

### EXPORT OFFER DECLARATION

- Our offer is valid for all your shipments until 31.12.2025 from the date of declaration.
- Our offer is valid depending on the ship occupancy and equipment availability. Sidra Line reserves the right to make changes to the offer conditions.
- The indicated transit times are estimated from the loading port to the discharge port. Delays may occur due to adverse conditions such as bad weather, port congestion, public holidays, and strikes. The line and the agency cannot be held responsible for any delays that may occur.
- Our price offer is valid for the actual shipper specified in your request. If a different shipper is reported at later progress, an additional charge of USD 250 per container will be added to the freight.
- For manifest/bill of lading (BL) changes requested after the vessel's departure, a fee of USD 500 per BL will be charged for shipments discharged in Egypt, and USD 250 per BL for other destinations.
- Demurrage free time cannot be changed after the vessel's departure.
- A fee of 75 USD per BL (Bill of Lading) is charged for Seaway Bill/Telex Release requests.
- A fee of 100 USD per BL (Bill of Lading) will be charged if an Original Bill of Lading is requested after the Seaway Bill/Telex Release has been issued.
- A fee of 15 USD + VAT will be charged when a second seal is requested.
- A Container Status change fee of 30 USD + VAT will be invoiced.
- A Booking splitting progress fee of 75 USD per BL will be invoiced.
- For LCL shipments, an additional Bill of Lading fee of 150 USD per BL will be charged for requests of three or more Bills of Lading for a single container shipment.
- All contact details of the consignee's must be provided by the shipper on the original bill of lading. In case the cargo remains on the ship, additional freight, storage, demurrage, all other expenses, penalties and damage to the goods due to the inability to reach the recipient due to lack of this information, the responsibility belongs to the shipper company.
- In the event that the container(s) are not collected by the consignee or if the cargo is abandoned, all port storage fees, unloading port charges, demurrage, destruction or return to the origin charges, port loading, additional freight charges, and any other expenses will be the responsibility of the shipper.
- An additional hazardous cargo freight charge will apply for cargoes classified under the IMDG code.
- For IMDG classified shipments, discharge permits and necessary procedures at the discharge port are the responsibility of the consignee. Expenses incurred due to container/s not being discharged to the port due to the consignee's mistake or deficiency or due to mistakes or deficiencies in the information provided to us by the shipper, shifting (shipboard repositioning) fee, return freight and discharge local fee, storage, demurrage, penalties and responsibilities, and all other expenses that may occur are the responsibility of the shipper in case the buyer does not accept.
- For containers carrying hazardous goods under the IMDG Code, it is a legal requirement to take precautions and make notifications for road transport, port facilities, and sea transport. We strongly remind you that you must inform us of any IMDG hazardous goods at the time of your booking request. Any costs and responsibilities arising from undeclared or delayed hazardous goods notifications will be borne by the shipper.
- For IMDG Dangerous cargo, labeling fee, labeling fee, terminal, and transfer fee will be reflected for each container arriving at the port without a label. Correct labeling and notifications are the responsibility of the shipper.
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- For hazardous goods under the IMDG Code, any leaks that occur at the port or on the vessel, along with the associated costs and environmental pollution, will be the responsibility of the shipper.
- If the pre-transport vehicle waiting time exceeds the free period (6 hours), the waiting fee will be charged to the shipper.
- Unless specifically stated otherwise by a special agreement, freight and additional charges are to be paid in advance and in USD.
- Empty containers received by the shipper must be delivered to the port or storage area clean and undamaged. The shipper accepts in advance to pay the repair fee specified by Sidra Denizcilik or the Container Total Loss fee specified below in case of total loss, without the need for any warning, protest or court decision, at the time of the first request, within 24 (twenty-four) hours at the latest, in case of any damage, partial or total loss to the containers during transportation or while in the storage/factory.

<b>Container Total Loss Fees:</b>					
<b>Size-Type:</b>	<b>Container Price:</b>	<b>Size-Type:</b>	<b>Container Price:</b>	<b>Size-Type:</b>	<b>Container Price:</b>
20DV	USD 3.000	20OT	USD 5.000	40FR	USD 12.000
40DV	USD 3.500	40OT	USD 8.000	20RF	USD 15.000
40HC	USD 4.000	20FR	USD 6.000	40RF	USD 20.000

- The shipper is responsible for checking the suitability of the received container for the transportation. An empty container received by the shipper or its haulier for loading purposes is considered accepted by the shipper as undamaged and suitable for the cargo. Any damage reported after the container pick up is the shipper's responsibility. In shipments to be made with Reefer (Refrigerated) equipment, the shipper is responsible for checking the equipment suitability and heat set temperature after receiving the equipment. In shipments to be made with Flatrack and Open top equipment, the shipper is responsible for checking the equipment suitability, flatrack side cover opening, closing, locking and tarpaulin and iron bars and rope in Open top equipment after receiving the equipment.
- For all types of equipment, the shipper is responsible for any damages caused by incorrect loading, insufficient or improper lashing/securing, and stacking of cargo inside the container. Including stuffing at port , the shipper is responsible for properly securing the cargo inside the container. Any damage, loss, or penalty that may occur to the container, cargo, or vessel due to missing or faulty securing shall be the shipper's responsibility.
- Lashing/fixing for all types of goods loaded into standard containers such as rolled sheet metal, block marble, bundle marble, iron rod, glass, vehicles and pieces exceeding 8 tons per piece is the responsibility of the shipper and the lashing certificate must be presented. The cargo for which the lashing certificate is not submitted may be cancelled by the shipowner, operator or vessel captain at their own discretion and all costs, storage, detention, additional handling, terminal and all other costs that may occur are the responsibility of the loader.
- Tarpaulin opening and closing operations for OT containers are the responsibility of the shipper. If service is requested from us, you will be invoiced additionally.
- For special equipment, lashing (fixing) fee is not included in the shipment. You can also get a quote from us.
- For out of gauge Open Top loading, out of gauge tarpaulin is not included in the price offer. You can also get an offer from us.
- In case of cancellation of the shipment after the Special Equipment planning is made based on your request, USD 350 / Empty container positioning expense per container is reflected to the shipper.
- For shipment cancelled less than 24 hours before the Cut Off date, Dead Freight will be charged to the shipper in the amount of the agreed freight.

- Shipment cancelled or postponed less than 72 hours or more than 24 hours before the Cut Off date will be charged a cancellation and postponement fee of USD 200 / per container.
- In the inspections and controls based on the road traffic legislation and tonnage limitation application, the tonnage limitation based on the regulation is maximum 26 tons (3-axle vehicle) for 20' containers, maximum 24 tons (3-axle vehicle) for 40' containers, maximum 23.50 tons for 45' containers. We would like to inform you that if these tonnages are exceeded in your relevant transportations, a suitable axle vehicle will be arranged if available according to the reservation notification, our company will not be responsible in case of loading excess tonnage during factory filling, and you will be responsible for any penalties that will come during weighbridge controls. In addition, it is the responsibility of the shipper to check the legal weight limit of the discharge country and to load accordingly.
- The total weight of the vehicle, container and cargo is limited to 40 tons and must be a maximum of 42 tons with a tolerance of 5%. Loads exceeding 42 tons will incur a weighbridge penalty. There are 2 of these penalties to be imposed on the company specified in the dispatch note and the carrier, and the other 2 penalties are recoured to the shipper. In addition, the shipper is responsible for all material and life losses and injuries that may occur in the vehicle, container and cargo as a result of accidents that may occur due to tonnage excess.
- If the carrying capacity (pay load) is exceeded, all responsibility and all costs incurred belong to the shipper and the subject transport will be cancelled. The pay load information is specified on the container and must be checked by the shipper before the container is picked up, and cargo must be done within appropriate limits and the cargo must be distributed homogeneously within the container.
- In case of any damage to your cargo, we must appoint an inspector during the opening of the container and unloading the cargo. We do not accept damage to containers whose seals are opened or whose contents are emptied without informing us ([claim@sidraline.com](mailto:claim@sidraline.com)) and our agencies.
- In case of cargo damage, the cargo must be insured for damage compensation and the official report prepared by the insurance company or an independent auditor to be appointed, containing data such as the amount of material subject to damage, its amount, customs declaration and invoice, damage status, reason for the damage, Bill of Lading and container number must be sent to [claim@sidraline.com](mailto:claim@sidraline.com).
- Turkish ports export storage tariff;

5 FREE DAY		NO FREE TIME	
<b>20' Standart</b>	25,00 USD / DAY	<b>20' OOG &amp; 20' Flatrack</b>	120,00 USD / DAY
<b>40' Standart</b>	35,00 USD / DAY	<b>40' OOG &amp; 40' Flatrack</b>	150,00 USD / DAY
<b>20' IMDG</b>	30,00 USD / DAY	<b>20' Reefer</b>	120,00 USD / DAY
<b>40' IMDG</b>	42,00 USD / DAY	<b>40' Reefer</b>	150,00 USD / DAY
Note: An additional 20% will be charged for IMDG cargo.			

- Port storage calculation is made from the date the containers gate in the port as full until the vessel departure date for all export shipments. The storage fee calculation take into account the actual ship departure date, even if there are ship delays. There is no free time for port storage in Flatrack, Reefer and out of gauge OT shipments.
- There is no free storage period for SOC containers, special equipment, out of gauge shipment, project/bulk shipment and reefer equipment. Storage starts from the day the equipment gate in to the port and ends on the day the vessel departs from the port. Detention (export equipment usage) period is calculated from the date of delivery of the empty container to the shipper until the day the vessel departs from the port or until the date of return to the depot/port as notified by the shipowner in case of loading cancellation. If the loading is canceled upon the customer's request after the empty container is picked up, the free period is calculated as 0 (zero) days and export detention is applied.

- In case of delays caused by weather conditions or port congestion, the storage and detention charges will be invoiced to the shipper based on the vessel's actual departure date.
- Turkish Ports Export Detention Rate Tariff:

	20'DV	40'DC/HC		40'OT	40'FR		20'/40'RF
<b>Free time</b>	10 / DAY	10 / DAY	<b>Free time</b>	5 / DAY	5 / DAY	<b>Free time</b>	3 / DAY
<b>Between 11-14 Days</b>	USD 50	USD 75	<b>Between 6-14 Days</b>	USD 150	USD 150	<b>Between 4-9 Days</b>	USD 150
<b>Between 15-21 Days</b>	USD 75	USD 125	<b>Between 15-21 Days</b>	USD 300	USD 300	<b>10. Day and afterwards</b>	USD 250
<b>22. Day and afterwards</b>	USD 100	USD 150	<b>22. Day and afterwards</b>	USD 375	USD 375	-	-

- For port stuffing operations, written approval must be obtained from us if the container's gross weight exceeds 28 tons. In case of port stuffing cancellations, written notification must be provided at least 2 work days in advance by the end of the working hours (17:00). If no written notification is given, a handling fee of 150 USD per 20' container and 180 USD per 40' container will be invoiced.
- Port Stuffing Fees:

Stuffing Type	SAFIPORT		MARPORT		KUMPORT	
	20'	40'	20'	40'	20'	40'
Standart	USD 75	USD 100	USD 150	USD 225	USD 100	USD 120
Non-Standart	USD 140	USD 180	Get a price from your customer representative		USD 150	USD 200
With Workers and Equipments	USD 150	USD 190	Get a price from your customer representative		USD 150	USD 200
LCL	Get a price from your customer representative		Get a price from your customer representative		USD 120	USD 170

- VAT will be added to the prices.
- 25% IMDG surcharge add to dangerous cargoes.
- For out of gauge cargo, refrigerated (Reefer) cargo, and additional stuffing fees, please request a quote from your customer representative.
- The shipper guarantees that neither the organization nor any of its personnel, managers, officers, or any representatives acting on its behalf, nor any other individual within its knowledge, is subject to any sanctions. Furthermore, the shipper guarantees that it will not engage in any business or transactions with or for the benefit of any entity or individual subject to economic sanctions imposed or administered by the United Nations, His Majesty's Treasury Office of Financial Sanctions Implementation in the United Kingdom, the U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC), or the State of Qatar.
- Sidra Line Bill of Lading provisions apply to all conditions not included in this offer text.
- The applicable terms for all bookings without an issued Bill of Lading are as stated in this document and on <https://www.sidraline.com/disclaimers>. By confirming the booking, you are deemed to have accepted these terms.
- Sidra Denizcilik ve Ticaret A.Ş. reserves the right to make changes to all conditions.