles to storage area, and handling of vehicles (excluding lashing/unlashing).
2. Automobiles and other vehicles will be received and delivered as of their handling, physical appearance, and packaging.
3. In case of loading-unloading of the wheeled or tracked vehicles without self power or towing vehicle, the fee will be calculated according to project cargo prices.
4. In the event of trailers, by placement in one another or on top of one another, will be deemed as one trailer and charged accordingly.
5. The loading and discharging of all vehicles via use of their own wheels, transported on Ro-Ro vessels, by stevedores provided by MIP, is included in the base fees. However, vehicles that are not able to move with their own machinery, due to engine malfunctions, will be subject to additional fees. Additional fees are applicable to the loading and discharging of mobile vehicles with engine malfunctions with stevedores and tugmasters provided by MIP. Project cargo fee based on the weight will be applied to discharging or loading operations of vehicles without mobile capacity via the use of cranes and similar equipment provided by MIP.

Security Service

1. Supply of International Sea Vessel and Port Security Code services (services rendered in relation with taking new measures regarding the security of sea vessels and port facilities for the purpose of preventing terror acts which may occur at sea)
2. Applies to all vehicles handled

Storage

1. Provision of equipment/labour/facilities for storage and safekeeping of vehicles at vehicle storage area.
2. Starting date for house is the date when vehicle is taken into port or terminal field belonging to MIP, for the vehicle which arrives by ship is the date when first vehicle is unloaded to terminal that is included in summary declaration content.
3. End time of warehouse is the date when cargo is delivered to customer, for the vehicle which will be sent by ship is the date of loading last vehicle which is content of summary statement to ship.
4. Vehicles, trailers, trucks and etc. at storage locations that are being handled by placement in one another or on top of one another will be deemed as one vehicle and charged accordingly.
5. Trailers and wheeled vehicles will be subject to storage fees per unit, for the period of storage in the temporary storage area, starting from the date of placement. However, in the event of cargo in the loaded trailer to be emptied and placed in the temporary storage area, an additional storage fee based on weight from the date cargo enters the storage area will be applied. The storage fee based on quantity of the emptied trailer or truck shall continue. In the event that emptied vehicles are placed overlapping or one within other, warehouse price is taken for each day until they are placed overlapped or one within other (included) Following warehouse is only taken for the vehicle which is at the bottom.

	<p>6. Trailers with documents indicating more than one content in cargo and trailers with cargo belonging to more than one person that are discharged to temporary storage areas upon request, will be subject to storage fees per trailer until the day the trailer is emptied which shall be charged to the forwarder or agent. For the cargo that is emptied, including the day it is emptied to the day cargo is delivered to the customer, storage fees for the cargo based on tons shall be charged to the cargo owner. The storage fees for the emptied trailer shall continue based on a per unit basis.</p> <p>7. All types of vehicles which are delivered from abroad to the port and taken inland without customs clearance at the port for realization at another Customs Directorate shall be subject to the import regime, and all types of vehicles delivered from inland to the port with the export processes realized at a customs directorate in the country, which is shipped abroad from the port shall be subject to the export regime scope.</p> <p><u>Terminal Handling</u></p> <p>1. For terminal handling of the cargo/container on the trailer, import container terminal handling charges will apply.</p> <p>2. Terminal price is not taken in the event that wheeled or tracked vehicles go out of port by their own power or driven by all drivers, loaded to road vehicle or wagon by ramp. However, in the event that wheeled, tracked vehicles are lifted by management by means of forklift, crane etc and loaded to road vehicle or wagon per equivalent, project cargo terminal price is taken according to their weight.</p> <p><u>Vehicle Washing</u></p> <p>1. Provision of equipment/labour/facilities for vehicle and washing.</p> <p>2. Washing only includes external washing using water.</p> <p>3. Tonnage values stated on the price lists regarding vehicle washing excludes starting tonnage value and includes the ending tonnage value.</p>
Request for Services	Request for services shall be made with the relevant service request form and the receipt presenting payment of the amount, including an additional 10% on the price stated on the MIP Tariff List, stated by MIP until 15:00 before the requested service date.
SPECIFIC CONDITIONS – CONTAINER FREIGHT STATION (CFS) SERVICES	
Scope & Definition of Services	<p><u>CFS</u></p> <p>1. Transfer of Laden/Empty containers to the stuffing/unstuffing area, transfer of the stuffed/unstuffed container to the storage area (transportation from the outside terminals to the Port is included)</p> <p>2. Mounting or unmounting of the transferred container onto or from the vehicle at the container stuffing/unstuffing area or the container storage yard.</p> <p>3. Provision of the required labor, equipment and material for the stuffing/unstuffing operation.</p> <p>4. Cleaning of the remaining rubble from the unstuffed container and general cleaning of the container surface.</p> <p>5. Provision of the securing materials is not included in the container stuffing/unstuffing fee. Cost of the material will be charged by MIP if provided by MIP.</p> <p>6. In case crane/reach stacker and similar equipment is used during handling, additional fees stated in the related tables will be charged in addition to the base price.</p> <p>7. An additional amount is charged for shapeless, pollutant/leaking cargo, scrap, radiators, used goods/clothes, second-hand</p>

	<p>automobiles that are not self-propelled and require additional handling, cargoes in the form of bundles and ties that require special handling, cargoes that exceed the standard operation time as the number of packages are over 5000 or as the cargo is handled one by one like leathers, panels etc. (or as they cannot be handled with conveyor bands) requiring detailed handling and sensitive cargoes (glass, pipes, etc.).</p>
Request for Services	<p>The related Action Request Form for the requested services and the receipt showing that the amount calculated and indicated by MIP according to the MIP Price List with additional 10% has been paid must be presented to MIP until 15:00 on the day prior to the requested service date.</p> <p>Storage fee of a laden container with cargoes belonging to more than one party will be collected from its transporter (forwarder) or agent.</p> <p>MIP answers work requests according to the queue and within the limits of the ports capabilities. The amount of labor, equipment and materials to be allocated to an operation will be determined by MIP considering the type of service required and the specifications of the container and cargo.</p>
SPECIFIC CONDITIONS – OTHER SERVICES	
Scope & Definition of Services	<p><u>Gate Entry/Exit Charge</u> The entry/exit charge for Land vehicles delivering goods via land for Customs procedures (Excluding TCDD wagons).</p> <p><u>Manipulation & Assembly & Disassembly</u></p> <ol style="list-style-type: none"> 1. In the event of assembly and disassembly of the goods by the cargo owner at the MIP terminal area given permission by MIP, all kinds of tools, devices, personnel and related responsibility during the assembly and disassembly service, belong to the work owner. 2. However, during execution of montage-disassembly and manipulation by the work owner, if certain services within the scope of the services stated in this price list are carried out by MIP, the fees related to these services are to be paid additionally according to their tariff. <p><u>Waste removal</u> All conditions according to tariff by Ministry of Environment.</p> <p><u>Supply of Freshwater</u></p> <ol style="list-style-type: none"> 1. Provision of equipment / labour / facilities for supply of freshwater & bunker to vessels. 2. Amount of the water supplied to the vessels is allocated by MIP. However, the crew who are concerned with the vessel have the right to check the amount of the supplied water during the service of the supplying water, the objections by the ones who do not use this right will not be acceptable afterwards. 3. It is compulsory that demand for water shall be completed before 2-hour time the time of departure which is given even if it is done <p><u>Passenger</u></p> <ol style="list-style-type: none"> 1. Said fees shall be collected from the vessel captain or agency based on the number of passengers and tourists written on the summary statement of the vessel. 2. Fees shall not be charged for the personnel belongings of the passengers and tourists.

	<p>3. Said fees shall not be charged for children up to the age of 7(including 7), for the teachers and students of school vessels that solely realize sea travel education for exercise and for visiting our country, and castaways.</p> <p>4. Turkish military personnel stationed in the Turkish Republic of Northern Cyprus, their spouse(s), children and also the soldiers and recruits commissioned there shall not be subjected to passenger entrance/exit fees at Mersin Port.</p> <p><u>Marine vehicle rental</u></p> <p>1. The rental fee of marine vehicle shall be charged for the period between the time they leave their location and the time they return back to their position. However, the periods lost within said period due to a fault of the MIP shall not be taken into consideration in the calculation.</p> <p>2. The base fee shall include the rented marine vehicle and personnel, equipment used in the event of towage services if man or people are carried with said vehicle.</p> <p>3. The minimum fee for a rental service shall not be less than 1 hour.</p> <p>4. In the event of rental of the machined marine vehicles for places outside the MIP area a surcharge of 50% shall be applied and the fee shall be collected for minimum 4 hours for each rental.</p> <p>5. A surcharge of 50% shall be applied in the event of towage with the machined see vehicle rented.</p> <p>6. In the written request by MIP, the purpose and the content of the rental are expressly stated and MIP does not allow it to be used except this purpose and the content. If necessary, the condition of the rented vehicle when it is allocated to the renter is identified by a report.</p> <p>7. Responsibility of every loss, damage, etc. that will occur in the rental vehicle during the rental period belongs to the renter.</p> <p>8. In the event of compulsion of the insurance of the rented vehicle, insurance policy is taken out by MIP and the fees shall be collected from the renter.</p> <p>9. If a change is made in the service offer by the renter request, if the change is done before the service begins, there is no fees. If the change is made after the service begins, the fees of the time taken shall be collected but not less the stated time in tariff.</p>
Request for Services	Request for services shall be made with the relevant service request form and the receipt presenting payment of the amount, including an additional 10% on the price stated on the MIP Tariff List, stated by MIP until 15:00 before the requested service date.

Final Provisions:

This price tariff will be valid in 01st January 2024. Services to be made pursuant to this tariff, special conditions specified in the relevant sections of the tariff on these issues other than the law, statutes, regulations and subject to the provisions of the instruction. In accordance with the provisions of the Transfer of Operating Rights Agreement, Price List reviewing, modifying, and reserves the right to make changes to specific circumstances. The contradiction between the English text and the Turkish text of this tariff and / or in case of a difference of meaning, the Turkish version shall prevail.