

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

March 21, 2010 to March 21, 2011

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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 Transportation. PMO Managing Director is Deputy Minister of Roads and Transportation. PMO's Board of Directors on behalf of the Supreme Council (comprising of: Minister of Roads & Transportation, 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

PMO Supreme Council has the authority to set the tariffs which can be delegated to the PMO Board of Directors. This Tariff includes two Sections: Marine-related Tarrif and Operation Related Tariff which include port dues, duties and charges.

Dues: means tariff levied on the ships calling and cargos transported into the ports within Jurisdiction of the I.R.Iran for which no services are provided.

Duties: means tariffs levied on the incoming ships and in-bound cargo to cover the associated costs of construction and maintenance of port infrastructures.

Charges: means tariffs levied on the services provided to ships and cargos charged charges against the provisions of the services.

Note: as the present Tariff Book has been developed to contain the tariffs items on the basis of the orders of the PMO Board of Directors as well as PMO Supreme Council, all directives not dealing with tariff related issues remains in force as before.

APPLICATION

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

SOUTHERN PORTS

Sothern ports include: Bandar Imam Khomeini Port (BIK), Shahid Rajaei Port, Chabahar (Shahid Beheshti & Shahid Kalantari), Bushehr, Abadan, Shaid Bahonar, Gheshm, Aftab Port, Charak Port, Lengeh Port, Choebdeh Port, Shadegan Port, Shadegan Port and all ports constructed by the Ports and Maritime Organization (PMO) or, under its supervision and permission, by other governmental and non-governmental organizations in Persian Gulf and Sea of Oman coasts.

NORTHERN PORTS

Northern Ports include ports of : Anzali, Noshahr, Amirabad, Fereidounkenar, Astara, Neka, Gaz, Torkaman and all ports constructed by the Ports and Maritime Organization (PMO) or, under its supervision and permission, by other governmental and non-governmental organizations in Caspian Sea coasts.

VALIDITY

The present Tariff Book has been developed for the Iranian Calendar Year of 1389 (21 Mar 2010 to 21 Mar 2011) 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- Calculation of tariffs on ship and cargo
- 1-1- Ports due, duties and charges shall be levied on USD and charges less than 1 USD will be calculated in CENT on the basis of the rates declared by Iranian Central Bank.

1-2- All payments relating to cargo operation shall be made (except for THC) in Iranian Rials

1-3- Terminal Handling Charges (THC) will be calculated in USD on the basis of the rates declared by the Iranian Central Bank on the day when the ship is berthed and shall be paid in Rials.

2- PAYMENT IN ADVANCE

The Port Authority may, at its sole discretion, estimate and collect in advance all 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 the port authority may decide, in coordination with Iranian Custom, on the 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.

The Port Authority reserves the right to move 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- OVERTIME HOURS (WORKING HOURS, NON-WORKING HOURS, NIGHTS AND HOLIDAYS)

Working days in ports are from Saturday to Wednesday of a week 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. The cargo operation in bulk, container and general cargo terminals are 24 hours a 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).

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
- Last Loading Port Certificate

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

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 and they would be held accountable for any violation of these 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:

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

Note:

1. Charges in this Tariffs shall continue to remain in effect as to dangerous goods until further notice. Any changes in this respect will be notified to the port authority.
2. Chemical substance of Calcium Hidroxid and Sodium Carbonate which is not mentioned in IMDG Code is 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 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 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 ships 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, diaries 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 buoying 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 Gheshm and Kish free ports.

No	Tariffs		Container/non container ship, Ro-Ro vessels, Non-oil ships	
1	Port-related	Dues at port entrance	0.6 C/GT	
		Harbors dues	0.6 C/GT	
		Cargo operation	Berth	2 Cents per ton
			Harbor	1 Cents per ton
2	Light dues		3 C/GT	
3	Pilotage charges		6 C/GT	
4	Garbage collection charges at berth		2C/GT	
5	Dredging dues		4 C/GT	
6	Wharfage dues		1.5 C/GT	
7	Tug operation charges		12 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% 			

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 double
- 4- The item 6 of the tariffs will be based on the cargo operation (loading/unloading) norm for each kind of vessel taking the account of its cargo as follows:
 - ✓ Container and ro-ro vessels: 1.5 Cent for one day
 - ✓ General cargo ships and fishing crafts: 1.5 Cent for 3 days
 - ✓ Bulk carriers: 1.5 Cent for 5 days
 1. For any period exceeding above days, 6 cents shall be charged per day and if the period is less than a day, $\frac{6}{24}$ cent per hour shall be charged.
 2. As to the research and service vessels and tugs, for any period exceeding above days 1.5 cent will be charged per one day and for any period less than a day $\frac{1.5}{24}$ C/GT per hour. It is to be noted that the above-mentioned vessels will be exempted from above charges for the first day of their operation.
6. Vessels shifting charges will be as follows:
 - ✓ Using pilot: 7C/GT
 - ✓ Using tug tow: 3 C/GT
 - ✓ Using tug operation: as per table 4

Remarks

- 1- Shifting means relocating the vessels between berths or moving the vessels from berth to harbor and vice-versa
- 2- 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. When a vessels or craft is tugged by a tug for berthing/unberthing for the purpose of cargo operation, port dues will be charged on the combined GT of the vessel/craft and the tug.

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

3. Is owned by private sector (regardless of its nationality)
4. Provides services to the confines of the outer harbors

5. Has Iranian master
 6. Its master requests to entre the port without using pilot
14. In order to avoid any delay in berthing/unberthing ships calling in ports, recognized ship agents must pay port tariff invoice within 20 days. The list of recognized ship agents shall be provided to Port Authorities by the Financial & Administrative Affairs of PMO.
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

No	Tariffs		Container/non container ship, Ro-Ro vessels, Non-oil ships	
1	Port-related	Dues at port entrance	0.06 C/GT	
		Harbors dues	0.06 C/GT	
		Cargo operation	Berth	0.20 Cents per ton
			Harbor	0.10 Cents per ton
2	Light dues		0.30 C/GT	
3	Pilotage charge		0.60 C/GT	
4	Garbage collection charges at berth		0.20 C/GT	
5	Dredging dues		0.40 C/GT	
6	Wharfage dues		0.15 C/GT	
7	Tug operation charges		12 C/GT	

Notes:

- 1- The minimum charge of the invoices issued for the ship shall be 100000 Rials. In case the payable charge is less than this, the full amount shall be paid.

- 2- The charge in item 6 for passenger ship shall be: 0.15 C/GT for 3 days
- 3- For any period exceeding than mentioned above, an amount of 0.6C/GT shall be charged for any period less than a day, an amount of $\frac{0.6}{24}$ shall be charged per hour.

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 Rjaee 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% 			

Notes:

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 pilot: 7C/GT
 - ✓ Using tug tow: 3 C/GT
 - ✓ Using tug operation: as per table 1
3. Pilotage charges include steering, berthing, unberthing, mooring and unmooring the ship. If the ship is moved from the berth into harbor upon the request of the ship's agent rather than operational considerations, the charge of one vessel shifting shall be payable and if tug operation is required, related charges shall be applicable as per item 4.
4. 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

Notes

- 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.

Collection of ship demand 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	\$ 3.5 per active hold per hour	\$ 6 per active hold per hour
In berths of: Foulad Khozestan, Foulad Shahid Rajae, Bandar Imam Petroshimi, Khark, Asaluyeh, Kaveh, Nekah, Gheshm and dedicated berths no demand shall apply.		

Vessels lay-up port dues

Vessels lay-up port dues are as follows:

- 1- Dues for anchorage and wharfage shall be 1 cent per GT, GRT or DWT (whichever is greater).
- 2- Garbage collection charges shall be 700 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

DISCOUNTS AND EXEMPTIONS

- 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 business 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 medial 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 form 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 form 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 entre 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- 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.

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 1.5 C/GT per day and for less than 24 hours $\frac{1.5}{24}$ C/GT per hour

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

13-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 table 7.

Table 7

Type of ship	Discount
Passenger and Ro-Ro ships	85%
Ro-Ro ships	90%
Ro-Ro ships carrying general cargo only	50%
Ro-Ro ships carrying break bulk	70%
Iranian Fishing vessels engaged in domestic fishing activities in territorial waters	90%
EXPORT <ul style="list-style-type: none"> ✓ Commercial ships of 1500 GT or above calling in ports to load such cargos as clinker, sand, cement, sulfur, mineral substances ✓ Commercial ships calling in Iranian ports for loading other non-oil cargos other than preceding paragraph. 	
TRANSIT <ul style="list-style-type: none"> ✓ Commercial ships entering Iranian ports carrying wholly transit cargo for loading and discharge ✓ Commercial ship calling in Iranian port carrying both import and transit cargo are subject to 75% discount in proportion of their transit cargo 	
<ul style="list-style-type: none"> ✓ In cases where a ship enters Iranian ports for loading export and transit cargo without discharging any cargo are subject to 75% discount in proportion to its transit cargo and 50% in proportion to its export cargo 	
Notes: <ul style="list-style-type: none"> ✓ In cases where a ship is subject to multiple discount, the greater shall apply 	

14- 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)

15- 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.

16- All items of port dues and charges in this Tariff on Iranian non-oil ships currently operating in Caspian Seas are subject to 30% discount (discounted rates are valid until 23 March 2011)

17- Pilotage and wharfage dues in Table 1 of this Tariff shall not apply for all commercial ships (non-oil and non-gas) calling in service and petrochemical ports of Special Economic Zone of South Pars (Asaluyeh) for which no discount is offered. This tariff rates are applicable for all ships carrying export cargo from Special Economic Zone of South Pars (Asaluyeh) and ships carrying import cargos to be used in this port.

18- Tariffs on ships carrying liquefied gases in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh) and all SBMs and SPMs of southern port shall apply based on Table 8 and 9.

Table 8- 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	0.6 C/GT
2	Port harbor dues	0.6 C/GT
3	Cargo handling dues	2 C/TON
4	Light Dues	3 C/GT
5	Pilotage charges	25 C/GT
6	Garbage collection charges at berth	2 C/GT
7	Tug operation charges	22 C/GT

Table 9- Tariff on the ships carrying liquefied gases in SBMs and SPMs of southern port

No	Item	Tariff
1	Dues at port entrance	0.6 C/GT
2	Port harbor dues	0.6 C/GT
3	Cargo handling dues in SBM or SPM	1 C/TON
4	Light Dues	3 C/GT
5	Pilotage charges	50 C/GT
6	Garbage collection charges at berth	4 C/GT
7	Tug operation charges	22 C/GT

Note:

- 1- No discount will be applicable for above tariffs
- 2- Tariff of table 9 shall apply only for the ships calling in Sothern port and perform their loading/discharge operation by SBM and SPM

19- liner container ships carrying transship containers for distribution among Iranian and regional ports via Shahid Rajaei Port are subject to 20% discount in proportion to their transship cargo except for tug operation charges.

20- all feeder ships carrying container ships from Shahid Rajaei Port for distribution among Iranian and regional ports are subject to 70% discount in proportion their transship cargo except for tug operation charges.

21- all Iranian and non-Iranian ships arriving in ports soly for using Shipbuidling dry docks for repair are exempted from port dues and other charges shall be calculated as per Table 1 of this Tariff.

Fresh water tariff

The tariff of fresh water for foreign ships shall be 50% higher than that of Iranian ships and shall be collected in USD.

Fresh water tariff for Iranian ships= fresh water price + the transfer cost (to harbor or berth)

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

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

PACKING REQUIREMENTS FOR CARGOS 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.

- ✓ 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
- ✓ 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.

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

19-1- Steel pipes of 10 inches or less in size (**OD** ≤ 273.1^{mm}) are categorized as ironware group and related tariff to ironware shall apply

19-2- 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

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

20-1- Steel coil bundles of 1500 kg in weight are categorized as general cargo and related tariff to general cargo shall apply.

20-2- Steel coil bundles of more than 1500 kg in weight are categorized as iron ware group and related tariff to ironware shall apply.

21. This Tariff is applicable in all Iranian ports including special economic zones and free economic zones.

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 of 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	55400	12000	24000	13800
	Ironware	49300	10700	21300	12200
	Pack(Pallet)	55400	12000	24000	13800
Heavy Cargo	30-60 tons	184600	40000	79900	46200
	61-120 tons	369100	79900	159700	92200
	Above 120 tons	492000	106500	213000	123000
Dry bulk		23800	5100	10200	6000
Dry bulk	Non-oil cargo	6200	1320	2600	1500
	Oil cargo (Non-dangerous*	62000	13200	26000	15000
livestock		6200	1320	2600	1500
Chilled and frozen cargo		37000	8000	16000	9200
Scarp metal		92200	20000	39900	23000
Heavy/awkward cargo**		184600	184600	184600	184600
Dangerous Cargo***		123000	26600	53200	31000
Light vehicle (per unit)		184600	40000	79900	46200
Semi-heavy vehicle (per unit)		296600	66600	133100	77000
Heavy vehicle (per unit)		614900	133100	266200	153700

* 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

Table 10-1- Port Handling charges of non-container cargo in regular ports, Special Economic Zones and Free Economic Zones

Cargo		Import, returned and cabotage in port of 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 (packed or palletized)	25000	5500	10800	6300
Light cargo Ironware	Less than 5 ton	46200	3400	6700	3900
	5-15 tons	46200	10000	20000	11700

Note: Port handling charges of other cargo in regular southern and northern ports, special economic zones and free economic zones shall apply as per table 10

Table 10-2- Port Handling charges in Chabahar port

Cargo	Import, returned and cabotage in port of destination (Rials)	Export cargo (Rials)	External transit and transship cargo (Rials)	Cabotage cargo in port of Origin (Rials)
Stevedoring charges	2000	500	2000	500

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 cargos 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. 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
5. 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.
6. 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.
7. with a view to bring about a balance on cargo-related tariff applicable in regular, free and special economic zones in northern ports, Port Handling charges in these ports shall apply as per table 10-1.
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).

Note 1: if the wheat dwell time exceeds 10 days, a charge of 3960000 shall apply per 1200 ton-hoops.

Note 2: an amount of 46200 Rials shall be charged for providing loading and discharge services using silo equipment.

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

Cargo	Import, returned and cabotage cargo (Rials)	External transit and transship cargo (Rials)
General cargo	37000	16000
Ironware	31000	13300
Pack(Pallet)	61500	26600
Dry bulk	30000	13000
livestock	6200	2600
Chilled and frozen cargo	73800	31900
Scarp and Junk cargo	73800	31900
Dangerous Cargo	123000	53200
Light vehicle (per unit)	123000	53200
Semi-heavy vehicle (per unit)	246000	106500
Heavy vehicle (per unit)	369100	159700

Remarks

Stevedoring operation involves:

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 25%, 50% and 25% respectively

c. 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

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

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

Storage time / Cargo		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)
General, bagged and palletized cargo (per ton per day)		Free	1170	1550	2160	3070	4620
Ironware (per day per ton)		Free	924	1220	1550	2460	3070
Tyre (bundle, pack or per ton per day)		Free	2320	3100	4310	6150	9240
Carton and box packages	Packages up to 50 kg in weight	Free	310	470	620	1080	1220
	Packages more than 50 kg	Free	920	1380	1850	2770	3700
Light vehicles (per unit per day)		Free	18460	24600	30750	36890	49200
Heavy and semi heavy vehicles (per unit per day)		Free	30750	36900	43040	49200	61490

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

Table 12-1- Storage charges of non-container cargo (export*- external transit and transship) in regular ports, Special Economic Zone and Free Economic Zone

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	500	670	940	1330	2000
Ironware (per day per ton)		Free	400	530	670	1070	1330
Tyre (bundle, pack or per ton per day)		Free	1000	1330	1860	2660	4000
Carton and box packages	Packages up to 50 kg in weight	Free	130	210	260	470	530
	Packages more than 50 kg	Free	400	610	800	1200	1600
Light vehicles (per unit per day)		Free	7990	10650	13310	15970	21300
Heavy and semi heavy vehicles (per unit per day)		Free	13310	15970	18630	21300	26620

* For export cargo refer to notes provided on storage

In case of unsuitable packaging of tyres, related charges shall apply per ton

Table 12-2 storage charges of import and export cargo in Chabahar port

Storage time	Ton/day	Rate (Rial)
First 15 days	Per ton per day	7
From day 16 up to day 30	Per ton per day	12
From day 31 up to day 45	Per ton per day	48
From day 46 up to day 60	Per ton per day	73
From day 61 up to day 90	Per ton per day	121
After day 90	Per ton per day	242

Table 12-3- Storage charges of carton cargo in Khormashahr, Bushehr and Banhonar port
(Import, Cabotage, returned)

Storage time / Cargo group		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)
Carton and box Packages(per unit per day)	Packages up to 15 kg in weight	Free	100	110	120	130	150
	Packages up to 30 kg in weight	Free	120	150	190	230	310
	Packages up to 50 kg in weight	Free	310	470	620	1080	1220
	Packages more than 50 kg	Free	920	1380	1850	2770	3700

Table 12-4- Storage charges of carton cargos in Khormashahr, Bushehr and Banhonar port
(Export*, external transit and tranship)

Storage time / Cargo group		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)
Carton and box Packages(per unit per day)	Packages up to 15 kg in weight	Free	45	50	55	60	70
	Packages up to 30 kg in weight	Free	55	70	90	110	130
	Packages up to 50 kg in weight	Free	130	200	260	470	530
	Packages more than 50 kg	Free	400	610	800	1140	1600

For export cargo refer to notes on cargo storage

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 Sothern 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
- 4- Export cargo will be subject to 30 days free time. For any period exceeding this time, storage charges shall apply from the first day of storage

Note: In order to encourage cargo export, extra free time shall be offered to cargo export for a 15-day period (in addition to first 30-day period). The requirements of granting an extra free time shall be as below:

- 5- Extra free time shall apply when the cargo owner (consignee) has no role in timely storage, clearance and exit of his cargo and any delay has been due to administrative procedures of Custom, Standards Department and etc. This must be confirmed in writing by authorities concerned.

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	65	20	-
	Full container	610	165	-
	Empty container	155	45	-
Port loading and discharge charges at berth	Cargo	1270	310	308
	Full container	12700	3080	3080
	Empty container	3180	770	770
Sanitation port dues	Cargo	65	5	5
	Full container	640	50	50
	Empty container	160	13	13

Note:

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.

Insurance for uninsured cargo is calculated by the following formula on a monthly basis.

$$\text{Cargo CIF value} \times \frac{0.55}{1000}$$

Cargo entering into Iranian ports as relief aids for disaster areas hit by catastrophic incidents are exempted from port dues and charges

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	440	4400	1100
	Other southern ports	220	2200	550
Export, transship and external transit	Northern ports, Kormshahr, Abandan	440	4400	1100
	Other southern ports	25	220	55

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	302500	302500
2	Up to 30 tons	181500	121000
3	From 31 up to 60 tons	242000	181500
4	From 61 up to 100 tons	302500	242000
5	From 101 up to 140 tons	387200	290400
6	Above 141 tons	544500	326700

- Applicable tariff for normal cargo up to 30 tons is 50% of the above rates
- Applicable tariff rates for cargos above 30 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

GENERAL CONDITIONS

- 1- Terminal Operators: means a legal personality with the responsibility to operate a terminal and provide related services.
- 2- Transshipment: means unloading of container from a ship, handling it into container yard and handling back from the terminal and reloading it on the ship.
- 3- External transit container: means a container containing external transit cargo. It is to be noted that as per Article 172 of the Custom Law, external transit involves a cargo entering from one Iranian border point for the purpose of transit from another border point through Iranian soil. Therefore, if a Custom Exit Document is issued for a cargo by Custom and related documents to the effect of Custom approval on the exit of cargo from the country is available bearing respective seals of Custom, such cargo is regarded as a external transit cargo and will be subject to discounts of this Tariff. Otherwise, transfer of cargo into Special Economic Zone, although having external transit documents issued by Custom, shall not be regarded as external transit by Ports and Maritime Organization and shall not be offered the discounts in this Tariff.
- 4- Dangerous empty container: means a container which had previously contained dangerous goods but has not yet washed and cleaned and related labeled has not been removed.
- 5- Handling and delivery of the containers in direct delivery transport must be performed in dedicated terminals.

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 \$ 66 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	121	50	88	64
40 ft	182	74	110	88

- 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 \$ 40 per BOX for loading and discharge operations.
- THC for transship empty containers shall be \$ 35 per BOX for loading and discharge operations.
- THC for 20ft and 40ft containing returned import and returned export cargo shall be \$121 and \$182 respectively.

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 commitments

Shipping Lines committed to carry transship container to Iranian port in a framework of a contract with Port Authority of Port Operator shall be offered THC discounts of Table 16.

Number of transship container moves per contractual year	2500-4999	5000-9999	10000-19999	20000-39999	40000-79999	80000-159999	More than 160000
THC discounts percentage	1%	2%	4%	6%	8%	9%	10%

If at the end of contractual commitment, the Shipping Line fails to carry the committed volume of transship container to Iranian ports, it shall be subject to pay the amount calculated from following formula:

The amount to be paid by the Shipping Line = Unfulfilled committee volume × THC discount offered × 2

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 N THC

- 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/unlashing is conducted outside THC operation, related charges shall apply as per table 24
- 3- Lashing and unlashng of container including manual or quick release type
 - 4- Handling of transship containers (full or empty) upon entry into or exit from the port shall be considered as individual move.
 - 5- Related charges to handling the containers outside the terminal shall be paid by the consignee or ship agent in accordance with respective tariff rates.
 - 6- 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 Rajaei Port).

- 7- 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.
- 8- 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.
- 9- If the shipping line has concluded a contract with Port Authority, a written undertaking or a credible check may be accepted instead of a bank bond as a guarantee of proper compliance with the contract. Otherwise, the shipping line may negotiate with the Port Operator on the guarantee.
- 10- Moves handled on the ship or wharf shall not be counted in granting volume discount.

11-WINDOW CONDITIONS

11-1- 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

11-2- 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

11-3- 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.

12- 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 of his agent will retrieve the charge from the container owner or consignee.

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 10	free	free	free	free
From day 11 to day 30	38720	19400	77440	38700
From day 31 to day 60	53240	33900	92000	48400
From day 61 to day 90	67760	38700	106500	58100
After day 91	96800	48400	135500	67800

Notes:

1. Storage charges of export, external transit and transship containers in Southern ports shall be 50% of the above rates.
2. Empty containers are not regarded as export containers.
3. Free time period for transship containers in Bandar Imam Khomeini and Shahid Rajaei Port is 20 days.

Table 17-1- 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 10	free	free	free	free
From day 11 to day 30	77400	38700	154900	77400
From day 31 to day 60	106500	67800	183900	96800
From day 61 to day 90	135500	77400	213000	165700
After day 91	193600	96800	271000	135500

Table 17-2- 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 10	free	free	free	free
From day 11 to day 30	10600	5300	21190	10600
From day 31 to day 60	13720	6850	27420	13720
From day 61 to day 90	14960	7480	29920	14960
After day 91	17450	8720	34900	17450

Table 17-3- storage charges for export and transit 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 10	free	free	free	free
From day 11 to day 30	4820	2410	9630	4820
From day 31 to day 60	6230	3120	12470	6230
From day 61 to day 90	6800	3400	13600	6800
After day 91	7820	3970	15870	7930

Notes:

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 17-1 and Northern ports shall be 3 times of the rates of 17-2 and 17-3. Dangerous goods of 7 and 1 must be directly delivered to the consignee.
3. Full export containers shall be granted 30 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 30-day free time granted for non-container export cargo, elapsed time shall be counted in free time granted to it after loading into container.)*

Note 1: with a view to support and encourage export of cargo, an extra 15-day free time period is granted to export cargos subject to following conditions:

- a. Extra free time shall apply when the consignee has no role in timely storage, clearance and exit of his cargo and any delay has been due to administrative procedures of custom, standards and etc. This must be confirmed in writing by authorities concerned.
 - b. Loading of cargo is not possible in the port
 - c. The granting extra (secondary) free time shall be right after the end of the first free time period subject to fulfillment of all legal requirements.
 - d. If storage time exceeds extra 15-day period, storage charges shall apply from the first day.
4. Upon the end of the free time period, related storage charges shall apply from first day of discharge until the last day of storage in terminal.
 5. 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).
 - a. 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.
 - b. 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.
 - c. Any change on the above tables shall be applied subject to negotiation of the Port Authority and Port Operator and approval of Ports and Maritime Organization (PMO).

- d. Containers whose storage period exceeds 30 days in Shahid Rajaei Container Terminal shall be subject to handling surcharges of 275000 Rials for 20 ft and 350000 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.

1. DANGEROUS GOOD CONTAINERS

1-1- 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 Rajaei 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 5500 USD for 20-ft container and 11000 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 \$110 for 20-ft container \$ 220 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.

1-2- 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.

1-3- 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).

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	36
2	Shifting container from one bay to another bay or change the position of container within the bay by landing on quay	61
3	Opening one hatch and putting it on another hatch and closing it	61
4	Opening one hatch and putting it on quay and closing it	121
5	Shifting ship stock box	36

Table 19

Size	Full/empty	Services provided	Rials
20 ft	Full	Loading and unloading container or handling to terminal	84700
	empty	Loading and unloading container or handling to terminal	36300
40 ft	Full	Loading and unloading container or handling to terminal	110000
	empty	Loading and unloading container or handling to terminal	60500

4- USE OF SPECIAL DEVICES

The use of wire, chain and similar devices for loading and discharge of container shall be subject to \$ 61 increase in THC.

5- 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

6- CONTAINER STRIP

Strip charges of FCL containers shall be 968000 Rials for 20-ft containers and 1210000 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 \$121 for 20-ft containers and \$145 for 40-ft containers. Strip operation shall be conducted at the expense of Shipping Line.

Note: If the LCL nature of such containers is not declared, an amount of \$145 for 20-ft and \$182 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 84700 Rials for 20-ft container and 99000 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	242000
	Up to 10 cubic meter	341000
	More than 3 cubic meter	484000
40-ft	Up to 3 cubic meter	242000
	Up to 10 cubic meter	341000
	Up to 15 cubic meter	484000
	More than 15 cubic meter	726000

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

Storage period	From day of discharge to day 10 (Ton/Rials)	From day 11 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	3270	4840	7260	9680	14520	19360
Transship and External transit	free	1490	2200	3300	4400	6600	8800
export	free	free	3170	4750	6340	9520	12680

- 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

8- LOADING AND UNLOADING OF CAR FROM/INTO CONTAINER

Table 22

Loading and unloading of car from/into container	291500 Rials
Stowing of car inside container	676500 Rials

9- 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	96800 Rials	Per 24 hours
40-ft refrigerated container	145200 Rials	Per 24 hours

- Refrigerated container services include plugging/unplugging and temperature monitoring
- 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.
- Plugging and unplugging services for refrigerated containers provided at the request of the Shipping Line on board the ship will be charged at \$ 24.
- The handling charges of refrigerated containers to dedicated terminal shall be at the responsibility of the terminal operator.

Table 24- other services

NO	Item	charge
1	Delay to crane After the first 30 (thirty) minutes, per hour or part thereof	242 USD
2	Labeling Removing label from container	48400 Rials
	Affixing label on container	48400 Rials
3	Knocking down flat racks	48400 Rials
4	Fitting or removing tarpaulins 20-ft containers	99000 Rials
	40-ft containers	148500 Rials
5	running and administrative costs changing transship containers to import container and vice-versa	99000 Rials
	Change of destination of the container handled into CY for loading on vessel	148500 Rials
	Containers placed on tractor for loading on vessels but returned to CY at the request of Ship agent	36 USD
	Issuance of manifest for each unit	4800 Rials
	Interchange between Lines	145200 Rials
	Computer data amendment at the request of Shipping Lines or Owner per unit	29000 Rials
	Manual data entry of Loading List per unit	4800 Rials
	Issue of Bay Plan per container	4800 Rials
	Modifying the position of container on board the ship when its door is not in correct direction	12 USD
	Non-declaration of the port of destination	145200 Rials
6	Removing seal and applying new seal Per seal	19300 Rials
7	Equipment hiring charges Per Gantry crane/hour	327 USD
8	Lashing & Unlashing Charges (outside THC Operation) Per container	1.1 USD

ANNEX

OTHER TARIFFS

QUARANTINE SERVICES CHARGE

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

Table 25- 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 26- 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 27

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.

TELECOMMUNICATION TARIFFS

Table 28

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

	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		2.00	
M.F.		2.34	
H.F.		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 30- Collection charges of oil waste per hour

No	Equipment	Number	Iranian ships	Foreign ships
1	Tugboat	1 unit	\$ 1250	
2	boat	1 unit	\$ 200	
3	500-ton barge without power	1 unit	\$ 25	
4	Oil boom	Per 20 m	480000 Rials	\$ 300
5	Skimmer	Up to 20 cubic meter per hour	400000 Rials	\$ 250
6	Skimmer	From 21 up to 50 cubic meter per hour	640000 Rials	\$ 400
7	dispersant	Per liter	80000 Rials	\$ 50
8	Use of Separator	Per 1 cubic meter of collected materials	80000 Rials	\$ 50
9	Washing and cleaning equipment	Excluding dispersant	240000 Rials	\$ 150
10	Technician fee	Per person per hour	80000 Rials	\$ 50
11	Consultation fee	Per person per hour	340000 Rials	\$ 150

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 31:

Table 31- Registration dues

No	Ship GT	Registration dues in Rials
1	Less than 500 GT	30000 per ship
2	From 501 up to 1000 GT	40000 per ship
3	From 1001 up to 1500 GT	50000 per ship
4	From 1501 up to 2000 GT	70000 per ship
5	From 2001 up to 2500 GT	90000 per ship
6	From 2501 up to 3000 GT	110000 per ship
7	From 3001 up to 4000 GT	130000 per ship
8	From 4001 up to 5000 GT	150000 per ship
9	From 5001 up to 6000 GT	170000 per ship
10	From 6001 up to 7000 GT	190000 per ship
11	From 7001 up to 8000 GT	210000 per ship
12	From 8001 up to 9000 GT	230000 per ship
13	From 9001 up to 10000 GT	250000 per ship
14	More than 10001	300000 per ship

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 5000 Rials

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

Table 32

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

No	Ship GT	Dues in Rials
1	Less than 500 GT	30000
2	From 501 up to 1000 GT	50000
3	From 1001 up to 5000 GT	100000
4	From 5001 up to 10000 GT	150000
5	More than 10001	250000

Note Of Pro/test

Table 33

Ships Flying Iranian Flag

No	Ship GT	Dues in Rials
1	Less than 10000 GT	30000
2	More than 10000	50000

Table 34

Ships flying foreign flags

No	Ship GT	Dues
1	Less than 10000 GT	\$ 300
2	More than 10000	\$ 500

Table 35

Re-inspection charges of ship flying foreign flags

Ship GT	Re-inspection charges in working hours
Less than 10000 GT	\$ 80
From 500 up to 1000 GT	\$ 120
From 1000 up to 3000 GT	\$ 200
From 3000 up to 4000 GT	\$ 400
More than 4000	\$ 600

If the inspection is conducted outside working hours or in public holidays, an amount of \$ 50 shall be added to the above rates.

TABLE 36- OIL WASTE RECEPTION TARIFF

Annex no	Tariff												
<p>Annex I Prevention of pollution by oil</p>	<p>The charge of oil waste reception stated in MARPOL Convention annex I must be collected from the commercial ships and tankers and as well as vessels carrying petrochemical products due to sensitivity Persian Gulf and Sea of Oman:</p> <table border="0"> <tr> <td>1- wooden and fiberglass crafts:</td> <td>\$ 10</td> </tr> <tr> <td>2- vessels: 800 GT</td> <td>\$20</td> </tr> <tr> <td>3- vessels: From 801 up to 5000 GT</td> <td>\$50 (Up to 1 cubic meter)</td> </tr> <tr> <td>4- vessels: From 5001 up to 10000 GT</td> <td>\$500 (Up to 5 cubic meter)</td> </tr> <tr> <td>5- vessels: From 10001 up to 30000 GT</td> <td>\$750 (Up to 5 cubic meter)</td> </tr> <tr> <td>6- vessels: More than 30001 GT</td> <td>\$ 1000 (Up to 5 cubic meter)</td> </tr> </table> <p>Note 1: an amount of \$ 20 shall be charged per cubic meter extra for item 3-6 Note 2: ship operating solely in ports of Persian Gulf and Sea of Oman shall pay the above charges once a month in their first Iranian port call. In other cases charges in note 1 shall apply. Note 3: liner ships (tanker and container) calling regularly in Iranian ports shall pay the charges of item 1-6 every six months when entering into first Iranian port. In other cases charges in note 1 shall apply. Note 4- reception of Slop containing 50% to 70% recoverable oil will be subject to 100% discount in charges of note 1. Note 5- 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 6- reception of lubricating oil shall be subject to payment of a negotiated rate to ship.</p>	1- wooden and fiberglass crafts:	\$ 10	2- vessels: 800 GT	\$20	3- vessels: From 801 up to 5000 GT	\$50 (Up to 1 cubic meter)	4- vessels: From 5001 up to 10000 GT	\$500 (Up to 5 cubic meter)	5- vessels: From 10001 up to 30000 GT	\$750 (Up to 5 cubic meter)	6- vessels: More than 30001 GT	\$ 1000 (Up to 5 cubic meter)
1- wooden and fiberglass crafts:	\$ 10												
2- vessels: 800 GT	\$20												
3- vessels: From 801 up to 5000 GT	\$50 (Up to 1 cubic meter)												
4- vessels: From 5001 up to 10000 GT	\$500 (Up to 5 cubic meter)												
5- vessels: From 10001 up to 30000 GT	\$750 (Up to 5 cubic meter)												
6- vessels: More than 30001 GT	\$ 1000 (Up to 5 cubic meter)												
<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: 10000 GT</td> <td>\$200</td> </tr> <tr> <td>2- vessels: From 10001 up to 30000 GT</td> <td>\$300 (Up to 5 cubic meter)</td> </tr> <tr> <td>3- vessels: more than 30001 GT</td> <td>\$500 (Up to 5 cubic meter)</td> </tr> </table> <p>Note: an amount of \$ 30 shall be charged per cubic meter extra for above rates</p>	1- vessels: 10000 GT	\$200	2- vessels: From 10001 up to 30000 GT	\$300 (Up to 5 cubic meter)	3- vessels: more than 30001 GT	\$500 (Up to 5 cubic meter)						
1- vessels: 10000 GT	\$200												
2- vessels: From 10001 up to 30000 GT	\$300 (Up to 5 cubic meter)												
3- vessels: more than 30001 GT	\$500 (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: 1- wooden and fiberglass crafts: free of charge 2- for other vessels: \$30 per cubic meter. The charge will be calculated once for 5 cubic meters after the first request in every call. An amount of \$ 15 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: Passenger ships engaged in international voyages will be charged as per following formula: (GT×2Cent)+[(No of max passenger allowed +No of min safe manning) ×50 Cent)] Passenger ships engaged in domestic voyages shall be charged at 25% rates of the tariffs for passenger ships engaged in international voyages. 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>

- Reception charges of Sewage from outside the quay or port area up to harbor shall be calculated by adding craft charges used for this purpose.
- 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.