SIDRA LINE
Sidra Denizcilik ve Ticaret A.Ş.

EXPORT OFFER DECLARATION

- Our quotation is valid for all shipments until 31 December 2026, starting from the date of submission of our quotation.
- Our quotation is subject to vessel space and equipment availability. Sidra Line reserves the right to amend the quotation terms and conditions.
- The transit times stated are estimated transit times from the port of loading to the port of discharge. Delays may occur due to adverse weather conditions, port congestion, public holidays, strikes, or other adverse circumstances. The carrier and its agent shall not be held responsible for such delays.
- Our freight quotation is valid for the actual shipper specified in your request. If a different shipper is declared at a later stage, USD 250 per container will be added to the freight.
- A charge of USD 100 will be invoiced for any change of bill of lading type and/or amendment requests on the bill of lading after vessel departure.
- For manifest amendment requests made after vessel departure, in addition to any customs penalty incurred, USD 500 per bill of lading will be invoiced for Egypt-destination shipments and USD 250 per bill of lading for other destinations.
- A charge of USD 75 per bill of lading will be invoiced for SWB/Telex Release requests.
- Free time for demurrage cannot be changed after vessel departure.
- If a second seal is requested due to loss, port inspection, X-ray, full inspection, or similar circumstances, USD 30 + VAT per seal will be invoiced.
- For shipments sailing on subsequent vessels due to container status changes, incorrect declarations, cargo rollover/cut, etc., a USD 75 + VAT notification amendment service fee will be invoiced.
- A booking split fee of USD 75 per bill of lading will be invoiced.
- If the estimated tonnage declared by you in the booking request differs by more than or less than 3 tons from the actual VGM at the time of loading, a penalty charge of USD 100 per TEU will apply.
- If the original bill of lading is requested to be delivered by courier, a charge of USD 15 + VAT will apply.
- A charge of USD 25 + VAT will apply for requests for vessel age, flag, or similar certificates for the vessel on which the cargo is loaded.
- For bills of lading submitted late after vessel departure, the following additional charges will apply:
  7–14 days: USD 100
  15–21 days: USD 150
  22–30 days: USD 200
  30 days and above: USD 300

- For LCL shipments, where 3 or more bills of lading are requested per container, an additional bill of lading charge of USD 150 will apply.
- The shipper must provide all contact details of the consignee on the original bill of lading. If the consignee cannot be reached due to incomplete information, all resulting costs, including the cargo remaining on board, additional freight, storage, demurrage, other charges, penalties, and any loss or damage to the goods, shall be the responsibility of the shipper.
- If the container(s) are not taken delivery of by the consignee or the cargo is abandoned, all resulting port storage charges, destination port charges, demurrage, destruction or return-to-origin costs, port loading charges, additional freight, and any other resulting costs shall be borne by the shipper.
- Additional dangerous goods freight charges shall apply to cargo falling under the IMDG classification.
- For IMDG cargo, obtaining discharge permits and completing the necessary procedures at the port of discharge are the responsibility of the consignee. If the container(s) cannot be discharged due to any error or omission by the consignee, or due to incorrect or incomplete information provided to us by the shipper, all resulting costs—including shifting charges (repositioning on board the vessel), return freight, destination local charges, storage, demurrage, penalties, liabilities, and any other costs—shall be the responsibility of the shipper if the consignee refuses to accept the cargo.
- For containers carrying IMDG dangerous goods, taking the required precautions and making the necessary notifications during road transportation, within the port area, and during sea transportation are legal obligations. You are required to notify us of any IMDG dangerous goods at the time of booking. All costs and liabilities arising from dangerous goods that are not declared or are declared late shall be borne by the shipper.
- For IMDG dangerous goods arriving at the port without the required labels, labeling fees, labeling labor charges, terminal charges, and transshipment charges will be invoiced for each container. Correct labeling and declarations are the responsibility of the shipper.
- For IMDG dangerous goods, any leakage occurring at the port or on board the vessel, together with all resulting costs and environmental pollution liabilities, shall be the responsibility of the shipper.
- If the free waiting time of 6 hours for the pre-carriage vehicle is exceeded, waiting charges shall be borne by the shipper.
- Unless otherwise agreed under a specific agreement, freight and additional charges are collected in advance and in foreign currency.
- Empty containers collected by the shipper must be returned to the port or depot clean and without damage. The shipper agrees in advance to pay, without the need for any notice, protest, or court decision, the repair costs specified by Sidra Denizcilik immediately upon first demand and within a maximum of 24 (twenty-four) hours, in the event of any damage, partial loss, or total loss occurring while the containers are being transported or while they are at the depot/factory.

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Container Total Loss Charges

Size / Type	Container Value	Size / Type	Container Value	Size / Type	Container Value
20DV	USD 4.000	20OT	USD 6.000	40FR	USD 16.000
40DV	USD 7.000	40OT	USD 12.000	20RF	USD 20.000
40HC	USD 8.000	20FR	USD 8.000	40RF	USD 30.000

- For all types of equipment, the shipper shall be responsible for any damage resulting from incorrect loading, insufficient or improper lashing/securing, and improper stowage of cargo inside the container. Proper securing of the cargo inside the container, including port stuffing operations, is the responsibility of the shipper. Any damage, loss, or penalty arising from insufficient or improper securing of the cargo, whether to the container, cargo, or vessel, shall be the responsibility of the shipper.
- For coils of steel sheet, marble blocks, bundled marble, iron bars, glass, vehicles, and any cargo with a piece weight exceeding 8 tons loaded into standard containers, as well as for Flat Rack containers, lashing/securing is the responsibility of the shipper and presentation of a lashing certificate is mandatory. The carrier, operator, or vessel master may cancel cargo for which a lashing certificate has not been submitted at their sole discretion. All resulting costs, including storage, detention, additional handling, terminal charges, and other expenses, shall be borne by the shipper.
- For OT containers, opening and closing the tarpaulin is the responsibility of the shipper. If this service is requested from us, it will be invoiced additionally.
- For SOC shipments, submission of the container certificate is mandatory. If the cargo is cut from the vessel / cannot be loaded / cannot be discharged due to failure to provide the certificate, all resulting storage and other charges shall be borne by the customer. If an SOC certificate is requested from us, it can be provided for a USD 100 + VAT service fee.
- For special equipment, cargo lashing/securing and overwidth tarpaulin charges are not included. You may request a separate quotation from us.
- If a special equipment booking has been planned based on your request and the shipment is subsequently cancelled, a USD 350 per container empty equipment positioning charge will be invoiced to the shipper.
- For orders cancelled less than 24 hours before the Cut-Off time, the agreed full freight amount will be charged to the shipper as Dead Freight.
- For orders cancelled or postponed less than 72 hours but more than 24 hours before the Cut-Off time, a cancellation/postponement fee of USD 200 per TEU will be charged.
- Under applicable road regulations and tonnage limitations, the maximum permissible weight is 26 tons for 20' containers (3-axle vehicle), 24 tons for 40' containers (3-axle vehicle), and 23.50 tons for 45' containers. Where applicable, an appropriate vehicle with the required number of axles will be dispatched based on the booking declaration. If excess weight is loaded during factory stuffing, our company shall not be held responsible, and any fines imposed during weighbridge inspections shall be borne by you. Furthermore, checking the legal weight limit in the destination country and loading accordingly is the responsibility of the shipper.

- The total weight of the vehicle, container, and cargo is limited to 40 tons, with a 5% tolerance, and must not exceed 42 tons. For shipments exceeding 42 tons, two fines may be imposed—one on the company stated on the delivery note and another on the carrier—and these fines will be recourse to the shipper. Furthermore, the shipper shall be responsible for any material damage, loss of life, or injuries resulting from accidents caused by excess weight.
- If the payload capacity is exceeded, all responsibility and resulting costs shall be borne by the shipper and the relevant transportation shall be cancelled. The payload information is stated on the container and must be checked by the shipper before taking delivery of the container. Loading must be carried out within the applicable limits and the cargo must be evenly distributed inside the container. Otherwise, the shipper shall be responsible for all resulting damage and losses.
- Checking whether the container received is suitable for the cargo is the responsibility of the shipper. An empty container collected by the shipper or its carrier for loading purposes shall be deemed to have been accepted by the shipper as being undamaged and suitable for the cargo. Any damage reported after collection of the container shall be the responsibility of the shipper. For shipments using reefer equipment, checking the suitability of the equipment and the temperature set point after receipt of the equipment is the responsibility of the shipper. For Flat Rack and Open Top equipment, after receipt of the equipment, checking equipment suitability, opening/closing and locking of Flat Rack side panels, and checking the tarpaulin, bar supports, and ropes on Open Top equipment are the responsibility of the shipper.
- In the event of any damage to your cargo, an inspector must be appointed by us during the opening of the container and unloading of the cargo inside. Cargo damage claims will not be accepted by us if the seal is opened or the cargo is unloaded without informing us at claim@sidraline.com and our agents. Damaged cargo must be preserved without being used or destroyed.
- For cargo damage claims, the cargo must be insured. An official report prepared by the insurance company or an appointed independent surveyor, containing information such as the quantity and value of the damaged material, customs-declared invoice and declaration, condition of the damage, and cause of the damage, together with the Bill of Lading and container number, must be sent to claim@sidraline.com.

Export Storage Tariff at Turkish Ports – Daily Charges

FREE TIME "5" DAYS		FREE TIME "0" DAY	
20' Dry	25,00 USD / DAY	20'OT&20'FR	120,00 USD / DAY
40' Dry	35,00 USD / DAY	40'OT&40'FR	150,00 USD / DAY
20' IMDG	30,00 USD / DAY	20' Reefer	120,00 USD / DAY
40' IMDG	42,00 USD / DAY	40' Reefer	150,00 USD / DAY

Note: An additional 20% will be applied to IMDG cargo.

- For all export shipments, port storage is calculated based on the period between the date the full container enters the port and the actual vessel departure date. Even in the event of vessel delays caused by the carrier/agent, the actual vessel departure date shall be taken into consideration. There is no free storage time for Flat Rack, Reefer, and overwidth OT shipments. Storage charges commence from the date of entry into the port.
- There is no free storage time for SOC containers, special equipment, overwidth cargo, project/open cargo, and reefer equipment. Storage charges commence on the date the equipment enters the port and end on the date the

vessel departs the port. Export detention is calculated from the date the empty container is delivered to the shipper until the date the vessel departs the port, or, in case of shipment cancellation, until the date the empty container is returned to the depot/port designated by the carrier. If the shipment is cancelled at the customer's request after the empty container has been collected, the free time shall be deemed 0 (zero) days and export detention shall apply.

- In case of delays caused by weather conditions or port congestion, storage and detention charges will be invoiced to the shipper based on the actual vessel departure date.
- The vessel schedule applicable on the date the container is collected is the responsibility of the shipper and must be checked via email or the carrier's website.

Export Detention Daily Tariff – Turkish Ports;

	20' DC	**40' DC&HC**	**40' OT**	**40' FR**		**20'/40' RF**
Free Time	7 Days	7 Days	7 Days	7 Days	**Free Time**	3 Days
Up to 14 Days	USD 50	USD 75	USD 150	USD 150	**Up to 7 Days**	USD 150
15-21 Days	USD 75	USD 125	USD 300	USD 300	**8+ Days**	USD 250
22+ Days	USD 100	USD 150	USD 375	USD 375	**-**	-

- For port stuffing operations, written approval from us is required if the container gross weight exceeds 28 tons. In case of cancellation of port stuffing, written notification must be provided at least 2 business days in advance, by 17:00 at the latest. If no written notification is provided, stuffing/un-stuffing charges of USD 150 / 20' and USD 180 / 40' will be invoiced.

Port Stuffing Charges;

PORT STUFFING	**SAFIPORT**		**MARPORT**		**MARDAŞ**		**OTHER TERMINALS**	
	20'	**40'**	**20'**	**40'**	**20'**	**40'**	**20'**	**40'**
Standard	USD 75	USD 100	USD 175	USD 250	USD 100	USD 120	*	*
Non-Standard	USD 140	USD 180	*	*	USD 240	USD 320	*	*
Labor & Equipment	USD 150	USD 190	*	*	USD 240	USD 320	*	*
LCL	*	*	*	*	*	*	*	*
Additional Stuffing	*	*	*	*	*	*	*	*

- Prices are exclusive of VAT.
- A 25% IMDG surcharge will be added for dangerous goods.
- For items marked with “*” in the table, please contact your customer representative for pricing.
- For port stuffing operations, VGM will be performed by the agent and a VGM service fee of USD 30 + VAT will be charged.

- If customers indicate "VGM customer / VGM outside the port" at the booking stage but VGM is not performed at a ministry-approved weighbridge, or if VGM is performed at a ministry-approved weighbridge but the container enters the port late and therefore has to be weighed again at the port, the agent will invoice the customer a VGM service fee of USD 30 + VAT.

- If export, transit, or import full/empty containers entering the port are taken outside the port at the customer's request or due to any force majeure event, charges such as storage, terminal, seal, VGM, X-ray, full inspection, customs inspection, etc. will be subject to the agent's tariffs if paid by the agent. These charges may be invoiced based on the agent's tariffs independently of the port's import tariffs, without prior email notification or separate notice.

- Sidra Denizcilik reserves the right to impose an additional surcharge on freight in the event of circumstances affecting transportation performance. This charge is referred to as the Emergency Risk Surcharge (ERS). Sidra Denizcilik shall have the right, at its sole discretion and without further notice to the customer, to apply ERS if, at any time before or during transportation, the transportation is affected or is likely to be affected by any obstacle, risk, danger, delay, difficulty, or other adverse circumstance that cannot reasonably be avoided despite reasonable efforts. In determining the ERS, Sidra Denizcilik shall take into consideration the nature, scope, and impact of the relevant circumstances on the transportation, including but not limited to war or the threat of war, armed conflict, terrorism, piracy, security risks, geopolitical risks, closure or restriction of ports or straits, route changes or the use of alternative routes, additional fuel consumption, bunker costs, insurance or war-risk insurance premiums, security and protection measures, additional crew or equipment requirements, port and transit charges, canal and strait passage costs, waiting and delays, storage, handling, existing or foreseeable risks, costs, liabilities, and commercial and operational conditions relating to the performance of the transportation. The application of ERS shall not require a change of transportation route, deviation, suspension of transportation, or any other operational change; the occurrence of circumstances affecting transportation performance and posing a risk to the performance of transportation shall be sufficient. If ERS is applied, the customer shall be obliged to pay the ERS.

- The shipper warrants that neither the organization itself nor any of its personnel, managers, officers, representatives acting on its behalf or with its knowledge, nor any other person acting on its behalf, is subject to any sanctions, and that it will not conduct any business or transaction with or for the benefit of any legal entity or individual subject to economic sanctions published and administered by the United Nations, the UK HM Treasury's Office of Financial Sanctions Implementation (OFSI), the U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC), or the State of Qatar.

- For all matters not covered by this quotation, the provisions of the Sidra Line Bill of Lading shall apply.

- For all bookings for which a Bill of Lading has not yet been issued, the applicable terms are those specified in this document and on the Sidra Line Disclaimers page. By taking delivery of a container/equipment belonging to our line, you shall be deemed to have accepted these terms and conditions.

- Sidra Denizcilik ve Ticaret A.Ş. reserves the right to amend all terms and conditions.