



Ref: 1022/05/1501  
Date: 2026/07/14  
Enclosed:

شماره:  
تاریخ:  
پیوست:

**In the name of God**

**Eng. Samad Hassanzadeh**  
**Honorable President of Iran Chamber of Commerce, Industries, Mines and Agriculture (ICCIMA)**

**Subject: Operational and Financial Procedures Applicable to Imported Containers Accumulated at Non-Iranian Ports Due to War Conditions**

Dear Sir,

With reference to the resolutions adopted at the meeting of the Board of Directors of this Association held on June 27, 2026 (1405/04/06), and with the objective of establishing uniform procedures, ensuring consistency in the actions of shipping lines, and maintaining compliance with international maritime law, relevant conventions, and recognized international operational practices, the following operational and financial procedures shall apply to imported containers that, due to war conditions and in order to safeguard logistics operations and protect cargo interests, have been discharged at safe-port/buffer ports or remained at transshipment ports, but were unable to continue their carriage under the previously agreed terms.

The applicable procedures are hereby communicated as follows:

A.

Imported containers accumulated at transshipment, safe-port, or buffer ports, which could not continue their carriage under the original agreed terms due to war conditions and which have subsequently been, or are being, transported to the Islamic Republic of Iran under a new agreement and revised freight terms with the relevant cargo interest, shall under no circumstances be subject to Demurrage or Detention charges at such transshipment, safe-port, or buffer ports.

Any Demurrage or Detention charges already collected in this regard shall be refunded to the relevant cargo interest.

B.

Considering that part of the transportation service has already been performed, the portion of the original freight corresponding to the carriage completed up to the transshipment, safe-port, or buffer port shall be deducted from the newly agreed freight amount.

C.

Where imported containers accumulated during the war period have been discharged at ports outside the designated war-affected area (i.e., outside the Sea of Oman and the Persian Gulf), such containers shall not be subject to any War Risk Surcharge.

D.



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Where imported containers accumulated during the war period have entered ports located within the designated war-affected area (the Sea of Oman and the Persian Gulf), the applicable War Risk Surcharge shall be charged strictly in accordance with the Association's Circular dated March 16, 2026.

E.

Storage charges for imported containers accumulated at transshipment, safe-port, or buffer ports shall be payable by the relevant cargo interest, subject to the submission of valid and supporting documentary evidence.

F.

Loading and discharge handling charges for imported containers accumulated at safe-port and buffer ports (excluding transshipment ports) shall be payable by the relevant cargo interest, subject to the submission of valid and supporting documentary evidence.

G.

No charges arising from vessel delay, vessel waiting time at safe areas or anchorages, or inability to discharge the vessel shall be imposed on imported containers accumulated under the circumstances described herein.

H.

Where a shipping line, having discharged CIF-term imported containers at transshipment, safe-port, or buffer ports, has officially and verifiably notified the relevant cargo interest, in its capacity as carrier, regarding the suspension or cessation of further carriage, and has made the containers available for delivery at the relevant port, the cargo interest may either take delivery of the cargo or request that the containers remain at the port.

In such circumstances, all previous carriage arrangements shall be deemed terminated due to prevailing war conditions and the inability to continue transportation under the original terms. The relevant cargo interest shall be responsible for applicable port storage charges.

Where carriage is performed under FOB terms, the freight forwarder and/or the shipping line acting as the contracting carrier at destination, having negotiated and accepted responsibility for the carriage, shall notify the relevant cargo interest of the exceptional circumstances and shall enter into a new agreement accordingly. The mutually agreed terms for continuation of the carriage shall be binding upon the parties.

Note:

Under CIF terms, the relevant cargo interest shall be the Shipper indicated in the Bill of Lading.

Under FOB terms, the relevant cargo interest shall be the Consignee indicated in the Bill of Lading.

I.

All container transportation operations to or from ports of the Islamic Republic of Iran that were agreed upon and performed during the war period shall not be subject to War Risk Surcharge or any other additional surcharge where freight components were not separately identified and no prior notice was provided.



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J.

All imported container shipments to Iranian ports for which final transportation arrangements were concluded prior to the war period, but which were not carried out and were subsequently transported by the carrier after the war period without issuance of any formal and verifiable prior notice regarding changes in applicable terms and conditions, shall not be subject to War Risk Surcharge or any other additional surcharge.

**Important Provisions:**

All Iranian and foreign shipping companies and shipping agencies are required to comply with and implement the provisions of this directive. In the event of any proven violation, the matter shall be pursued through competent legal authorities. Iranian operating companies shall ensure that these provisions are duly communicated to their foreign principals.

Agreements between the parties concerning freight rates, modes of transportation, storage arrangements, loading and discharge operations, and documentation procedures shall prevail over the provisions of this directive. However, such agreements shall not supersede or apply to Demurrage, Detention, War Risk Surcharge, or vessel delay charges addressed herein.

An Iranian shipping agency that has not negotiated, agreed upon, or undertaken obligations in the capacity of carrier shall have no legal standing or liability in this regard, pursuant to Unified Judicial Precedent No. 29 dated November 19, 1984 (1363/08/28), issued by the General Assembly of the Supreme Court of Iran.

The Shipping Association of Iran shall be the sole authority responsible for interpretation of the provisions of this directive. Where assessment of specific cases or application of provisions requires expert review, such matters shall be referred to the Shipping Association of Iran.

Respectfully,

Masoud Polmeh  
Secretary General