

In the name of God

**Ports and Maritime Organization
Ports and Special Economic Zones Affairs Deputy**

MANUAL OF

Tariffs applicable to vessels and cargo

In

Ports of the Islamic Republic of Iran

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INTRODUCTION

Ports and Maritime Organization (PMO) is the port-and-maritime authority of the I.R.Iran with the responsibility to administer all Iranian ports and enforce the maritime conventions to which PMO is a party. All Port Authorities are regarded as subsidiaries of the PMO. Ports and Maritime Organization (PMO) is affiliated to the Ministry of Roads and Urban Development. PMO's Managing Director is Deputy Minister of Roads and Urban Development. PMO's Board of Directors on behalf of the Supreme Council (comprising of: Minister of Roads & Urban Development, Minister of Defense, Minister of Economy, Navy Commander of I.R.Iran and the Management & Planning Deputy of President) formulates and ratifies rules, regulations, orders and ordinances to be applied in Iranian ports.

TARIFF SETTING

Tariff includes two sections: Marine-related Tariff (tariffs on ships) and Operation Related Tariff (tariff on cargo) which include port dues, duties and charges.

APPLICATION

The present Tariff applies in all Iranian ports, harbors, wharves, seas, navigable rivers and territorial waters.

SOUTHERN & NORTHERN PORTS

For the purpose of this tariff book, Southern and northern ports include those ports constructed under the supervision of the PMO by the governmental or non-governmental organization in the costs of Caspian Sea, Persian Gulf and Oman Sea.

VALIDITY

The present Tariff Book has been developed for the current Iranian Calendar Year on the basis of the instructions made by the PMO Supreme Council which contains the payable dues and charges by the users of the Iranian port facilities. In view of the fact that great majority of the services are rendered by the private sector in Iranian ports, applying competitive and cheaper charges is authorized.

GENERAL CONDITIONS FOR SHIP AND CARGO

- 1- The basis of tariff calculation as for the ship, container and cargo
 - 1-1- Ports due, duties and charges on foreign ships shall be levied on USD and charges less than 1 USD will be calculated in CENT.
 - 1-2- Ports due, duties and charges on Iranian ships shall be levied on USD and amounts less than 1 USD will be calculated in CENT on the basis of the rates declared by Iranian Currency Exchange Center or approved by the PMO's Board of Directors.
 - 1-3- Terminal Handling Charges (THC) will be calculated and paid in USD on the basis of the rates declared by Iranian Currency Exchange Center or approved by the PMO's Board of Directors on the day when the ship is berthed.
 - 1-4- All payments relating to cargo operation shall be made in Iranian Rials

2- PREPAYMENT

The Port Authority may, at its sole discretion, estimate and collect in advance all or part of charges which may accrue against Cargo or Vessels. Use of the Port Facilities, or permission to sail, may be denied until such advance charges have been paid.

3- INTERNAL TRANSIT CHARGES

a. the port authority may reserve the right of controlling, re-loading, unloading and relocating the cargo and in case of congestion in port facilities and areas where the port authority deems appropriate, in coordination with Iranian Custom for the purpose of internal transit of the cargo to other inland custom stations with at all associated expenses of relocating, warehousing, storage and etc at the cost of cargo/container owner. Delivery of the internal transit cargo is subject to producing Custom Clearance issued by the shipping agent and Charge Clearance of all above-mentioned charges by cargo owner.

b. The Port Authority reserves the right to remove to another location and/or inspect any Cargo or Container, which in its judgment is likely to damage other Cargo or property, at the risk and expense of the Owner or Agent of the Cargo or Vessel.

4- WORKING HOURS OF PORTS (WORKING HOURS, NON-WORKING HOURS, NIGHTS AND HOLIDAYS)

Working days in ports are from Saturdays to Wednesdays starting from 7:00 to 15:00 with non-working hours commencing from 15:00 to 19:00. Night working hours starts from 19:00 to 7:00 in the next day. Thursdays and Fridays are public holidays in which normal overtime is included in the handling rates. Cargo and container handling operation are not performed at the first days of Iranian New Year (21 March) and holly day of Ashura (10th day of Moharam) except for container terminals which will be referred to in its respective section.

DOCUMENTATION

The following documents should be submitted to the Port Authority electronically at least 48 hours prior to the Vessel's arrival.

- General Declaration
- Cargo Declaration / Manifest
- Dangerous Goods Manifest
- Crew List
- Passenger List
- Cargo Plan & Stowage Plan
- Ship Stores Declaration
- Marine Declaration of Health
- International Tonnage Measurement
- Latest port clearance

Notes:

- 1- Vessels which do not carry dangerous goods, container or non-container, must notify the same to the port authority in a separate declaration
- 2- In ports where information of the in-bound cargo manifests are not communicated by Electronic Data Interchange (EDI), the manifests of the transshipment and internal transit cargo/container must be separately delivered to the port authority.
- 3- An amount of 200000 Rials shall be charged for any alteration of the manifest.

6- THE INTERNATIONAL SHIP AND FACILITY PORT SECURITY CODE (ISPS CODE)

Provisions contained in the ISPS Code are applicable in Iranian ports. All vessels calling at Iranian ports must comply with the requirements set out in the ISPS Code. All users of the port facility must comply with the recruitments set forth in the ISPS Code. Any violation of the ISPS Code requirements will render to preventing the user from using the port facilities.

7- SAFETY AND ENVIRONMENT

All persons (legal or natural) including port operators, cargo owners, ship agents, ship masters, stevedoring corporations and forwarders must comply with the safety related rules, regulations, standards and instructions to avoid any occurrence of port incidents and they would be held accountable for any violation of said rules and regulations and compensate for any resulting losses and damages at the judgment of the experts or safety committee concerned.

8- DANGEROUS, HAZARDOUS AND OBNOXIOUS GOODS,

Dangerous, hazardous and obnoxious goods should be notified to the Port Authority 48 hours prior to the arrival of the vessel. These kinds of goods are categorized as follows on the basis of the IMDG Code of the IMO:

Class 1. Explosive
Class 2. Gases: compressed/liquefied/dissolved under pressure
Class 3. Flammable Liquids including crude oil, petroleum, and other items mentioned in the IMDG Code list
Class 4. Flammable solids/substances liable to spontaneous combustion
Class 5. Oxidizing Substances & Organic Peroxides
Class 6. Toxic & Infectious Substances
Class 7. Radioactive Material
Class 8. Corrosive Substances
Class 9. Miscellaneous Dangerous Substances

Note:

Chemical substances of Calcium Hidroxid and Sodium Carbonate which are not mentioned in IMDG Code are not included in dangerous goods

CHAPTER 1
MARINE RELATED TARIFFS

Section 1.

- **Definitions**

Section 2.

- **Port Dues And Duties And Charges Of
The Ship**

Section 3.

- **Exceptions and Discounts**

SECTION 1

DEFINITIONS

Vessel: means any floating craft which has seaworthiness to sail in territorial waters.

Gross Registered Tonnage (GRT): means the volume of all spaces onboard the ship and its hull including hold, engine rooms, water and fuel tanks, enclosed spaces onboard which can hold cargo. Crew and passenger rest rooms, master bridge, provision store and following spaces as follows are excluded:

- ✓ Spaces used for maps, telecommunication and navigation signs
- ✓ Gearbox space
- ✓ Space used for safety devices and batteries

GRT is equal to a volume of 100 cubic feet (2.83 m³).

Gross Tonnage (GT): as per the amendments to Tonnage Measurement Convention, GRT has been replaced with Gross Tonnage and is calculated with the following formula:

$$GT = K \times V$$

$$K = 0.2 + 0.2 \log V$$

$$V = \text{Total volume in M}^3 \text{ onboard the ship}$$

Net Tonnage(NT): means Ship's Gross Tonnage less the spaces used for crew, passenger and engine and the bridge

Dead Weight Tonnage: the maximum weight a ship can carry including the total weight of cargo, provision, fuel, crew and passenger.

Ship's flag and nationality: means the county where the ship has been registered and is permitted to fly its flag

Liner ships: means the ships engaged in carrying cargo between the ports in definite and regular routes based on a sailing schedule charging a certain freight usually set by the regional and international shipping conferences.

Charter ship: means a ship which is on charter. The type of charter can be voyage charter or time charter

Cargo ship: means a ship which is engaged in general cargo transportation

Container ship: means a ship which is capable to carry container

Dry bulk ship: means a ship which is used for transportation of dry bulk cargo such as grain, wheat, corn and coal

Passenger ship: means a ship which is solely engaged in passenger transportation

Passenger/cargo ship: means a ship which is capable of transportation of both cargo and passenger

Research vessels: means is a ship designed and equipped for research at sea and training purposes

Fishing Vessels: means a ship used for fishing purposes at sea

Ro-Ro Ships: means ships in which motor vehicle can roll in and roll off

Tanker ships: means the ships designed and used for transportation of liquid oil and non-oil products

Refrigerated vessels: means a ship whose cargo spaces are equipped with the temperature control devices and used for transportation of goods such as meat, dairies and the like.

Service vessel: means a service craft used to provide marine services at sea such as tug boats

Wooden vessel: means a small wooden craft traditionally used for cargo transportation at Persian Gulf region. (crafts smaller than typical ships which carry cargo between Iranian ports and occasionally to/from regional ports).

Fuel supply barge: means a barge with fuel tanks which provides fuel services to other ships at territorial and international waters.

Mooring Laying vessel: means a vessel equipped with buoys laying apparatus

Supply boat: means a boat which is used for supplying provisions and transfer of crew to other ships at sea

Barge: means floating craft bigger than a normal ship lacking driving force and tugged by tugboats. Barge is typical marine craft which is used for loading and unloading of oceangoing ships which are not able to berth and must stop in harbor for cargo operation. Barges normally need low draft and used for providing necessary supply such as water and fuel and carry out cargo operation for large vessels.

Tugboat: means a floating crafts with intensive driving force used for service purposes and berthing/un-berthing ships and tugging barges in high seas.

Dredger: means a dredging ship used to dredge waterways, access channels, basins and quaysides

Dedicated berth: means a berth constructed by governmental investment for special cargos and dedicated usage.

Private port/berth: means a port or a berth completely constructed and developed by private sector investment

Basin: means space enclosed by the breakwaters designed for the maneuvering and berthing/un-berthing of vessels

External harbor: means a safe area outside the port for stoppage and anchorage of ships

Internal harbor: means a safe area close to the port for stay and anchorage of ships

Lay-up: means the idle stay of the ship in harbor or the a safe defined area close to the port

Pilotage: means guiding and providing advice to the ship master on how to arrive in and departure from the port as well as berth/un-berth the ship in a safe manner. This advice is provided by a person having related certificated and is called a pilot.

Oil pollution collecting vessel: means a vessel having required equipment for collecting the oil pollution

Force majeure: means a distress situation caused by the natural disasters such as flood, earthquake, storm, hurricane

SBM (Single Point Mooring) & SBM (Single Buoy Mooring): means a buoy used for supplying supply fuel to tankers in deep waters as a underwater fuel terminal and for mooring tanker ships or loading/unloading of liquefied gas products

SECTION 2

PORT DUES AND CHARGES ON SHIP IN SOUTHERN AND NORTHERN PORTS

A. PORT RELATED CHARGES ON SHIPS

1-1 Dues at Port Entrance

1-2 Port Harbor Dues

1-3 Berth Cargo Handling Dues

1-4 Harbor Cargo Handling Dues

1-5 Light dues

B. MARINE RELATED CHARGES

1. Ship related charges:

1-1 Politage

- Mooring charges
- Piloting charges
- Berthing/unberthing charges

1-2 Dredging dues

1-3 Wharfage dues

1-4 Tug operation charges

1-5 Garbage collection charges

1-6 Bilge collection charges

1-7 Overtime charges

Table 1

Tariffs levied on container/non-container ships, ro-ro vessels and non-oil ships calling in Sothern ports and non-oil ships calling in the privately-owned ports and the facilities (*totally constructed or to be constructed by the private sector investment such as Aftab and Charak*) in the south as well as dedicated berths in Geshm and Kish free ports.

No	Tariffs		Container/ Ro-Ro	Non-container/non- oil	
1	Port- related	Dues at port entrance	0.96 C/GT	1.91 C/GT	
		Harbors dues	0.96 C/GT	1.91 C/GT	
		Cargo operation	Berth	3.19 Cents per ton	6.38 Cents per ton
			Harbor	1.60 Cents per ton	3.19 Cents per ton
2	Light dues		4.79 C/GT	9.59 C/GT	
3	Pilotage charges		9.58 C/GT	19.16 C/GT	
4	Garbage collection charges at berth		3.19 C/GT	6.38 C/GT	
5	Dredging dues		6.38 C/GT	12.87 C/GT	
6	Wharfage dues		2.40 C/GT	4.8 0 C/GT	
7	Tug operation charges		19.16 C/GT	38.34 C/GT	
8	<p>Overtime: Cargo operation and pilotage charges will include overtime as follows:</p> <ul style="list-style-type: none"> • in hours outside normal working hours: 10% • at nights and holidays (Thursdays and Fridays): 20% 				

With a view to support ships belonging to the Iranian national fleet including the Islamic Republic of Iran Shipping Line (IRISL), Valfajr shipping lines and South-line Shipping Line are subject to discounts as below in a duration when this tariff book is effective:

1. 5% discount for the items of the NO. 1 of the above table for container and ro-ro ships except for the charges of pilotage in non-working hours and towage charges in working and non-working hours.
2. 40% discount to the items of NO. 2 of the above table for non-container and non-oil ships except for the charges of pilotage in non-working hours and towage charges in working and non-working hours.

It should be noted that the above discounts only cover the items of the no.1 and no. 5 (wharfage dues) of the table 1 meaning that the said discounts do not cover whole dues and charges. In the meantime, Maritime Department of the PMO is to ascertain the ships belonging to the above-mentioned shipping lines.

NOTES

- 1- Tariff is calculated on the basis of Gross Tonnage (GT). Where a Vessel has GRT, tariffs shall be based on GRT and where a vessel has both GRT and GT the higher Tonnage shall apply.
- 2- Tug operation charges in berthing/un-berthing a vessel shall also include pilotage charges and if the tug is not used in berthing/unberthing of the vessel related charges shall apply.
- 3- Tug operation charges for vessel without power shall increase 100%
- 4- Transportation of the pilot to the ship to provide pilotage services shall be free of charge
5. wharfage charges will be calculated on the basis of loading/discharge norm as table below:

no	Type of ship	norm	More than norm	
			Per day	Per hour
1	Container /ro-ro	2.40 C/GT for one day	9.6 C/GT	$\frac{9.6}{24}$ C/GT
2	General cargo/fishing vessel	4.0 C/GT for three days	19/18 C/GT	$\frac{19.8}{24}$ C/GT
3	Bulk ships	4.80 C/GT for five days	19/18 C/GT	$\frac{19.8}{24}$ C/GT
4	Passenger ships	2.40 C/GT for three days	9.6 C/GT	$\frac{9.6}{24}$ C/GT
5	Vessels below 1500 GT/service/research vessel and tug boat	0.67 C/GT for one day	2.66 C/GT	$\frac{2.66}{24}$ C/GT

6. Berth shifting charges by pilot will be 8 cent per GT and by mooring 3.3 cent per GT and by towage will be based on table no 1.

Notes:

- In the event of removing the ship from the berth to the harbor and vice-versa (which is one shipping operation), pilotage and towage charges will be calculated as per table 1.
- If a vessel is shifted due to administrative considerations, no charge shall be applicable.

7. If a ship calls to more than one Iranian port in a single trip, light dues shall apply once in the first port.

8. Vessels docked at a mooring buoy or a floating craft (double bank) for cargo loading/discharge shall be subject to all charges set out in Table 1.

9. Dues and charges of the ships towing another craft or vessel will be calculated on the basis of the total GT of the ships. If one of the ships is flying the foreign flag, the GT will be calculated on the basis of the dues and charges of the foreign vessels.

10. If the services for collection of garbage at berth and harbor are provided simultaneously, related charges shall double for one time.

11. Vessels having berthed for unloading import cargo may stay further for loading export cargo only if their agents have so requested from Port Authority 12 hours prior to complete discharge of its cargo. This shall be subject to availability of export cargo in the port and possibility of immediate loading to the ship. Otherwise, the vessel shall be unberthed and related dues and charges apply.

Note. The berth time for two loading and discharge operations shall be calculated separately considering the type of cargo.

12. If the Port Authority declares preparedness to berth a ship after the receipt of its N.O.R and the ship withdraws from berthing for any reason whatsoever, an amount of 600 USD per hour will be charged for her delay after one hour from notification of withdrawal to the Port Authority and indication in Record book.

13. Passenger ships (except for passenger & cargo ships), service crafts such as tugs, dredgers, garbage collection vessels, water and fuel supply vessels can refuse to use the pilot only if following requirements are met subject to accepting all associated responsibilities by the shipping agents and coordination with the port Traffic Control Tower. In this case, no pilotage charge shall apply. It is to be noted that shipping agents must be committed in writing to accept all responsibilities.

Requirements: If vessel/craft in question

- Is owned by private sector (regardless of its nationality)
- Provides services to the confines of the outer harbors
- has had 3 trips to the port within the 6 month
- Has Iranian master
- Its master requests to entre the port without using pilot

15. Marine equipment charge per hour

Marine equipment charge per hour used in operation other than berthing/un-berthing of vessels may be negotiated.

Table 2

Tariffs on passenger ships and cargo & passenger ships carrying Iranian and foreign passengers in domestic and international voyages

Ship	passenger		luggage-passenger	
	Domestic voyage	International voyage	Domestic voyage	International voyage
Iranian	80%	70%	60%	40%
Foreign	-	40%	-	20%

Notes:

1. Towage and wharfage charges are excluded from the above discounts
2. Ports charges of any cargo other than the passenger luggage will be calculated on the basis of the ship's manifest.
3. The minimum amount for the issuance of the bill for the Iranian assigners ships is 50000 Rials for each trip.

Table 3- Tariff on the oil and non-oil tankers Iranian or foreign, calling southern ports and all ships calling northern ports, petrochemical dedicated berth, Sanayeh Foulad (Steel Industry) in Bandar Imam Khomeinni (BIK) and Foulad (steel) Berth in Shahid Rajaei Port

No	Tariffs		Container/non container ship, Ro-Ro vessels, Non-oil ships	
1	Port-related	Dues at port entrance	6 C/GT	
		Harbors dues	10 C/GT	
		Cargo operation	Berth	22 Cents per ton
			Harbor	11 Cents per ton
2	Light dues		4 C/GT	
3	Pilotage charges		40 C/GT	
4	Garbage collection charges on wharf		\$ 5 for ships with wooden and fiberglass hulls	
			\$20 for ships with metal hull up to 800 GT	
			\$125 for ships from 801GT to 5000 GT	
			\$700 for ship above 5000 GT	
5	Dredging dues		41 C/GT	
6	Wharfage dues		0.45 C/GT	
7	<p>Overtime: tariff on item 4 and 6 shall include overtime as follows:</p> <ul style="list-style-type: none"> • In hours outside normal working hours: 10% • At nights and holidays (Thursdays and Fridays): 20% 			

Remarks:

1. As for item 4, it should be noted that:
 - a. Charges of item 4 apply on ships for 7 days

- b. For any period exceeding 7 days, $\frac{1}{7}$ shall be added to the above tariff
- c. If the services for collection of garbage in berth and harbor are provided simultaneously, related charges shall double for one time.

2. Vessels shifting charges will be as follows:

- ✓ Using pilotage: 7C/GT
- ✓ Using mooring: 3 C/GT
- ✓ Using towage : as per table 4

Note 1. In the event of removing the ship from the berth to the harbor and vice-versa (which is one shipping operation), pilotage and towage charges will be calculated as per table 1.

Note 2. If a vessel is shifted due to administrative considerations, no charge shall be applicable.

3. tug operation in berthing/unberthing of the ship shall be charged separately as per table 4.

Table 4

Tug operation charges for piloting oil and non-oil tankers (Iranian and foreign) in southern ports and all vessels in northern port in one service of berthing and unberthing to Petrochemical Dedicated Berth, Imam Khomeini Sanaye Foulad (*steel industry*) and Foulad (*steel*)Berth in Shahid Rajaei port.

No	Ship's tonnage	Tug operation charge
1	Up to 1500 GT	\$ 300
2	1501-5000 GT	\$ 800
3	5001-10000 GT	\$ 1500
4	10001-15000 GT	\$ 2200
5	15001- 20000 GT	\$ 2900
6	20001-25000 GT	\$ 3600
7	Above 25001 GT	\$ 4500

Remarks:

- 1- Type and number of tugboats and number of hours worked for berthing/unberthing the ships does not make any difference in applicable charges

2- If tugboat is used for any purpose other than berthing/unberthing, separate charges shall be calculated and applied.

3- If tugboat is not used in pilotage operation, however, tugboat charges shall be applied and payable.

4- Pilotage operation shall be conducted in accordance with applicable rules and guidelines and in case pilot and tugboat is not used in piloting and berthing the ship no charges shall apply for pilot and tugboat

5- No charge shall be applicable for transfer of pilot to ship using service boats.

Table 5- Tariffs applicable on the ships carrying liquefied gases in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh)

No	Item	Tariff
1	Dues at port entrance	1.63 C/GT
2	Port harbor dues	1.63 C/GT
3	Cargo handling dues	5.42 C/TON
4	Light Dues	8.14 C/GT
5	Pilotage charges	38.28C/GT
6	Garbage collection charges at berth	5.42 C/GT
7	Tug operation charges	34.50 C/GT

Table 6- Tariff on the ships carrying liquefied gases in SBMs and SPMs of southern port

No	Item	Tariff
1	Dues at port entrance	1.63 C/GT
2	Port harbor dues	1.63 C/GT
3	Cargo handling dues in SBM or SPM	2.87 C/TON
4	Light Dues	8.14 C/GT
5	Pilotage charges	76.56 C/GT
6	Garbage collection charges at berth	10.85 C/GT
7	Tug operation charges	34.50 C/GT

Note:

- 1- No discount will be applicable for above tariffs (table 5 & 6)
- 2- For all commercial ships (non-oil non-gas) calling service and petrochemical ports of the South Pars Special Economic Zone (Assaluyeh), the table 1 excluding dredging and wharfage charges shall be applicable without any discount. The table 1 is also applicable for the shipping carrying export cargo from South Pars Special Economic Zone (Assaluyeh) as well as the shipping carrying import cargo.

Table 7: Collection of ship overtime charges on active holds in Northern and Southern Ports

Item	From 15:00-19:00 hrs	From 19:00-7:00 hrs (next day) and including holidays
Iranian and foreign ships	\$6.5 per active hold per hour	\$ 11 per active hold per hour
<ul style="list-style-type: none"> • In berths of: Foulad Khozestan, Foulad Shahid Rajaei, Bandar Imam Petroshimi, Khark, Asaluyeh, Kaveh, Nekah, Gheshm and dedicated berths no demand shall apply. • Motor launches are subject to overtime charges in berths where overtime charges are applicable 		

Fresh water tariff

- Fresh water tariff for Iranian ships= fresh water price + the transfer cost (to harbor or berth)
- The tariff of fresh water for foreign ships shall be 50% higher than that of Iranian ships and shall be collected in USD.

Vessels lay-up port dues

Vessels lay-up port dues are as follows:

- 1- Dues for anchorage and wharfage shall be 1.33 cent per GT, GRT or DWT (whichever is greater).
- 2- Garbage collection charges shall be 850 USD per month per ship (if the period is less than one month, dues shall apply for one month)
- 3- Ships calling in Iranian ports for lay-up are exempted from port dues. If they load cargo at their departure, related port dues and charges will apply as per table 1 to 4 of this Tariff.

CONDITIONS:

- 1- Complying with applicable port-and-maritime and custom rules and regulations
- 2- Filling up the lay-up application form in which the lay-up duration and ship particulars are indicated.
- 3- Providing adequate number of men onboard the ship to avoid any possible incident and take prompt action when necessary.
- 4- Submitting Action Plan by ship's agent for monitoring Regulatory Requirements of Maintenance and Lay-up Procedures
- 5- Keeping all safety equipment of the ship prepared for dealing with marine pollution and safety of life at sea

Note: ship clearance group charges is 3 cent per GT applicable for all foreign ships

SECTION 3. DISCOUNTS AND EXEMPTIONS

A. General exemption and discounts

- 1- All vessels belonging to Iranian Red Crescent using as a hospital to other humanitarian purposes are excepted for all dues and charges (amendment to Tariff Book of PMO Establishment Act)
- 2- All war ships belonging to Army and Disciplinary forces of the I.R.Iran as well as Ports and Maritime Organization (PMO) engaged in non-commercial activities are exempted from all port dues and charges (PMO Establishment Act). In respect of warship, only the charges of the services provided shall payable.
- 3- Service vessels/crafts such as tugboats engaged in pilotage operation, dredgers, oil pollution collections vessels, water supply crafts, buoy-laying vessels, service vessels and crew-transfer crafts doing business within the area between the internal and external harbors for which no Port Clearance is issued (irrespective of their nationality) are exempted from such port dues as: Dues at port entrance, Harbor Dues, Dredging Dues and Light Dues. It is to be noted that these vessels/crafts for which Port Clearance is issued at their first arrival and next

calls before their departure from the port shall pay respective dues and charges in this Tariff.

- 4- All fuel supply units doing business in sea lanes in the confines of Persian Gulf and Sea of Oman for which no Port Clearance is issued (irrespective of their nationality) are exempted from: Dues at port entrance, Harbor Dues, Dredging Dues and Light Dues. It is to be noted that these vessels/crafts for which Port Clearance is issued at their first arrival and next calls before their departure from the port shall pay respective dues and charges in this Tariff.
- 5- Vessels/crafts calling in Iranian port harbors for non-commercial purposes such as fueling, ballasting, crew-shifting, provision supply, repair, medical aids, research and training activities and the like are exempted from all tariff items except for garbage collection charges.

Note 1: In case the above-mentioned vessels/crafts are berthed for any activity other than receiving medical aids shall pay only pilotage dues, garbage collection and tug operation charges.

Note 2: Vessels berthed for receiving medical aids due to distress situation (force majeure) are exempted from all tariff items for a 72-hour period. In case their stay exceeds from this period, only pilotage dues, garbage collection and tug operation charges shall apply.

- 6- In respect of the ship in distress as a result of marine incidents and fire accident which are in urgent need of assistance:
 - a. Saving lives at sea are free of charge
 - b. Rescuing ship and cargo, upon the request from the Port Authority, are subject to respective charges for application of equipment and services (such as: tugboat, barge, water pumping, firefighting, cargo rescue and etc) in accordance with the contract/agreement between the ship owner or his agent and the Port Authority.
 - c. In cases where a ship, capsized or drowned, or its wreck cause trouble and difficulty for safe navigation and respective owner fails to take action in resolving the problem, the Ports and Maritime Organization(PMO) may at

its own expense remove the drowned/capsized ship or wreck. In the event the owner refuses to pay associated costs, PMO may sell them out to recover its expenses in accordance with Article 29 and 36 of the Law of the Sea with a priority over the other debtors.

- 7- All vessels having cargo handling gears engaged in lighting operation of large-size ships in internal and external harbors are exempted from all tariff items except for pilotage dues, garbage collection and tug operation charges.
- 8- If a case may arise that cargo handling equipments can not handle special packs and upon the request of the cargo owner or ship's agent another vessel enter the harbor by its own or by the assistance of tugboat to provide handling services both the vessel and tugboat shall be excepted from port dues (item 1), light charges (item 2) and dredging dues (item 5) of table 1 except for the charges of pilotage, tug operation and garbage collection.
- 9- Vessels carrying smuggled oil products from neighboring countries which sail in sea lanes within Iranian jurisdiction shall be subject to 95% of port dues and charges provided that their shipments are proved and declared as smuggled by respective legal authorities in accordance with Cabinet Act on the Auction of the Smuggled Products Discovered from Ships at the Governmental Rates with the aim of unification of treatment with these ships.
- 10- Ships arriving in Iranian ports carrying relief aids to disaster areas (as a result of unexpected accidents) are exempted from port dues and charges.
- 11- All non-oil ship carrying transit cargo to Iraq which enter into Iranian ports are subject to 50% discount in port dues and charges (except for pilotage charge) considering the proportion of transit cargo to whole shipment.
- 12- All container ships carrying container to Bandar Shahid Rajaei port for transshipment to Iranian ports or foreign ports will be granted up to 20% discounts in port dues and charges on the basis of the proportion of transshipment containers to all container carried to the port except for tug operation charges.

- 13- all feeder ships carrying container ships from Shahid Rajaei Port for distribution among Iranian and regional ports are subject to 50% discount in proportion their transship cargo except for tug operation charges.
- 14- all Iranian and non-Iranian ships arriving in ports solely for using Shipbuilding dry docks for repair are exempted from port dues and other charges shall be calculated as per Table 1 of this Tariff.
- 15- All container ships calling into Chabahar port are subject to 30% discount in all items of port dues and charges

B. exemptions and dues related to the Iranian ships below 1500 GT

- 16- Ship flying Iranian flag up to 200 GT who are engaged in fishing and cabotage of cargo between Iranian ports and islands shall be subject to cargo handling dues in port harbor as well as wharfage dues and are exempted from other ship-related port dues and charges. It is to be noted that these ships are exempted from wharfage dues in first 24 hours. If their stay exceeds 24-hour period, applicable dues from the first hour shall apply.

Table 8. Exemption granted to Iranian ships below 1500 GT (commercial, Cabotage, fishing and passenger)

No	Tariffs		Iranian cargo ship or cargo/passenger ship of 60 GT or less				Iranian cargo ship or cargo/passenger ship of 61 up to 200 GT				Iranian cargo ship or cargo/passenger ship of 201 up to 1500 GT			
			Commercial	Cabotage	Fishing	Passenger	Commercial	Cabotage	Fishing	Passenger	Commercial	Cabotage	Fishing	Passenger
1	Port-related	Dues at port entrance	-	-	-	-	-	-	-	-	-	-	-	-
		Harbors dues	-	-	-	-	-	-	-	-	-	-	-	-
		Cargo handling dues	-	-	-	-	+	+	+	+	+	+	+	+
2	Light dues		-	-	-	-	-	-	-	-	-	-	-	
3	Pilotage charges		+*	-	-	+*	+*	-	-	+*	+*	+*	+*	
4	Garbage collection charges at berth		+***	+***	+***	+***	+***	+***	+***	+***	+***	+***	+***	
5	Dredging dues		+	+	+	+	+	+	+	+	+	+	+	
6	Wharfage dues		+**	+**	+**	+**	+**	+**	+**	+**	+**	+**	+**	
7	Tug operation charges		-	-	-	-	+***	+***	+***	+***	+***	+***	+***	

Notes: Cargos other than passenger belongings shall be subject to port dues and charges in accordance with the ship's manifest.

(-) means exempted from port dues and charges

(+) mean NOT exempted from port dues and charges

(*): means pilotage charges shall apply if applicable

(**): Wharfage dues shall apply for more than 24 hours at a rate of 2.66 C/GT per day and for less than 24 hours $\frac{2.66}{24}$ C/GT per hour

(***): port dues and charges shall apply if applicable

Note: garbage collection charges is 4.84 cent for each trip.

Discounts mentioned in table 3

discounts on the ships, Iranian or foreign, calling northern ports, petrochemical dedicated berth, Sanayeh Foulad (Steel Industry) in Bandar Imam Khomeinni (BIK) and Foulad (steel) Berth in Shahid Rjaee Port the tariff of which is mentioned in table 3, shall be based on table9.

Table 9

Type of ship	Discount
Passenger, ro-ro and fishing vessels	
1. Passenger and Ro-Ro ships	75%
2. Ro-Ro ships carrying general cargo or car or both	40%
3. Iranian Fishing vessels engaged in domestic fishing activities in territorial waters	80%
EXPORT	
4. Commercial ships of 1500 GT or above calling in ports to load such cargos as clinker, sand, cement, sulfur, mineral substances Note: ships carrying above-mentioned cargo calling in Iranian northern ports are not subject to discount.	25%
TRANSIT	
5. Commercial ships entering Iranian ports carrying wholly transit cargo for loading and discharge are subject to 50% discount.	
6. Commercial ship calling in Iranian port carrying both import and transit cargo are subject to 50% discount in proportion of their transit cargo	
7. In cases where a ship enters Iranian ports for loading export and transit cargo without discharging any cargo are subject to 50% discount in proportion to its transit cargo and 25% in proportion to its export cargo	
Notes: In cases where a ship is subject to multiple discount, the greater shall apply	

Note:

1- Ships carrying oil products (transit and swap) which directly call in Northern ports are subject 25% discount and those ships whose shipment are discharged through S.T.S operation will be eligible for 35% discount (in accordance with table 3)

2- All items of port dues and charges in this Tariff on Iranian ships which has joined or will join to Iranian Fleet in Caspian Seas as of 23 March 2006 up to 23 March 2011 are subject to 50% discount for a period of 5 years from dater of their registry.

CHAPTER 2

OPERATION-RELATED TARIFF

- A. Definitions
- B. Operation-related Tariff of Non-Containerized cargo
- C. Operation-related Tariff of Containerized cargo

SECTION A

DEFINITIONS

DEFINITIONS

Import cargo: means the cargo carried into the country and cleared from the custom for domestic use

Export cargo: means the cargo sent or transported abroad for sale or external consumption

Re-export cargo: means a cargo transported to the port special economic zone and is exported to a foreign destination after processing, repair, conversion, completion and etc.

Cabotage cargo: means a cargo transported from one point to another point within a country by vessel via sea or river transportation.

External transit cargo: means foreign cargo entre into the country for transit to another country. External transit does not involve cargo transfer to special economic zones.

Swap cargo: means a cargo entering into the country for domestic consumption equal of which is exported from the country.

Inland (Administrative) transit cargo: means the cargo not cleared in one custom office and sent to another custom office for clearance

Transship cargo: means cargo transfer from one ship to another ship in harbor or berth. This transfer may be direct (from ship to ship) or indirect (discharge from one ship at quay and re-load to another ship).

Special Economic Zone Ports: means ports located in the Special Economic Zones

Free Zone Ports: means ports located in the Free Economic Zones

Special Economic Zone and Free Zone cargo: means cargo entering into Special Economic Zone and Free Zones for processing, reproduction, usage, repair and etc

Returned goods: means incoming cargo returned by Custom for operational or documentary reasons. Such cargo is not regarded export or import cargo.

Heavy/awkward cargo: means cargo with dimensions more than 12*2.5*2.5 m requiring special gears for handling

Light vehicles: includes cars, pickup trucks, motorcycles and etc

Semi-heavy vehicles: includes minibus, van and etc

Heavy vehicles: includes trucks, omnibus, trailers, port equipment, road-building equipment, wagon, locomotives and etc

Container: means a box made of metal, wood, plastics or fiberglass in accordance with standards of International Standard Organization (ISO) for the purpose of carrying dry, liquid, gaseous or refrigerated goods which protects its content and is able to be handled by container spreaders.

Non-standard container: means any container which does not conform to the standards of a container described in preceding paragraph.

Twenty Equivalent Units (TEU): is the counting unit of container accounting for a 20-foot container

Heavy Container: means a container the weight of which plus its contents requires the use of special handling equipment

Terminal Handling Charges (THC): involves the charge payable for unloading the cargo from vessel, handling to terminal, stowing in container yard and delivering to transport vehicle arranged by the cargo owner. THC includes the charges payable for receipt of cargo from the owner, stowing in container yard, handling to ship and loading on a vessel.

Move: means the operation involving discharge of a container from the vessel or loading a container on vessel

Container strip: means emptying the content of a container upon the request of the cargo owner or ship's agent

Container Stuffing: means loading goods into the container upon the request of the cargo owner or ship's agent

Full Container Load (FCL) Container: means the container the content of which involves single custom clearance

Less Container Load (LCL) Container: means the container the content of which involves multiple custom clearance

Container Freight Station (CFS): means a station where content of the LCL and FCL containers are stripped and stored.

Inland (administrative) transit: means transfer of cargo from one Custom office to another Custom office within the country at the discretion of Custom or Port Authority.

Cargo handling: means removing cargo from its original storage place to another location

Direct Delivery: means transfer of cargo including general cargo, dry and liquid bulk cargo directly delivered from vessel to transport vehicle arranged by the cargo owner (truck, wagon, pipe) using cargo handling equipment or piping operation for direct transfer out of the port confines (its fence) and vice-versa. Direct delivery does not include cases where the cargo is transferred to an area or store owned or leased by the cargo owner to be sent out of the port at a later time.

Un-palletized cargo: means goods taken out of the original packing or handled without suitable packing and do not conform with the packing standards of this Tariff book.

Unconventional lifts: means cargo without conventional and normal weight and size requiring special cargo handling equipment

Oil cargo: involves crude oil, petroleum, gas, fuel oil and etc

Chapter 2. DUES AND CHARGES OF THE CARGO

SECTION 1. DEFINITIONS AND PACKING REQUIREMENTS

PACKING REQUIREMENTS FOR CARGO ENTERING IRANIAN PORTS

1. Tea boxes must be on pallets or suitable packs with minimum measurements of 1 cubic meter
2. chemical and mineral product packs must be on pallets with minimum measurements of 1 cubic meter or minimum weight of 1000 kg
3. food substance packs must be on pallets or suitable parcels with minimum measurement of 1 cubic meter or weight of 1000 kg
4. cartons and small boxes must be on pallets with a minimum measurement of 1 cubic meter or weight of 500 kg
5. Cement packs must be on pallets or suitable parcels with a minimum weight of 1000 kg
6. Various types of barrels (except for those with weights more than 100kg) must be in suitable packages not less than 100 kg in weight.
7. various types of caoutchouc must be in suitable packages or on pallets with minimum measurement of 1 cubic meter or weight of 1000 kg
8. various types of tyres for motor vehicles, cars, minibus, omnibus, trucks must be in suitable packages
9. Various types of papers and ropes (except for rolls more than 100 kg) in suitably secured packages not less than 100 kilos.
10. various type of skin must be in suitable packages with minimum weight of 100 kg
11. Silks of 500 kilos or more in weight do not need palletizing or parceling
12. various type of fibers, boards and metal sheets must be in suitable packages with a minimum weight of 500 kg
13. timbers and wood sheets must be securely tied with a minimum weight of 1000 kg
14. various types of ironware used in building construction (including iron sheet, angle iron, and etc) must be in suitable packages with a minimum weight of 1000 kg

15. various type of metal bars (Aluminum, lead, zing, cast-iron) must be securely tied or on pallets or suitable unit loads with a minimum weight of 1000 kg
16. Iron bars must be in suitable packages (securely tied) in a manner to be handled by hook
17. glass shelves must be securely tied with a minimum weight of 1000 kilos
18. Other cargo no mentioned above must be in suitable packages or if possible on pallets.
19. dry bulk cargo (except for grain) such as, bricket coal, clinker and alumina powder which can not be discharged by suction tower and is potential to cause environmental pollution and damage to port equipment are not regarded as palletized cargo
20. Wooden launches and floating crafts below 200 tons operating in Persian Gulf are exempted from these requirements.

All packages mentioned above except for pallets must be able to be handled by hook otherwise they shall not be regarded as palletized cargo. It is to be noted that tariff applicable on palletized cargo are mentioned in respective section.

21. With a view to apply unified tariff on steel pipes in all Iranian ports, related tariff shall apply as below:

- 21-1- Steel pipes of 10 inches or less in size (**OD** \leq 273.1^{mm}) are categorized as ironware group and related tariff to ironware shall apply
- 21-2- Steel pipes more than 10 inches in size (**OD** $>$ 273.1^{mm}) are categorized as general cargo and related tariff to general cargo shall apply

22. With a view to apply unified tariff on steel coil in all Iranian ports, related tariff shall apply as below:

- 22-1- Steel coil bundles of 1500 kg in weight are categorized as general cargo and related tariff to general cargo shall apply.

22-2- Steel coil bundles of more than 1500 kg in weight are categorized as iron ware group and related tariff to ironware shall apply.

SECTION B
TARIFF ON
NON-CONTAINERIZED CARGO

Table 10- Port Handling charges of non-container cargo in regular ports, Special Economic Zones and Free Economic Zones

Cargo		Import, returned and cabotage in port destination (Rials)	Export cargo (Rials)	External transit and transship cargo (Rials)	Cabotage cargo in port of origin (Rials)
Light cargo (unit load less than 30 tons)	General cargo	88500	66400	38300	22000
	Ironware	78800	59100	34000	195000
	Pack(Pallet)	80400	60300	34900	20000
Heavy Cargo	30-60 tons	294800	221100	127600	73800
	61-120 tons	589500	442200	255100	147300
	Above 120 tons	785800	589400	340200	196500
Dry bulk		38000	28500	16300	9600
Dry bulk	Non-oil cargo	9900	7400	4200	2400
	Oil cargo (Non-dangerous*	99000	74300	41500	24000
livestock		9900	7400	4150	2400
Chilled and frozen cargo		59100	44300	25600	14700
Scarp metal		147300	110500	63700	36700
Heavy/awkward cargo**		294800	294800	294800	294800
Dangerous Cargo***		196500	147300	84900	49500
Light vehicle (per unit)		592900	444700	444700	444700
Semi-heavy vehicle (per unit)		968000	726000	726000	726000
Heavy vehicle (per unit)		2057000	1542800	1542800	1542800

* Non-dangerous Oil products with high flash point such as mazut, gasoline, basic and industrial oils, slack wax, oil wastes, aromatic oil, liquefied gas, refined oil in Sothern ports

**If tariff of heavy cargo is greater, this shall apply

***Refer to respective section

Remarks:

1. Port Handling operation involves cargo handling, discharge, stowing and loading. The share of each is: 40%, 25%, 10% and 25% respectively.
 2. Port Handling charges of unpalletized cargo loaded and discharged in port terminals (non-direct delivery) shall double of which an amount of 1650 Rials will be charged as penalty in addition to normal un-palletized cargo charges.
- Note 1:** Un-palletized cargo loaded and discharged by floating craft below 200 tons and motor launches in southern port are exempted from requirements of preceding paragraph.
3. Port Handling charges of direct delivery cargo on quays having dedicated loading/unloading equipment for incoming and outgoing cargos shall be at 20% and in other quays shall be at 40% of the rates in table 10 and 10-1 per ton.
 4. Cargo entering chabahar port are subject to 30% discount (table 10)
 5. Port Handling charges in respect of cargo in Bushehr port directly transferred to special economic zone II without using port facilities and equipment are subject for 50% discount
 6. Scrap cargo shall be discharged from the ship on a direct-delivery basis for which Port Handling charges shall be 40% of the rates of table 10. In cases where, at the discretion of the Port Authority, such cargo is not directly delivered in ports, Port Handling charges in table 10 and storage charges in table 12 for general cargo shall apply.
 7. light, semi-heavy and heavy vehicles handled by crane or tractor to storage area or gate shall be considered general cargo and tariff of general cargo and motor vehicle shall apply whichever is greater. If their dimensions are greater than 12*2.5*2.5 , they shall be regarded as heavy and awkward cargo and Port Handling charges in respective items shall apply.
 8. In northern ports the tariff of services provided for loading/discharge of wheat including, stevedoring, Port Handling and a 10-day period storage shall be 46200 Rials(this tariff also applies to loading from silo to trucks).

Table 11- Tariff of stevedoring operation applicable for general and bulk cargo

Cargo	Import, returned and cabotage cargo (Rials)	Export cargo (Rials)	External transit and transship cargo (Rials)
General cargo	59100	44300	25600
Ironware	49500	37200	21200
Pack(Pallet)	98200	73700	42500
Dry bulk	47200	36000	20800
livestock	99000	7500	4200
Chilled and frozen cargo	117900	88400	51000
Scarp and Junk cargo	117900	88400	51000
Dangerous Cargo	196500	147400	85000
Light vehicle (per unit)	399300	299500	299500
Semi-heavy vehicle (per unit)	786500	589900	589900
Heavy vehicle (per unit)	1185800	889400	889400

Note: stevedoring charges of those goods such as coal, clinker, aluminum powder and etc which can not be unloaded by the unloader and cause environmental pollution shall double.

Remarks

A. Unloading operation:

- 1- Cargo handling in the vessel holds
- 2- Loading the cargo taken out from the hold on truck or landing on wharf
- 3- Stowing of cargo on tractor or wharf

The shares of the each of the above operations are: 25%, 50% and 25% respectively

B- Loading operation:

- 1- Loading of cargo on ship from tractor or wharf
- 2- Cargo handling in hatches
- 3- Stowing of cargo in hatches

The shares of the each of the above operations are 50%, 25% and 25% respectively

Stevedoring charges of unpalletized cargo shall double of which 1650 Rials will be charged as penalty with the rest as the cost of the services provided.

Note: unpalletized cargo loaded and discharged by motor launches less than 200 ton in southern ports are exempted from the requirements set out in preceding paragraph

Shipping lines and consignees may choose the stevedoring company and receive related services based on a mutual contract.

Section 2. non-containerized cargo tariffs

Table 12- Storage charges of non-containerized cargo (import/cabotage and returned) in regular ports, Special Economic Zones and Free Economic Zones

Storage time		From day 1 to day 5 (Rials)	From day 6 to day 10 (Rials)	From day 11 to day 20 (Rials)	From day 21 to day 30 (Rials)	From day 31 to day 40 (Rials)	From day 41 to day 50 (Rials)	After day 50 (Rials)
Cargo								
General, bagged and palletized cargo (per ton per day)		Free	1400	1900	2500	3500	4900	7400
Ironware (per day per ton)		Free	1100	1500	2000	2500	3900	4900
Tyre (bundle, pack or per ton per day)		Free	2900	3700	5000	7000	9800	14800
Carton and box packages	Packages up to 50 kg in weight	Free	300	500	800	1000	1700	2000
	Packages more than 50 kg	Free	1000	1500	2200	3000	4400	5900
Light vehicles (per unit per day)		121000		181500	242000	302500	363000	423500
Heavy and semi heavy vehicles (per unit per day)		242000		363000	484000	605000	726000	847000

Notes:

- The above-mentioned cargo (table 12) carried to Chabahar port are subject to 30% discount

- In case of unsuitable packaging of tyres, related charges shall be calculated per ton.

Table 12-1 Storage charges of non-containerized cargo (external transit and transshipment in regular ports, Special Economic Zones and Free Economic Zones

Storage time Cargo		From day 1 to day 5 (Rials)	From day 6 to day 10 (Rials)	From day 11 to day 20 (Rials)	From day 21 to day 30 (Rials)	From day 31 to day 40 (Rials)	From day 41 to day 50 (Rials)	After day 50 (Rials)
General, bagged and palletized cargo (per ton per day)		Free	600	800	1100	1500	2100	3200
Ironware (per day per ton)		Free	500	600	850	1100	1800	2100
Tyre (bundle, pack or per ton per day)		Free	1200	1600	2100	3000	4300	6400
Carton and box packages	Packages up to 50 kg in weight	Free	160	210	340	420	750	840
	Packages more than 50 kg	Free	490	640	980	1280	1920	2560
Light vehicles (per unit per day)		90800		136100	181500	226900	272300	317600
Heavy and semi heavy vehicles (per unit per day)		181500		272300	363000	453800	544500	635300

Notes:

- The above-mentioned cargo (table 12-1) carried to Chabahar port are subject to 30% discount

Table 12-2- Storage charges of non-containerized cargo (export and returned in regular ports, Special Economic Zones and Free Economic Zones

Storage time		From day 1 to day 10 (Rials)	From day 11 to day 20 (Rials)	From day 21 to day 30 (Rials)	From day 31 to day 40 (Rials)	From day 41 to day 50 (Rials)	After day 50 (Rials)
Cargo							
General, bagged and palletized cargo (per ton per day)		Free	1400	1900	2600	3700	5500
Ironware (per day per ton)		Free	1100	1500	1900	3000	3700
Tyre (bundle, pack or per ton per day)		Free	2800	3700	5200	7400	11100
Carton and box packages	Packages up to 50 kg in weight	Free	400	600	800	1300	1500
	Packages more than 50 kg	Free	1100	1700	2200	3300	4400
Light vehicles (per unit per day)		90800	136100	181500	226900	272300	317600
Heavy and semi heavy vehicles (per unit per day)		181500	272300	363000	453800	544500	635300

Notes:

- The above-mentioned cargo (table 12-1) carried to Chabahar port are subject to 30% discount

Table 12-3- Storage charges of carton cargo in ports of Abadan, Khormashahr, Bushehr and Banhonar, Lengeh, Sajafi, Shadegan, Choebdeh and Arvandkenar (Import, Cabotage, returned)

Storage time Cargo group		From day 1	From	From	From	From	From	After
		to day 5	day 6	day 11	day 21	day 31	day 41	day 50
		(Rials)	to day	to day	to day	to day	to day	(Rials)
			10	20	30	40	50	
			(Rials)	(Rials)	(Rials)	(Rials)	(Rials)	
Carton and box Packages(per unit per day)	Packages up to 15 kg in weight	Free	145	160	176	191	208	240
	Packages up to 30 kg in weight	Free	173	191	240	304	367	495
	Packages up to 50 kg in weight	Free	450	495	750	990	1725	1948
	Packages more than 50 kg	Free	1335	1470	2204	2955	4424	5910

Table 12-4- Storage charges of carton cargo in ports of Abadan, Khormashahr, Bushehr and Banhonar, Lengeh, Sajafi, Shadegan, Choebdeh and Arvandkenar (External transit and transshipment)

Storage time Cargo group		From day	From day	From	From	From day	From day	After
		1 to day 5 (Rials)	6 to day 10 (Rials)	day 11 to day 20 (Rials)	day 21 to day 30 (Rials)	31 to day 40 (Rials)	41 to day 50 (Rials)	day 50 (Rials)
Carton and box Packages(per unit per day)	Packages up to 15 kg in weight	Free	67	74	80	88	96	112
	Packages up to 30 kg in weight	Free	80	88	112	112	176	208
	Packages up to 50 kg in weight	Free	189	208	336	416	750	847
	Packages more than 50 kg	Free	581	639	975	1287	1821	2555

Remarks:

- 1- Storage charges after the end of free time shall be calculated from the first day of discharge until the last day
- 2- Storage charges of such cargo as wood and paper will be 1.5 times and dangerous goods referred to in IMDG Code 3 times the rates mentioned in table 12.

Note: storage charge of wood and paper in regular ports and Special Economic Zone and Free Economic Zone of Southern ports shall apply as per the first item of table 12

- 3- Storage charges in hangar sheds of regular ports and Special Economic Zone and Free Economic Zones shall be 75% of the covered sheds

Charges of Unloading and stevedoring by Silo equipment in Northern ports (ton/Rials)

Operation	Import and cabotage in port of origin	Export	External transit and transshipment	Cabotage in port of origin
Unloading	36910	27720	18510	36910
Stevedoring	30250	22660	15130	7560

Operation	From day 1 to day 5 (Rials)	From day 6 to day 10 (Rials)	From day 11 to day 20 (Rials)	From day 21 to day 30 (Rials)	From day 31 to day 40 (Rials)	From day 41 to day 50 (Rials)	After day 50 (Rials)
Import and cabotage	free	1020	1330	1690	2420	3390	5080
External transit and transshipment	free	420	550	730	1030	1450	2180
export	free		1000	1280	1820	2540	3820

Remarks

- Remarks of the warehousing charges also is applicable about the above table.
- The exemption period of warehousing charges is 10 days and after the expiration of this period the related charges will be calculated from the first day on the basis of the last day charges.
- The contract of Blue Ocean (Oghyanous Abi) in Anzali port is excluded from the above tariff and is subject to the provisions set out in PMO's approval no. 1560 and appropriate changes will be applied in this respect in the event of any increase or decrease of tariffs.
- The above charges cover loading and unloading of grain such as wheat.

Section B.

Table 13- Port dues and charges on cargo and container (full and empty)

Cargo: per ton

Container: per TEU

Cargo		import, cabotage and returned in port of destination	Export cargo	Cabotage cargo in port of origin
Cargo port dues	Cargo	103	-	-
	Full container	975	-	-
	Empty container	248	-	-
Port loading and discharge charges at berth	Cargo	2030	1523	508
	Full container	20280	15210	5070
	Empty container	5080	-	1270
Sanitation port dues	Cargo	103	8	8
	Full container	1022	80	80
	Empty container	255	-	21

Note:

- The port dues and charges of containers (full and empty) for inland transit will be calculated the same as port dues and charges of import containers. External transit and transshipment container are exempted from port dues and charges mentioned in above table.
- The port dues and charges of the empty containers which are unloaded and exit from the port will be calculated the same as the tariff of returned import containers.

- In dedicated berths and facilities loading/discharge charges shall not apply but port dues and sanitation dues on import or export cargo will be charged as per the above table.
- Cargo entering Iranian ports (import or export) for the purpose of humanitarian aids shall be exempted from the above dues and charges.
- Insurance for uninsured cargo is calculated by the following formula on a monthly basis.

$$\text{Insurance} = \left(\frac{0.7}{1000} \times \text{CFR} \times \text{foreign currency exchange rate} \right)$$

Table 14- Overtime rates for cargo and container (full and empty) in Sothern and northern ports

Cargo	Port	per ton	Per TEU (Full containers)	Per TEU (empty containers)
Import, cabotage, returned and internal transit	Northern ports, Kormshahr, Abandan	700	7030	1760
	Other southern ports	350	3510	880
Export, transship and external transit	Northern ports, Kormshahr, Abandan	700	7030	1760
	Other southern ports	260	2630	660

Overtime rates are applicable in all working hours including normal working hours, outside normal work hours and nights)

Table 15- tariff of 140- ton and 550-ton cranes for loading and discharge of non-container cargo

no	Cargo/tonnage	charges of Loading on/discharge from the ship per ton (Rials)	charges of Loading /discharge in terminal (Rials)
1	Heavy and awkward cargo	483200	483200
2	Up to 30 tons	289900	193300
3	From 31 up to 60 tons	386500	289900
4	From 61 up to 100 tons	483200	386500
5	From 101 up to	618400	463800

	140 tons		
6	Above 141 tons	869700	521800

- Applicable tariff for normal cargo up to 30 tons is 50% of the above rates
- Applicable tariff rates for cargos above 31 tons or heavy/awkward cargos which require 2 cranes for their safe loading /discharge operation are subject to 50% increase on the above rates

SECTION C
OPERATION-RELATED TARIFF OF
CONTAINERIZED CARGO

- General Conditions
- THC
- Storage charges
- Other services

TERMINAL CONTAINER WORKING HOURS AND OVER TIMES

- 1- Terminal container works on a 24-hour a day and 363 days in the year.
- 2- Terminal public holidays are: the first day of Iranian New Year (Nowrouz) and 10th day of Mohram Month (Ashura, Arabic Month) from 18:00 hrs of 9th day (a day prior to Asuhra) until 18:00 of the 10th day (Ashura)
- 3- In public holidays including Fridays \$ 88 overtime shall be charged for Shipping Lines and Agents.

Table 16

Terminal Handing Charge (THC) in Iranian Southern Ports

Container Size	Import and internal transit (USD)	Export (USD)	External Transit (USD)	Incoming/outgoing empty containers (USD)
20 ft	177	133	129	97
40 ft	266	200	161	133

- THC for Northern ports and Chabahar port shall be charged at 70% of the rates in table 16.
- THC for containers loaded and discharged in non-container terminals in Shahid Rajaei Port and Imam Khomeini Port by port equipment shall be 120% of the table 16.
- THC for containers loaded and discharged in non-container terminals in Shahid Rajaei Port and Imam Khomeini Port by ship handling gears shall be 70% of the table 16.
- THC for transship full containers shall be \$ 51 per BOX for loading and discharge operations.

THC DISCOUNTS

A. container carried by liner ships

- Container carried by liner ships will be offered 2% discount in Terminal Handling Charges (THC) of Table 16.
- Liner ships are those ships whose round-trip route is not limited to ports of Persian Gulf and Sea of Oman as well as Pakistani ports and their previous and next port of call are not identical.

B. Transship volume discounts

Shipping Lines which carry transship containers to Iranian ports they will be subject to, at the end of a one-year period, THC discounts as per table 16 for import transship containers and for the others discounts will be granted according to following table.

Number of transship container moves per contractual year	4000-9999	10000-19999	20000-39999	40000-79999	80000-159999	160000 and above
THC discounts percentage	2%	4%	6%	8%	10%	12%

C: Container carried by the Liner Ships per trip

THC discount percentage is respect of rates in Table 16 which shall be granted to the Liner ships on the basis of the container carried per trip will be calculated as per following table:

Container carried by the Liner Ships per trip	1500-19999	2000-2499	2500-2999	3000-3499	More than 3500
THC discounts percentage	2%	3%	5%	7%	9%

THC DISCOUNTS CONDITIONS

- 1- Terminal Handling Charges (THC) when discharging cargo from ship involves: cargo unloading from vessel (50%), handling to terminal (20%), landing and stowing in terminal (15%) and loading and stowing to the transport means arranged by the consignee (15%). Terminal Handling Charges (THC) when loading cargo on ship includes landing and stowing in Container Yard (15%), loading and stowing on truck (15%), handling to wharf (15%), loading on ship (50%).
 - 2- THC Charges also includes container lashing and unlashng
- Note: In cases where container lashing/unlashng is conducted outside THC operation, related charges shall apply as per table 24
- 3- Handling of transship containers (full or empty) upon entry into or exit from the port shall be considered as individual move.
 - 4- Related charges to handling the containers outside the terminal shall be paid by the consignee or ship agent or cargo owner in accordance with respective tariff rates.
 - 5- Container carrier, consignee or his agent shall identify the name of the container owner in the ship's manifest and load lists when sending the EDI files to the Electronic Data Interchange system of the ports having such system (like Shahid Rajae Port).
 - 6- Failing to fulfill the requirements of the preceding paragraph, THC in respect of containers which their owners have not been identified in the

manifest or load list shall apply as per table 16 and will be collected from the container carrier.

- 7- THC bills will be issued by the Port Operator in the name of container owner or hirer on the basis of the information contained in the manifest or load list and will be sent to their local agents for payment.
- 8- Moves handled on the ship or wharf shall not be counted in granting volume discount.

9- WINDOW CONDITIONS

9-1- The round-trip route of vessels calling in southern ports shall not be limited to ports of Persian Gulf and Sea of Oman as well as ports of Oman and Pakistan and their previous port of call and next port of call must not be identical

9-2- The capacity of the ship must be above 2000 TEU

Note: for the vessel operating between Iranian port and African port, the capacity requirement is decreased to 1500 TEU

9-3- arrival window of the ship must be regular

Note: at the event of the congestion at harbor and berth, vessels carrying transship container will be afforded priority.

10- Payment of THC is at the responsibility of cargo owner (consignee) or its agent but for the purpose of facilitation, the Port Authority or Terminal Operator (on behalf of Port Authority) will collect THC from Shipping Line or his agent. Subsequently, the Shipping Line or his agent will retrieve the charge from the container owner or consignee.

Table 16-1: container THC Tariff and volume discount in Chabahar port

container size	Type of container	Type of operation	Base rate	5000-9999	10000-14999	15000-19999	More than 20000
20 ft	full	Import, returned import/internal transit	123	116	101	96	89
		export	92	87	79	72	67
		External transit	89	84	74	69	65
		External transship	35	33	29	28	25
	Empty	Entering/exiting	65	61	55	51	47
		Empty transship	35	33	29	28	25
40 ft	full	Import/returned import/internal transit	186	173	154	144	134
		export	140	130	116	108	101
		External transit	112	106	94	87	81
		External transship	35	33	29	28	25
	Empty	Entering/exiting	89	84	74	69	65
		transship	35	33	29	28	25

Remark:

1. THC charges up to 5000 moves will be calculated on the basis of the base rate. For more than 5000 moves the charges will be calculated as per above table. To receive the volume discount the container should meet following requirements:

- Containers belonging to a given line should be carried by the same line to the port
- The leased container of the shipping lines should be mentioned in the manifest

- Containers of multiple shipping lines should be carried by a container services which use to call into port.

2. If a shipping lines is committed to carry 15000 moves in a contract with the port or terminal operator throughout a year will receive the volume discount mentioned in the above table. In this case, THC Charges will be calculated on the basis of the committed volume from the time when the first container enter into the port up to the time when the last one enters.

Note: if the shipping line at the end of the contract year fails to carry the volume of container committed in the contract, it must pay the charges mentioned in table 16-1 plus the amount as the fine which is calculated from the following formula:

$$\text{Fine} = (\text{committed volume} - \text{actual volume}) * (\text{THC Charges for committed volume})$$

Note 1. in case the volume carried by the shipping lines is more than committed volume, the basis for calculation will be table 16-1

Note 2. if the contract is concluded with the port authority, written letter of guarantee or credible cheque will be accepted as the guarantee of the contract.

If the contract is concluded with the terminal operator, the guarantee will be as negotiated between the parties.

3. No other discounts will be granted for the items of the table 16-1 except for those stipulated above.

Section 3- Storage Tariff of Containerized Cargo

Table 17- Storage charges of container (import and internal transit) in regular ports, Special Economic Zone and Free Economic Zone in Southern ports

Storage period	20 ft		40 ft	
	Full (Rials)	Empty (Rials)	Full (Rials)	Empty (Rials)
From day 1 to day 5	free	free	free	free
From day 6 to day 10	49600	24200	99200	49600
From day 11 to day 20	61800	31000	123700	61800
From day 21 to day 30	73800	37500	135500	67800
From day 31 to day 60	85000	54100	146900	77300
From day 61 to day 90	108200	61800	170100	92800
From day 91 onward	154600	77300	216400	108300

Notes:

- Storage charges of export and returned transit will be subject to 25% discount and storage charges of external transit and transship containers will be subject to 50% discount.
- discount of storage charges in Chabahar port are as below:
 - a. Import, internal transit and returned import: 30%
 - b. export and returned export: 48%
 - c. external transit and transship: 65%
- Free time period for transship containers in Bandar Imam Khomeini and Shahid Rajaei Port is 20 days.

- Free time period for empty containers in port of Khozestan province is 30 days which include only full import containers coming into the country from ports located in Khozestan Province
- Free time period for export containers is 10 days and upon the expiration of the said period, the storage charges will be calculated from the first day.

table 17-1- Storage charges for import containers

regular ports, Special Economic Zone and Free Economic Zone in Northern ports

Storage period	20 ft		40 ft	
	Full (Rials)	Empty (Rials)	Full (Rials)	Empty (Rials)
From day 1 to day 5	Free	Free	free	free
From day 6 to day 10	13600	6800	26600	13600
From day 11 to day 20	16900	8500	33800	16900
From day 21 to day 30	19400	10000	37500	18200
From day 31 to day 60	21900	10900	43800	21900
From day 61 to day 90	23900	12000	47800	23900
From day 91 onward	27900	139000	55700	27900

Table 17-2- Storage charges of Ro-Ro containers or containers with out of gage cargo

Storage period	20 ft		40 ft	
	Full (Rials)	Empty (Rials)	Full (Rials)	Empty (Rials)
From day 1 to day 5	Free	Free	Free	free
From day 6 to day 10	99200	49600	198400	99200
From day 11 to day 20	123600	61800	247400	123600
From day 21 to day 30	148800	7400	272300	136700
From day 31 to day 60	170100	108300	293700	154600
From day 61 to day 90	216400	123600	340200	264700
From day 91 onward	309200	154600	432800	216400

Notes:

- Export containers and returned export containers will be subject to 25% discount and external transit and transship container are also subject to 50% discount
- Exemption from storage charges for export containers is 10 days and after expiration of this period of time the storages charges will be calculated from the first day.

Remarks:

1. Storage charges for transship containers (full and empty) is at the responsibility of the Shipping Line.
2. Storage charges for the containers containing dangerous goods of all classes except for 1 and 7 of IMDG Code in Southern ports shall be 3 times the rate of table 17 and 17-2 and Northern ports shall be 3 times of the rates of 17-1 and 17-2. Dangerous goods of 7 and 1 must be directly delivered to the consignee.

3. empty containers are not regarded as export containers
4. Full export containers shall be granted 10 days free time. For any period exceeding this time, storage charges shall apply from the first day. *(if a cargo, prior stuffing into container, uses a 10-day free time granted for non-container export cargo, elapsed time shall be counted in free time granted to it after loading into container.)*
5. after the expiration of the storage free time storage charges will be calculated and collected on the basis of the total storage time (from the first day up to the last day)
6. Inbound containers may at the discretion of Port Authority and consent Custom be sent to other Custom office within the country. Due storage charges and other port dues shall be collected by the Terminal Operator from the cargo owner (consignee) when clearing the cargo in its final destination against the clearance issued by the ship's agent. Transport and storage charges in final custom office shall be at the responsibility of cargo owner (consignee).
7. Containers for which custom clearance has been issued but have not been cleared as yet are subject to storage charges to be collected from the cargo owner or its agent when final exit document is issued.
8. Containers handled to CFS for strip are subject to storage charges of full containers until the completion of strip or exit from terminal and the content (cargo) of the stripped container in CFS is subject to storage charges as per the table 21.
9. Containers whose storage period exceeds 30 days in Shahid Rajaei Container Terminal shall be subject to handling surcharges of 332750 Rials for 20 ft and 423500 Rials for 40ft for delay in clearance.

Note: Above-mentioned surcharge shall be collected by the Shahid Rajaei Container Terminal and dedicated terminals are not authorized to do the same.

DANGEROUS GOOD CONTAINERS

1- considering table 16 and its related notes, THC for import, export and returned containers containing dangerous goods shall be subject to 50% increase and for external transit and transship container containing such goods shall be subject to 20% increase.

Dangerous good containers must be declared to Port Authority by the Shipping Line 6 hours prior to arrival into Shahid Rajaee Port and 24 hours before arrival into other ports in writing. Failing to do this or failing to comply with the respective standards in stowing and packaging of dangerous goods, an amount of 5775 USD for 20-ft container and 11550 USD for 40-ft container will be charged in addition to THC to be paid by the Shipping Line or his agent.

In cases where dangerous good containers are not duly declared in advance, for any period spent for identification or declaration of dangerous goods in such containers, an amount of \$128 for 20-ft container \$ 250 for 40-ft container will be charged per day to be paid by the Shipping Line or his agent. This charge is added to the storage charges of containers in question. Handling charges and possible damages stemming from discovered dangerous goods in such containers shall be collected by the Port Authority.

Moreover, all related charges to container inspection, cleanup of port areas, equipment and machinery, safety devices and etc used in this respect shall be at the expense of the Shipping Line or his agent.

2- Poor stowage of dangerous goods include: stowing dangerous goods adjacent to other non-dangerous goods, non-labeling of dangerous goods containers, non-labeling inside the LCL containers, non-labeling of dangerous good FCL containers to be stripped in the port, non-labeling of dangerous good containers discharged from vessel, mistake in declaration of dangerous good classes.

3- existence of the label on the empty containers is not regarded as non-standard stowing but in this case an amount of \$ 60 per container (20ft or 40ft) will be

collected by the PMO from the shipping lines or their agents as an amount of guarantee.

4- Containers containing explosives (class 1) and radioactive (class 7) must be directly delivered and container containing other categories of dangerous goods may stay 48 to 72 hours in port at the discretion of Port Authority. If such cargo stays in port more than above period, the Port Authority shall move such cargo to another location at the cost of the cargo owner (consignee).

Table 18. Charges of shifting container in ship, opening the hatches and handling of stock

NO	Services provided	USD
1	Shifting container from one bay to another bay or change the position of container within the bay without landing on quay	51
2	Shifting container from one bay to another bay or change the position of container within the bay by landing on quay	63
3	Opening one hatch and putting it on another hatch and closing it	77
4	Opening one hatch and putting it on quay and closing it	154
5	Shifting ship stock box	51

Table 19

Service provided		20 ft	40 ft
Handling	From CY to marshalling yard or dedicated terminals and vice-versa	400000	600000
	Within the terminal	200000	300000
	Between the terminal	300000	450000
For each move in or out of terminal	To trailers	200000	300000
	From/to wagon (only in rail terminals)	350000	500000

Note: dedicated terminal are not allowed to receive any charges other than those mentioned in table 19 unless additional moves are required by the cargo owner or required for custom related operation.

3- USE OF SPECIAL DEVICES

The use of wire, chain and similar devices for loading and discharge of container shall be subject to \$ 51 increase in THC.

4- HEAVY CONTAINERS

For loading/unloading and handling of heavy containers only permissible port equipment shall be used and related charges shall be negotiated and collected on the basis of hours worked

5- CONTAINER STRIP

- Strip charges of FCL containers shall be 1980000 Rials for 20-ft containers and 2750000 Rials for 40-ft containers. Strip operation shall be conducted at the request and expense of cargo owner.
- Strip charges of LCL containers shall be \$110 for 20-ft containers and \$165 for 40-ft containers. Strip operation shall be conducted at the expense of Shipping Line.
- If the LCL nature of such containers is not declared, an amount of \$201 for 20-ft and \$252 for 40-ft will be charged and collected from the Shipping Line of his agent.
- The handling charges of stripped container to dedicated terminals shall be at the expense of terminal operator.
- For providing extra services in stripping of containers into the wagon, an amount of 135300 Rials for 20-ft container and 158400 Rials for 40-ft containers shall be charged in addition to strip charges.

Table 20- strip charges of partial strip

Container type	Cargo volume	Strip charge (Rials)
20-ft	Up to 3 cubic meter	386000
	Up to 10 cubic meter	544000
	More than 3 cubic meter	773000
40-ft	Up to 3 cubic meter	386000
	Up to 10 cubic meter	544000
	Up to 15 cubic meter	773000
	More than 15 cubic meter	1159000

Table 21- storage charges in Container Freight Station (CFS)

Storage period	From day of discharge to day 5 (Ton/Rials)	From day 6 to day 10 (Ton/Rials)	From day 11 to day 20 (Ton/Rials)	From day 21 to day 30 (Ton/Rials)	From day 31 to day 45 (Ton/Rials)	From day 46 to day 60 (Ton/Rials)	From day 61 to day 75 (Ton/Rials)	From day 76 to day 90 (Ton/Rials)	After day 91 (Ton/Rials)
Import	free	4200	5200	5800	7700	11600	15500	23200	30900
Transship and External transit	free	1900	2400	2700	3500	5300	7000	10500	14100
Export	free		3900	4400	5800	8700	11600	174000	23200

- Transship container will be granted 20-day free time
- At the end of free time, storage charges shall be counted from the first day of discharge

7- LOADING AND UNLOADING OF CAR FROM/INTO CONTAINER

Table 22

Loading and unloading of car from/into container	465600 Rials
Stowing of car inside container	1080500

8- REFRIGERATED CONTAINER MONITORING AND SERVICES

Charges of monitoring and other services to refrigerated containers, in addition to THC, will apply as per table 23

Table 23

20-ft refrigerated container	748000 Rials	Per 24 hours
40-ft refrigerated container	1010000 Rials	Per 24 hours

Remarks

1. Refrigerated container services include plugging/unplugging and temperature monitoring
2. Port operator has no responsibility over the technical problems and repair of the refrigerated containers and will only inform Shipping Line of any possible problem.
3. Plugging and unplugging services for refrigerated containers provided at the request of the Shipping Line on board the ship will be charged at \$ 37.
4. The handling charges of refrigerated containers to dedicated terminal shall be at the responsibility of the terminal operator.

9. Other services

Table 24-

NO	Item	charge
1	Delay to crane After the first 30 (thirty) minutes, per hour or part thereof	336 USD
2	Labeling Removing label from container or Affixing label on container	60000 Rials
3	Knocking down flat racks	70000 Rials
4	Fitting or removing tarpaulins 20-ft containers	140000 Rials
	40-ft containers	220000 Rials
5	running and administrative costs changing transship containers to import container and vice-versa	120000 Rials
	Change of destination of the container handled into CY for loading on vessel	180000 Rials
	Containers placed on tractor for loading on vessels but returned to CY at the request of Ship agent	42 USD
	Issuance of manifest for each unit	6000 Rials
	Interchange between Lines	180000 Rials

	Re-issuing Identification document for each container	160000
	Computer data amendment at the request of Shipping Lines or Owner per unit	35000 Rials
	Manual data entry of Loading List per unit	6000 Rials
	Issue of Bay Plan per container	6000 Rials
	Modifying the position of container on board the ship when its door is not in correct direction	14 USD
	Non-declaration of the port of destination	180000 Rials
6	Removing seal and applying new seal Per seal	150000 Rials
7	Equipment hiring charges Per Gantry crane/hour	453 USD
8	Charges (outside THC Operation) Lashing & Unlashing Per container	2 USD
9	Palletizing LCL container cargo per pallet	300000 Rials

ANNEX

OTHER TARIFFS

Tariffs of the Special Economic Zones Affairs

A. Tariff of the public services

The tariff passage of cargo from Special Economic Zone is: 20000 Rials per ton

Following goods are exempted form the above tarrifs:

1. export cargo (every kind)
2. transship (director or indirect)
3. external transit cargo
4. cabotage cargo
5. returned cargo
6. goods entered into the port for the use in special economic zone
7. goods manufactures in factories located in special economic zone

Notes:

- In calculation of the above tariffs, if the weight of the cargo is less than one ton, it will be regard one ton.
- The inflation rate officially announced by the Central Bank will be added to the above tariffs at the beginning of each year.

B. Tariff communication and engineering services in special economic zone

Tariff of the communication and engineering services for goods and commodities for use in special economic zone including domestic and external goods such as raw materials, equipment, consumption goods and etc is: 80000 per ton

Notes:

- In calculation of the above tariff, if the weight of the cargo is less than one ton, it will be regard one ton.

- The inflation rate officially announced by the Central Bank will be added to the above tariffs at the beginning of each year.

Table 25- Documentation tariff in special economic zone

no	شرح فعالیت	charge		
1	Warehouse receipt	300000		
2	Duplicate warehouse receipt	600000		
3	Certificate of origin	450000		
4	Duplicate certificate of origin	900000		
5	Issuance or extension of utilization permit	600000		
6	Issuance or extension of raw material or consumption goods utilization permit	600000		
7	numbering and affixation of number plate for vehicles and port equipment			
	Charge of document		Charge per document	
			Original	duplicate
	Issuance or extension of port equipment and vehicle related documents		45000	60000
	Issuance or extension of driver/operator license	Per month and less	45000	75000
		Per 6 month	105000	150000
		Per year (more than 6month)	210000	300000
	numbering and affixation of number plate		Charge in rial per vehicle	
			Original	Duplicate
	numbering and affixation of number plate for light vehicles		600000	750000
	numbering and affixation of number plate of heavy vehicles		600000	750000
	numbering and affixation of number plate of road-building vehicles		800000	1000000
numbering and affixation of number plate for port equipment	Light (small forklift tracks, trailer, tractors...)	600000	750000	
	Semi-heavy (forklift, ...)	800000	1000000	
	Heavy (reachstacker,...)	1100000	1400000	
Note: charges of numbering and affixation of number plates (per vehicle) for following periods will be as below:				
<ul style="list-style-type: none"> • less than one month: 25% of the above rates • More than 1 month and less than 6 month: 50% of the above rates • More than 6 month and less than one year: 100% of the above rates 				

SPECIAL TARRIFS OF THE SPECIAL ECONOMIC ZONE

A. Tariff of the public services

Tariff of the public services for the import and internal transit cargo entering the special economic zone is 20000 Rials per ton which is calculated according to the provisions of the custom related documents and will be collected as a separate item along with other dues and charges in the bill when exiting the cargo to the mainland.

Remarks

1. In the case of direct delivery of the cargo via pipe or conveyor belt 20% of the above rate and via lorries, wagon and etc 40% of the above rate will be calculated and collected

1-1- direct delivery means direct transport of cargo from ship by the carriage means (wagon, lorries, pipe and etc) to the outside of the port area and vice-versa

1-2 if the cargo owner lease a land or reserve in the port area and carries his cargo to the said land or reserve to transport it outside the port area in a later time, this is not regarded as direct delivery.

2- Following goods are exempted from public service charges

2-1- Export cargo (every kind), internal and external transship (direct or indirect), external transit, cabotage (origin and destination), returned goods and temporary entry goods

2-2- goods which are carried for domestic consumption in special economic zone

2-3- goods manufactures within the special economic zone

3- the above mentioned goods include containers and non-containers

4- In calculation of the above tariffs, if the weight of the cargo is less than one ton, it will be regard one ton.

5- The inflation rate officially announced by the Central Bank will be added to the above tariffs at the beginning of each year.

B. Tariff of the communication and engineering services

Tariff of the communication and engineering services for goods and commodities for use in special economic zone including domestic and external goods such as raw materials, equipment, consumption goods and etc is: 80000 per ton

Notes:

- In calculation of the above tariff, if the weight of the cargo is less than one ton, it will be regard one ton.

QUARANTINE SERVICES CHARGE

All ship calling into Iranian ports will be charged at rates as per table 25 as Quarantine services charges:

Table 27- Cargo and passenger ships

No	Ship GT	Quarantine charges
1	Up to 500 GT	Free
2	From 501 to 1000 GT	\$ 26.4 per ship
3	From 1001 to 2500 GT	\$ 34.1 per ship
4	From 2501 to 4000 GT	\$ 41.8 per ship
5	From 4001 to 5000 GT	\$ 45.1 per ship
6	From 5001 to 7000 GT	\$ 49.5 per ship
7	From 7001 to 10000 GT	\$ 52.8 per ship
8	From 10001 to 20000 GT	\$ 57.2 per ship
9	From 20001 to 30000 GT	\$ 60.5 per ship
10	More than 30000 GT	\$ 64.9 per ship

Table 28- Tanker ship

No	Ship GT	Quarantine charges
1	Up to 5000 GT	\$ 26.4 per ship
2	From 5001 to 15000 GT	\$ 31.9 per ship
3	From 15001 to 25000 GT	\$ 37.4 per ship
4	From 25001 to 35000 GT	\$ 41.8 per ship
5	From 35001 to 45000 GT	\$ 45.1 per ship
6	From 45001 to 55000 GT	\$ 49.5 per ship
7	From 55001 to 65000 GT	\$ 52.8 per ship
8	From 65001 to 75000 GT	\$ 57.2 per ship
9	From 75001 to 100000 GT	\$ 60.5 per ship
10	From 100001 to 150000 GT	\$ 64.9 per ship
11	From 150001 to 250001 GT	\$ 68.2 per ship
12	More than 250001	\$ 72.6 per ship

Table 29

In addition to public health service charges for pest control, ships lacking valid certificate will be charged at following rates on the basis on their Gross Tonnage (GT).

No	Ship GT	Pest control treatment service and issue of certificate
1	Up to 100 GT	free
2	From 101 to 1500 GT	\$ 113.3 per ship
3	From 1501 to 2500 GT	\$ 189.2 per ship
4	From 2501 to 3500 GT	\$ 211.2 per ship
5	From 3501 to 4500 GT	\$ 284.9 per ship
6	From 4501 to 5500 GT	\$ 322.3 per ship
7	From 5501 to 6500 GT	\$ 379.5 per ship
8	From 6501 to 7500 GT	\$ 455.4 per ship
9	From 7501 to 8500 GT	\$ 492.8 per ship
10	More than 8501	\$ 531.3 per ship

Note:

The price of the treatment substances used shall be calculated and added to the above rates.

ELECOMMUNICATION TARIFFS

Table 30

A. LAND LINE CHARGES) LL

From Iran to:	Charges in Gold Franc		
	Telegraph per word	Telephone per minute	Telex per minute
I.R.Iran			
Coastal stations-	0.00	0.00	0.00
- Others	0.20	1.00	0.60
Europe			
-Turkey	1.30	6.00	3.70
- other countries	1.50	6.30	4.40
Africa			
-Algeria, Egypt, Morocco, Tunisia	1.50	4.50	4.40
- other countries	1.60	8.60	5.80
Asia			
- Pakistan	0.30	2.80	1.58
- Iraq, Bahrain, Kuwait, Oman, Qatar	0.35	2.90	2.90
UAE, Bangladesh, Cyprus, Yemen, Saudi Arabia, Syria, Lebanon	0.37	4.00	4.40
Japan, Hong Kong, Korea, Malaysia, China, Maldives, Singapore, Sri Lanka, Thailand, Philippines, Taiwan	0.40	7.50	5.90
Austria and Oceania	1.30	10.00	5.90
- America	1.00	5.00	4.40

B. COASTAL STATION CHARGES CC

Table 31

	Charges in Gold Franc		
	Telegraph per word	Telephone per minute	Telex per minute
Telegraph Messages	1.00		
Phone calls (minimum 3 minutes) Wave: V.H.F M.F. H.F.		2.00 2.34 2.34	
Radio telex (minimum 3 minutes)			3.00

SHIP-TO-SHORE RADIO-COMMUNICATION CHARGES

A. Coastal Station Charges CC

If a ship requests to make a radio-telex or radio-telex communication with the port or city where radio station is located, the related charges shall be calculated based on CC.

(LAND LINE CHARGES) LL

If a ship requests to make a radio-telex or radio-telex communication with other parts of Iran or foreign country from coastal station, the related charges shall be calculated based on LL.

Shore-to-ship radio communication charges for phone calls, telegraph or radio-telex messages shall be based on Land Line charges LL only.

1- With a view to encourage Iranian ships to use Iranian coastal stations, all radio communications charges (Ship-to-shore and shore-to-ship) shall be subject to 50% discount.

Note: in cases where an Iranian ship requests to make a communication with a foreign country using Iranian coastal station, 50%-discount shall not apply.

2- Radio communication services shall be free of charge in Islamic Revolution Anniversary (22 Bahman, Iranian calendar), first day of Nowrouz, Eid Ghorban, Eid Ghadir and Eid Fetr.

3- Communications for providing medical services from medial vessel arranged by the Ports and Maritime Organization (PMO) shall be free charge.

4- With a view to encourage foreign ships to make their radio communication by Iranian coastal stations, for communications charges between 22:00 hour to 4:00 (next day) as well as in 25 December only Land Line Charge shall be collected.

Note 3

1. Radiotelephone: minimum duration: 3 minutes and 1 minute for operator included
2. Radiotelex: minimum duration: 3 minutes and 1 minute for operator included
3. Telegram messages: minimum 7 words and if urgent service is requested the charge shall double.
4. Telegraph messages: minimum 22 words
5. the rates in respective tables are based on Gold Franc
6. The currency exchange between Rial and USD shall be based on the exchange rates declared by the Iranian Central Bank

C. Safety of shipping services (NAVTEX) including navigational alarm, weather information, distress calls and etc shall be free of charge

Table 32- Collection charges of oil waste per hour

No	Equipment	Number	Iranian ships	Foreign ships
1	Tugboat	1 unit	\$ 1733	
2	boat	1 unit	\$ 277	
3	500-ton barge without power	1 unit	\$ 35	
4	Oil boom	Per 20 m	767000 Rials	\$ 416
5	Skimmer	Up to 20 cubic meter per hour	640000 Rials	\$ 347
6	Skimmer	From 21 up to 50 cubic meter per hour	1022000 Rials	\$ 556
7	dispersant	Per liter	128000 Rials	\$ 69
8	Use of Separator	Per 1 cubic meter of collected materials	128000 Rials	\$ 69
9	Washing and cleaning equipment	Excluding dispersant	383000 Rials	\$ 208
10	Technician fee	Per person per hour	128000 Rials	\$ 69
11	Consultation fee	Per person per hour	543000 Rials	\$ 208

Note 1: if the oil pollution location is within 17 nautical miles, 30% will be added to the above rates.

Note 2: rates of item 1,2,3 shall be subject to 30% increase for hard work and cleaning the floating crafts participating in oil pollution control operation.

SHIP REGISTRATION DUES

a. Tariff of ship registration dues is as table 33:

Table 33- Registration dues

No	Ship GT	Registration dues in Million Rials per ship
1	Less than 500 GT	3
2	From 501 up to 1000 GT	4
3	From 1001 up to 1500 GT	5
4	From 1501 up to 2000 GT	7
5	From 2001 up to 2500 GT	9
6	From 2501 up to 3000 GT	11
7	From 3001 up to 4000 GT	13
8	From 4001 up to 5000 GT	15
9	From 5001 up to 6000 GT	17
10	From 6001 up to 7000 GT	19
11	From 7001 up to 8000 GT	21
12	From 8001 up to 9000 GT	23
13	From 9001 up to 10000 GT	25
14	More than 10001	30

b)- Registration renewal dues shall be 50% of the registration dues of subparagraph a.

c)- Any alteration in certificates regarding ships particulars shall be charged at 500000 Rials

d)- Issuance of a duplicate for a certificate shall be charged at 30% of the registration dues

Table 34

Registration dues for of ship/crafts deals (charter and etc)

No	Ship GT	Dues in Rials
1	Less than 500 GT	300000
2	From 501 up to 1000 GT	500000
3	From 1001 up to 5000 GT	1000000
4	From 5001 up to 10000 GT	1500000
5	More than 10001	2500000

Note Of Pro/test

Table 35

Ships Flying Iranian Flag

No	Ship GT	Dues in Rials
1	Less than 10000 GT	4400000
2	More than 10000 GT	7300000

Table 36

Ships flying foreign flags

No	Ship GT	Dues
1	Less than 10000 GT	\$ 416
2	More than 10000	\$ 693

Table 37

Re-inspection charges of ship flying foreign flags

Ship GT	Re-inspection charges in working hours
Less than 500 GT	\$ 111
From 500 up to 1000 GT	\$ 166
From 1000 up to 3000 GT	\$ 277
From 3000 up to 40000 GT	\$ 554
More than 40000	\$ 832
If the inspection is conducted outside working hours or in public holidays, an amount of \$ 55 shall be added to the above rates.	

TABLE 38- OIL WASTE RECEPTION TARIFF

Annex no	Tariff
<p>Annex I</p> <p>Prevention of pollution by oil</p>	<p>The charges of ballast water and oil waste is as below:</p> <ol style="list-style-type: none"> 1. An amount of 200 Euros will be collected from all Iranian and foreign ships entering Iranian ports and oil terminals <ul style="list-style-type: none"> Note 1.: wooden and fiberglass vessels, service and passenger ships are exempted from above charge. Note 2: ships and tankers operating solely in ports of Persian Gulf and Sea of Oman shall pay the above charge once in a 3-month period in their first Iranian port call. Note 3: liner ships (tanker and container) calling regularly in Iranian ports shall pay the above charge once in a 3-month period when entering into first Iranian port 2. The charges of ballast water and oil waste for all Iranian and foreign ships entering Iranian ports: 80 Euros per cubic meter (less than one cubic meter is considered one cubic meter) <ul style="list-style-type: none"> Note 1. wooden and fiberglass vessels, service and passenger ships will be subject to following discounts: <ol style="list-style-type: none"> 1- up to 1 cubic meter: 70% discount 2. from 1to5 cubic meters: 30% discount Note 2. The ships other than those mentioned in note 1 which contain slop with 70% recoverable oil will be subject to the following discounts: <ol style="list-style-type: none"> 1. up to 5 cubic meter: 30% discount 2. from 5 to 10 cubic meters: 60% discount 3. from 10 to 20 cubic meters: 100% discount Note 3- reception of more than 20 cubic meter of Slop containing 70% recoverable oil shall be subject to payment of a negotiated rate to ship. Note 4- reception of lubricating oil shall be subject to payment of a negotiated rate to ship. Note 5- if the ship or tanker is outside the harbor, the transportation cost will be added to the ballast water and oil waste charges. Note 6- if the ballast water and oil waste operation is carried out outside working hours, 10% will be added to the related charges.

<p>Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk</p>	<p>Reception of Noxious Liquid Substances in Bulk set out in MARPOL Convention, Annex II shall be charged at following rates:</p> <table border="0"> <tr> <td>1- vessels:</td> <td>10000 GT</td> <td>\$277</td> </tr> <tr> <td>2- vessels:</td> <td>From 10001 up to 30000 GT</td> <td>\$416(Up to 5 cubic meter)</td> </tr> <tr> <td>3- vessels:</td> <td>more than 30001 GT</td> <td>\$693(Up to 5 cubic meter)</td> </tr> </table> <p>Note: an amount of \$ 35 shall be charged per cubic meter extra for above rates</p>	1- vessels:	10000 GT	\$277	2- vessels:	From 10001 up to 30000 GT	\$416(Up to 5 cubic meter)	3- vessels:	more than 30001 GT	\$693(Up to 5 cubic meter)
1- vessels:	10000 GT	\$277								
2- vessels:	From 10001 up to 30000 GT	\$416(Up to 5 cubic meter)								
3- vessels:	more than 30001 GT	\$693(Up to 5 cubic meter)								

Annex no	Tariff
<p>Annex IV Prevention of Pollution by Sewage from Ships</p>	<p>The Sewage reception charges stated in MARPOL Convention annex IV will be collected, upon the request of the Ship or Agent, at following rates:</p> <p>1- wooden and fiberglass crafts: free of charge</p> <p>2- for other vessels: \$35 per cubic meter. The charge will be calculated once for 5 cubic meters after the first request in every call. An amount of \$ 17 shall be charged per 1 cubic meter extra in the first time or next times in the same call.</p>
<p>Annex V Prevention of Pollution by Garbage from Ships</p>	<p>Charges of Garbage reception of MARPOLE Convention Annex V must be collected form all vessels due to sensitivity Persian Gulf and Sea of Oman:</p> <p>Passenger ships engaged in international voyages will be charged as per following formula: (GT×2/1Cent)+[(No of max passenger allowed +No of min safe manning) ×52/5 Cent]</p> <p>Passenger ships engaged in domestic voyages shall be charged at 25% rates of the tariffs for passenger ships engaged in international voyages.</p> <p>Charges of solid cargo waste reception set out in annex III of MARPOL Convention shall be negotiated between the Port Authority and the Ship considering the IMDG Code classes.</p>

- If the ship or tanker is outside the harbor, the transportation cost will be added to the ballast water and oil waste charges.
- Above rates shall be subject to 10% increase as charges of waste separation if necessary.
- If the operation of Sewage reception is performed outside working hours (due to failing to request waste reception services 24 hour in advance or requesting these services outside working hours), 10% shall be added to the above rates.