

In the name of God

Ports and Maritime Organization (PMO)
Ports and Economic Affairs Department

TARIFF BOOKLET

Tariff of Port and Maritime services
In
Southern Ports of the Islamic Republic of Iran

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Introduction

Policies of development and revision of the port and maritime tariffs

Pursuant to the "Precipitation of the Loading and Discharge of ships in Ports Act" approved in 25 May 2016 of the Islamic Consultative Council (Parliament) and its amendment in 17 February 2017 and other pertaining rules, Ports and Maritime Organization (PMO), as the sole port-and-maritime authority of Iran, developed the current Tariff Booklet 2019 with a view to promote the competitiveness of the port and maritime services, enhance the competitive ability of the exporters, reduce the finished costs of the cargo importation, increase transparency in calculation of the finished costs of the services, increase productivity and decline the dwell time of cargo in ports and attract the big shipping lines and etc.

General Conditions for Ship and Cargo

This booklet contains tariffs applicable to the port and maritime services and shall be a basis for the calculation of the tariffs and issuance of the invoices in respect of the cargos and ships entering Iranian southern ports after the effective date of the Booklet. The figures and prices set out in this Booklet shall be ceiling of the tariffs applicable to the services rendered to the customers and the operating companies in the ports (service providers) shall not collect in excess of them.

Meanwhile, in observance of the rights of the customers and application of the unified procedures in all ports, the International Agreements and Market Development Department of the Ports and Maritime Organization shall be competent to interpret or make any changes in the Booklet and the parties concerned, if necessary, may refer their enquires to PMO Building, Vanak Sq., Haghani Exp'way, Shahidi St., Tehran or the Email address: tariff@pmo.ir.

The basis for tariff calculation for the ship, container and cargo

- Ports due, duties and charges on foreign ships and vessels shall be levied and collected on USD and charges less than 1 USD will be calculated in CENT.
- Ports due, duties and charges on Iranian ships shall be levied on USD and amounts less than 1 USD will be calculated in CENT on the basis of the rates approved by the competent authorities and shall be exchanged and collected in Iranian Rial.
- Terminal Handling Charges (THC) will be calculated in USD and Shipping Agencies must sell the amount of the bill to the Iranian banks against a receipt and deposit the equivalent amount in Iranian Rial in the PMO's account and provide the sell receipt of deposit to the financial affair office in the port. Otherwise, the THC charges shall be calculated, exchanged and collected on the basis of the rate approved by the competent authorities.

Working hours in ports (Working hours, non-working hours, nights and holidays)

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

General Instructions on Ship and Cargo**Port and maritime services tariffs**

Port and maritime tariffs is consisted of two major sections: tariffs on ships and tariffs on cargo. The tariffs include port dues and charges. Port dues and charges on ships and cargo are enforced in all Iranian ports whether owned or jurisdictional by the Ports and Maritime Organization as the port, maritime and commercial shipping authority of Iran.

Owned Ports

Owned Ports means those which are owned by the Ports and Maritime Organization (PMO) and their infrastructure and superstructure and constructed and provided with the PMO's budget and all activities conducted therein are directly supervised by the PMO. The examples of the owned ports include: Bushehr, Shaid Rajaei, Shahid Bahonar, Imam Khomeini Port(BIK), Abadan, Khoramshahr, Genaveh, and Chabahar.

Jurisdictional Ports

Jurisdictional ports mean the ports whose infrastructure and superstructure are constructed and provided by other governmental bodies or private sector where the PMO just exercises jurisdiction and supervision on the commercial shipping and port activities. Examples of the jurisdictional ports include: Khark, Assaluyeh, Aftab, Charak. If the superstructure and infrastructure in jurisdictional ports are provided by a governmental sector, the port is called a Dedicated Port and if they are provided by the private sector the port is called Private Port.

Scope

The scope of application of the port and maritime tariffs includes all Iranian ports, harbors, lakes and navigable rivers and Iranian territorial waters in the South.

Iranian Southern Ports

Iranian Southern Ports include all Iranian ports which are constructed or will be constructed under the supervision of or with the permission of the Ports and Maritime Organization (PMO) by other governmental organizations or non-governmental sector along the costs of Persian Gulf and Oman Sea.

Prepayment

The port authorities are, for the purpose of precipitation in providing services, authorized to estimate and collect whole or part of the port dues and charges on the ship or cargo, prior to berthing the ships, as the prepayment. In this case, the port authorities may refuse to berth the ship as long as the prepayment has not been made.

Internal Transit Charges:

a. port authorities reserve the right to control, re-load, shore-handling and removing of the whole cargo, in the event of the excessive congestion of cargo/container in port areas and warehouses, at the discretion of the port authorities and approval of the Custom and take measures for internal transit of the cargo/container to other inland authorized Custom Stations. In this case, all costs of the handling, warehousing, loading/unloading and etc shall be borne by the cargo/container owner. In any case, delivery of the cargo/container subject to internal transit in destination custom station shall be made upon producing Delivery Order issued by the shipping agent and payment of all above-mentioned charges by the cargo owner.

b. If it is established that the cargo or container may cause harm to the property of the third party, the port authorities have the right, at the cost and risk of the owner or his/her representative, to inspect and remove cargo/container to another place.

Document to be provided by ships for arrival

The following documents should be provided by the ship agent to the Port Authority 48 hours prior to the arrival:

- General Declaration
- Cargo Declaration/Manifest
- Dangerous Goods Manifest
 - All ship not carrying dangerous cargo/container must declare the same in a separate declaration
 - Since dangerous goods may cause serious incidents while transporting, loading, discharging, handling and warehousing,

non-declaration of the same by the cargo owner, forwarder, shipping line or its agent may be subject to penalties, suspension or revocation of their operation permit in the port. The responsible authority in this respect shall be Port Affairs Department.

- Crew List
- Passenger List
- Cargo Plan & Stowage Plan
- Ship Stores Declaration
- Marine Declaration of Health
- International Tonnage Measurement
- Last Port Clearance

Note:

- In those ports where loading and discharge information is not exchanged via Electronic Data Interchange (EDI), the manifest for the transship and external transit cargo/container must be provided separately and manually.

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 types of goods are categorized in 9 classes as below on the basis of the IMDG Code of the International Maritime Organization (IMO):

Class	Type
Class 1.	Explosives
Class 2.	Gases
Class 3.	Flammable Liquids
Class 4.	Flammable solids
Class 5.	Oxidizing Substances & Organic Peroxides
Class 6.	Toxic & Infectious Substances
Class 7.	Radioactive Material
Class 8.	Corrosive Substances
Class 9.	Miscellaneous Dangerous Substances

Note:

Chemical substances of Calcium Hydroxide and Sodium Carbonate which are not mentioned in IMDG Code are not considered as dangerous goods.

The International Ship and Port Facility Security Code (ISPS CODE)

In view of the fact that ISPS provisions are applicable in all Iranian ports, all ship calling Iranian port must comply with the provision set out in ISPS Code. It is to be noted that any violation of the said provisions shall render to deprivation of the ship in using the port facilities.

Safety and environmental requirements:

With a view to prevent the operational and environmental incidents, all legal and natural persons including: terminal operators, cargo owners, loading/discharge companies, contractors, forwarders, ship owner and masters and ship agents must comply with the safety and environmental rules, regulations, bylaws and guidelines and they shall be held accountable, in case of violation of the said rules and regulations, and must compensate for any possible damages according to the opinion of experts or Port Incident Committee.

SECTION 1: CARGO AND SHIP RELATED DEFINITIONS

A. Ship related 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 minus 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 which is permissible for a loaded ship up to the Summer Load Line.

Ship's flag and nationality: means the country 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 end 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

Gas Liquids ships: the ship used for carriage of gas liquids.

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 used for pilotage operation, dredgers, oil spill response vessel,

pollution collection vessels, fresh water supply vessels, bunker vessels, SAR vessels, buoy laying vessels, service boats and crew transfer vessel within the areas between the basin and external harbor.

Motor launches (conventional vessels): means a small wooden craft traditionally used for cargo transportation which carry cargo between Iranian ports and occasionally to/from regional ports.

Bunker vessel: means a vessel with bunker tanks which provides bunker services to other ships at territorial and international waters.

Buoy Laying vessel: means a vessel equipped with buoying laying apparatus

Service 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 (other than PMO) 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

Internal Harbor: means a safe area in proximity with port used for the waiting and anchorage of ship for a short period of time.

Lay-up: means the idle stay of the ship in external or internal harbor.

Shifting: means relocating of the vessels among berths or removing the vessels from the berth to the harbor and vice-versa

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 trained and skillful person having related certificate who 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 in which things are out of normal control.

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

Administrative considerations: means any operation which, at the discretion of the port authorities, is carried out due to the operational restrictions in port and is not subject to payment of any charges.

B. Cargo/Container Related Definitions

Import procedure: means a Custom procedures based on which imported cargos for use inside the custom territory are cleared after undertaking all related formalities subject to the payment of import duties.

Export Procedure: means a Custom procedure based on which a domestic cargo is sent aboard for sale or consumption.

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

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

External transit cargo/container : means passage of cargo/container entering from one border point and exiting from another border point inside the country. If the cargo clearance is issued by the Customs for such a cargo as an external transit cargo, and there are proving documents to the effect that the exit of such cargo

from the Customs border is approved and permitted by the Customs bearing the seal of exit from Customs, such a cargo is considered external transit and subject to the discounts set out in Tariff Booklet; otherwise such a cargo shall not be considered as an external transit by the PMO and respective discounts are not applicable.

Cargo Swap: means a process involving entering of a cargo 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 Customs office and sent to another Custom office for clearance.

Transship Operation: means an operation involving a cargo/container entering by ship into the port and exiting by ship from the port for another port without passing through a Customs border point. For the transship cargo/container, documents should be originally executed for transshipment otherwise the cargo/container shall be considered as a returned cargo/container.

Special Economic Zone Ports: means ports located in the Special Economic Zones where SEZ regulations are applicable.

Free Zone Ports: means ports located in the Free Economic Zones where related regulations are applicable.

Regular ports: means those port which are considered within the Customs Territory where the Customs rules and regulations are enforced.

Direct Delivery: means direct removing of cargo from the berth to places outside the port and vice versa in which the port has no role in carriage operation.

Direct Transport: means direct removing of cargo from the berth to dedicated warehouses owned by private sector and vice versa in which the port has no role in carriage operation.

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

Import Returned goods: means the goods imported to the port which is returned aboard without undertaking clearance procedures.

Export Returned goods: means the goods entering into the port for export which are returned to the country.

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

Non-standard containerized cargo: means any containerized cargo which occupies spaces more than occupied by a 20- or 40-foot containers.

ISO Tank: means a container tanker which is built according to the International Standard Organization (ISO) and used for the carriage of dangerous or non-dangerous fluid cargos (liquids, gases and powders)

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

Open top container: open top containers typically do not have the metal ceiling and is covered by a canvas cloth. This type of container is mainly used for carriage of cargos with indefinite packaging such as bulk mineral, sand and grit.

Terminal Handling Charges (THC): involves the charge payable for unloading the container from vessel, handling to terminal, stowing in container yard and delivering to transport vehicle arranged by the cargo owner and vice-versa.

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

Container strip: means offloading 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 places where the cargo is loaded into and offloaded from the container.

Container Terminal operator: means a legal personality who is responsible for operation of and providing services in the terminal

Empty dangerous container: means a container which has carried dangerous goods without being cleaned and washed and dangerous goods label has not yet removed from it.

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

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

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

General Cargo Packing Requirements

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

notes:

- a. Other cargo no mentioned above must be in suitable packages or if possible on pallets.
- b. Wooden launches and floating crafts below 200 tons operating in Persian Gulf are exempted from these requirements.
- c. 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.

Tariffs of steel pipes and steel coils:

1. Steel pipes of 10 inches or less in size (OD ≤ 273.1mm) are categorized as ironware group and related tariff to ironware shall apply
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
3. Steel coil bundles of 1500 kg in weight are categorized as general cargo and related tariff to general cargo shall apply.
4. Steel coil bundles of more than 1500 kg in weight are categorized as iron ware group and related tariff to ironware shall apply.

SECTION 2- TARRIFS OF SHIPS

Table 1-Tariffs levied on non-oil commercial 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 in the southern coasts of Iran.

No	Tariffs		Rate	Non-oil and commercial ships (Container/ Ro-Ro, Non-container/non-oil)	
1	Port-related	Dues at port entrance	C/GT	0.96	
		Harbors dues	C/GT	0.96	
		Cargo handling dues	Berth	Cents per ton	3.19
			Harbor	Cents per ton	1.60
2	Light dues		C/GT	3.83	
3	Wharfage dues		C/GT	According to Note 1	
4	Ship-clearance group charges (for the ships entering from foreign ports)		C/GT	3	
5	Garbage	for ships up to 200 GT	\$	1	

	collection charges on wharf for each 24 hours	for ships from 201 to 500 GT	\$	2
		for ships from 501 to 1000 GT	\$	4
		for ships from 1001 to 5000 GT	\$	10
		for ships from 5001 to 15000 GT	\$	40
		for ships above 15000 GT	\$	100
6	Pilotage charges (in a round trip)		C/GT	19.16
7	Dredging dues		C/GT	19.9
8	Tug operation charges		C/GT	38.34
<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: 20% 				

Notes:

1. Wharfage charges will be calculated on the basis of loading/discharge norm of the ship and its type of cargo.

No	Type of ship	norm	According the norm per hour	More than the norm per hour
1	Container /Ro-Ro ships	1 day	0.067 C/GT	0.28 C/GT
2	General cargo/fishing/passenger vessels	3 days	0.033 C/GT	0.73 C/GT
3	Bulk ships	5 days	0.02 C/GT	0.73 C/GT
4	Vessels below 1500 GT/service/research vessel and tug boat	1 days	0.028 C/GT	0.11 C/GT

- 1-1- Wharfage dues for the ships carrying various shipments (container, bulk, general cargo) shall be calculated on the basis of the general cargo ships norm
- 1-2- The laden ships entering into the Iranian ports which embark on loading the export or transit cargo may use two separate norms for loading

to/discharge from the ship. (In case of simultaneous loading and discharge, the time for the calculation of the export and transit norm shall be the completion of the discharge operation).

2. Garbage collection charges in harbor shall be double the above charges. Meanwhile, the charges for less than 24 hours shall be the charges applicable for 24 hours.
3. Berth shifting charges by pilot will be 8 cents per GT and by mooring 3.3 cents per GT and by towage will be based on table no 1. Meanwhile, the charges for the ship without driving force shall be double.
 - 3-1- In the event of removing the ship from the berth to the harbor and vice-versa (which is one shifting operation), pilotage and towage charges will be calculated as per table 1.
 - 3-2- If a shifting of the vessel from the berth to harbor or vice-versa is necessary due to operational considerations no charge shall be applicable.
 - 3-3- if the shifting is upon request of the shipping agent, the respective charges shall apply.
4. In the event of dragging the ship's anchor and relocating the ship upon the request of the master or shipping agent, 3.3 cent per GT for pilotage charges shall apply. Meanwhile, the charges for the ship without driving force shall be double.
5. 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. For the vessels below 1500 GT, if tug services are not provided, no charges shall apply. Meanwhile, the charges for the ship without driving force shall be double.
6. No charges shall be applied for the transfer of the pilot to the ship by the pilot boat, tug boat and etc.
7. Dues and charges of the Iranian ships towing a foreign craft or vessel will be calculated separately for each craft in consideration of their flag.

Table 2- Tariff on the oil and non-oil tankers Iranian or foreign, calling southern ports and all ships calling petrochemical dedicated berth, Sanayeh Foulad (Steel Industry) in Bandar Imam Khomeinni (BIK) and Foulad (steel) Berth in Shahid Rajaei Port and dedicated petrochemical berth in Mahshahr port

No	Item		Rate	Tariffs
1	Port dues and	Dues at port entrance	C/GT	6
		Harbors dues	C/GT	10

	charges	Cargo handling dues	Berth	per ton/Cent	24
			Harbor	per ton/Cent	12
2	Light dues			C/GT	4
3	Pilotage charges (for each trip)			C/GT	40
4	Dredging dues			C/GT	41
5	Wharfage dues*			C/GT per hour	0.45
6	Ship-clearance group charges (for the ships entering from foreign ports)			C/GT	3
7	Garbage collection charges on wharf for each 24 hours	for ships up to 200		\$	1
		For ships from 201 to 500 GT		\$	2
		For ships from 501 to 1000 GT		\$	4
		For ships from 1001 to 5000 GT		\$	10
		For ships from 5001 to 15000 GT		\$	40
		For ships from 15001 and above		\$	100
8	Tug operation charges	Up to 1500 GT		\$	300
		From 1501 to 5000 GT		\$	800
		From 5001 to 10000 GT		\$	1500
		From 10001 to 15000 GT		\$	2200
		From 15001 to 20000 GT		\$	2900
		From 20001 to 25000 GT		\$	3600
		From 25001 and above		\$	4500
Overtime: Cargo operation and pilotage charges shall include overtime in hours outside working hours as below:					
<ul style="list-style-type: none"> • In hours outside normal working hours: 10% • At nights and holidays: 20% 					

Notes of tables 2 and 3:

1. Garbage collection charges in harbor shall be double the above charges. Meanwhile, the charges for less than 24 hours shall be the charges applicable for 24 hours.

2. Berth shifting charges by pilot will be 7 cent per GT and by mooring 3 cents per GT and by towage will be based on table 2. Meanwhile, the charges for the ship without driving force shall be double.
 - 2.1- In the event of removing the ship from the berth to the harbor and vice-versa, pilotage and towage charges will be calculated as per table 2.
 - 2.2- If a vessel is shifted due to administrative considerations, no charge shall be applicable.
3. Tug operation charges in berthing/un berthing of ships shall be collected separately as per table 2 .
4. Type and number of tugboats and number of hours worked for berthing/un berthing the ships does not make any difference in applicable charges
5. If tugboat is used for any purpose other than berthing/unberthing, separate charges shall be calculated and applied.
6. 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.
7. No charge shall be applicable for transfer of pilot to ship (by tugboat, boat, and etc).
8. Tug operation charges in berthing/unberthing shall also include pilotage charges and if no tug is used in pilotage operation for berthing/unberthing, tug operational charges shall apply. If the ship has no driving force, the tug operational charges shall be double.
9. In the event of dragging the ship's anchor and relocating the ship upon the request of the master or shipping agent, 3.3 cent per GT for pilotage charges shall apply. Meanwhile, the charges for the ship without driving force shall be double.

Table 3- Tariffs applicable on the ships carrying liquefied gases in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh) as well as all SBM and SPM of all southern ports

No	Item	Tariff	
1	Dues at port entrance	1.63 C/GT	
2	Port harbor dues	1.63 C/GT	
3	Cargo handling dues	in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh)	5.42 C/TON
		In SPM or SBM	2.87 C/TON

4	Light Dues	8.14 C/GT	
5	Ship-clearance group charges (for the ships entering from foreign ports)	3 C/GT	
6	Pilotage charges (for round trip)	in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh)	38.28C/GT
		In SPM or SBM	76.56C/GT
7	Tug operation charges	in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh)	34.50 C/GT
		In SPM or SBM	34.50 C/GT
		Asiayeh Aram Berth and LNG	70 C/GT
		Farasacou	34.50 C/GT
8	Garbage collection charges at berth	As per no 7 in table 3	

Notes of table 3:

- 1- No discount will be applicable for above tariffs (table 3)
- 2- If the pilotage services provided by the Ports and Maritime Organization (PMO) or its contractor are not used, the pilotage charges shall be 50% of table 2.
- 3- For all commercial ships (non-oil non-gas) carrying export, import and transit cargo to the service and petrochemical ports of the South Pars Special Economic Zone (Assaluyeh), the table 1 excluding dredging (item 7) and wharfage charges (item 3) shall be applicable without any discount.
- 4- No charges shall be applied for the transfer of the pilot to the ship by the pilot boat, tug boat and etc.
- 5- If the ship has no driving force, the tug operational charges shall be double.

Table 4 -Collection of ship overtime charges on active holds in Northern and Southern Ports

Item	From 15:00-19:00 hrs	From 19:00-7:00 hrs (next day) and including holidays
Iranian and foreign ships	\$5 per active hold per hour	\$ 10 per active hold per hour
<p>a. Overtime charges shall be collected from the ship's owner of shipping agency</p> <p>b. In berths of: Foulad Khozestan, Foulad Shahid Rajaei, Bandar Imam Petroshimi, Khark, Asaluyeh, Kaveh, Nekah, Ghesm and dedicated berths no overtime charge shall be collected by the PMO.</p> <p>c. Motor launches are subject to overtime charges in berths where overtime charges are applicable in one hold.</p> <p>d. Overtime of less than one hour shall be calculated one hour.</p>		

Fresh water tariff

Fresh water tariff for Iranian and foreign ships shall be \$4 per ton at the berth. Meanwhile, in the case of transfer of fresh water from berth to the harbor, related charges will be calculated in excess of \$4 on the basis of the mutual agreement.

Manifest correction charges

The charges for correction of the manifest whether minor or major shall be 300,000 Rials.

Vessels lay-up charges

- a. Anchorage and wharfage charges shall be 1.33 cent per GT, GRT or DWT (whichever is greater).
- b. Garbage collection charges shall be \$25 per day and maximum \$700 per month.
- c. Ships calling in Iranian ports for lay-up are exempted from related charges except for para. “a” and “b”. If they load and unload cargo at their departure, related port dues and charges will apply as per table 1 to 3 of this Tariff Booklet.
- d. Lay-up requirements
 - All port and respective port, maritime and customs regulations shall be complied with.

- Lay-up request form should be filled up in which the particulars of the ship should be mentioned.
- Minimum number of crew shall stay onboard the ship for preventing occurrence of possible incident and responding to emergency situations.
- Submission of an action plan by the shipping agent for controlling and supervision lay-up procedures and regular maintenance
- All safety equipment of the ship should be on ready-to-use condition for responding to any pollution incident.

Remarks on ship related tariffs

- 1- The tariffs shall be collected based on GT and for the ships with GRT the tariffs shall be collected on the basis of GRT. For the ships having both GT and GRT, the basis for the collection of tariffs shall be the one which is higher.
- 2- Container ships waiting at berth for discharge of the cargo and intending to load the export cargo may carry out loading only if their agents apply for the loading of the export cargo on the same ship 24 hours prior to the completion of the discharge operation. Loading can be carried out if the export cargo are ready and the loading operation will take place immediately after the discharge operation otherwise the ship will be un-berthed and related charges shall apply.
Note: the basis for calculation of the berth time shall be the time when the ship is berthed until the time when it is un-berthed.
- 3- Employment of pilot is compulsory in all Iranian ports and if the pilot is used (even if the tugboat is not used) the tariffs of the pilotage and tugboat shall apply. But if the pilot is not used and consequently tugboat also is not used, no charges shall be applied. It is to be noted that in respect of vessels of 500 GT and less than that, para. 1 of the notes of table 43 shall apply.
- 4- The hourly rate of the marine equipment:
The rate of the marine equipment used for the purposes other than berthing and un-berthing shall be as per negotiation and mutual agreement.
- 5- If the port declares its readiness to accommodate the ship upon the reception of the Notice of Readiness (N.O.R) and the ship, for any reason whatsoever, fails to berth, after one hour, an amount of 1000 USD shall be charged per hour for the delay up to the time when the ship declares her withdrawal from berthing.
- 6- Lighting charges will be charged once for all ships calling to Iranian port during a single trip even if they call multiple Iranian ports.
- 7- In respect of the ship in distress as a result of marine incidents and fire accident which are in urgent need of assistance:
 - 7-1- Saving lives at sea are free of charge

7-2- 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.

7-3- 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 Iranian Maritime Law with a priority over the other debtors.

SECTION 3- NON-CONTAINER CARGO TARRIFS

Table 5- Shore 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)	
Dry bulk	Gypsum, sand, limestone	115,280
	Non-mineral and non-chemical substances	69,000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	214,400
	Bulk cement, coal, briquettes, manganese ore, potassium powder and so on	212,230
Light cargo (unit load less than 30 tons)	General cargo	169,210
	Ironware	158,130
	Pack or Pallet	145,730
Semi-Heavy Cargo	20-30 tons	166,430
	30-40 tons	609,450

	40-60 tons	1,258,400
Heavy Cargo	60-100 tons	1,839,270
	100-120 tons	2,183,560
	Above 120 tons	2,462,770
Vehicles (per unit)	Light	1,044,029
	Semi-heavy	1,702,290
	Heavy	3,618,850
Liquid bulk	Non-oil cargo	20,400
	Oil cargo (Non-dangerous ²)	195,460
Livestock (per animal)		20,430
Chilled and frozen cargo		125,420
Scrap metal		297,900
Heavy/awkward cargo		544,980
Dangerous Cargo		392,180

Notes:

1. Port handling tariff for grain using the silo equipment shall be calculated and collected on the basis of the dry bulk (Non-mineral and non-chemical substances).
2. Additional charges for non-palletized goods do not apply to dry bulk cargos which cannot be palletized.
3. Non-dangerous oil cargos are those which are not referred to in IMDG CODE as dangerous goods.
Note: Tariff of external transit and export Mazut, gaspoil and bitumen are calculated and collected on the basis of 60% of the tariff for hazardous goods.
4. If tariff of heavy cargo is greater, this shall apply
5. Port handling charges of unpalletized cargo loaded and discharged in port terminals (non-direct delivery) shall double of which an amount of 5000 Rials will be charged as penalty in addition to normal non-palletized cargo charges.
Note: Non-palletized cargo loaded and discharged by floating craft below 200 tons and motor launches in southern ports are exempted from requirements of preceding paragraph.

6. In case each section of shore-handling including transfer (40%), unloading (25%), stowage (10%) and loading (25%) is carried out by the cargo owner, the shore-handling charges shall be detracted in proportion to the share of each section. Also, the shore-handling of liquid balk includes transfer (40%), discharge (30%) and loading (30%).

Note 1- in any case, the minim stevedoring tariff in direct delivery shall be 20% or 40% or direct transport shall be 50%.

Note 2- in case of providing extra services, applicable charges on the basis of the type of operation shall be collected.

7. light, semi-heavy and heavy vehicles handled by crane or tractor to storage area or gate shall be considered general cargo and tariff of general cargo and motor vehicle shall apply whichever is greater.
8. In the event the cargo is transported into the port by the boogie and removed by the same boogie from the port, the stevedoring tariff for the heavy and awkward cargo shall apply.
9. Scrap cargo shall be discharged from the ship on a direct-delivery basis for which Port Handling charges shall be 40% of the respective rates. In cases where, at the discretion of the Port Authority, such cargo is not directly delivered in ports, shore handling charges and storage charges for general cargo shall be 100% of the respective rates.
10. The basis for calculation of the cargo tariff shall be weigh or volume (cubic meter) whichever is greater

Note: in any case, the basis for calculation shall be maximum two times of the weight of cargo.

Table 6- Tariff of stevedoring operation applicable for general and bulk cargo

Cargo	Import, returned and cabotage cargo (Rials)	
Dry bulk	Gypsum, sand and limestone	63,000
	Non-mineral and non-chemical substances	91,250
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	115,000
	Coal, briquettes, manganese, potassium powder and etc.	145,000

General cargo		86,000
Ironware		72,000
Pack(Pallet)		124,200
Vehicles (per unit)	Light	581,000
	Semi-heavy	1,144,200
	Heavy	1,725,000
Liquid bulk	Non-oil	13,500
	Non-dangerous oil	94,200
Livestock (per animal)		14,500
Chilled and frozen cargo		171,600
Scarp and Junk cargo		171,000
Dangerous Cargo		285,900

Notes:

1. Port handling tariff for grain using the silo equipment shall be calculated and collected on the basis of the dry bulk (Non-mineral and non-chemical substances).
2. Additional charges for non-palletized goods do not apply to dry bulk cargos which cannot be palletized.
3. In case the standards of the stowing and packaging are not observed, an amount equaling two times of the stevedoring tariffs shall be collected in addition to stevedoring charges.
4. Stevedoring in loading/discharge operation including:
 - Handling inside ship's hold
 - Landing of cargo from the ship and placing on the berth/truck
 - Stowing of cargo on the berth/truck

Note: the share of each of the above operations shall be 25%, 50% and 25% respectively. Meanwhile, stevedoring charges of liquid bulk shall only include discharge from ship and placing on the transport means and vice-versa.

5. Stevedoring charges of unpalletized cargo shall double of which 5000 Rials will be charged as penalty with the rest as the cost of the services provided.

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

6. Basis for calculation of tariffs of cargo shall be weight or volume whoever is greater

Note: in any case, the basis for calculation shall be maximum two times of the weight of cargo.

Table 7- Storage charges of non-containerized cargo (import/cabotage and returned) in regular ports, Special Economic Zones and Free Economic Zones

Storage time / Cargo		From day 1 to day 5 (Rials)	From day 1 to day 10 (Rials)	From day 1 to day 20 (Rials)	From day 1 to day 30 (Rials)	From day 1 to day 40 (Rials)	From day 1 to day 50 (Rials)	After day 50 (Rials)
General, bagged and palletized cargo (per ton per day)		Free	2,500	3,500	5,000	7,000	9,800	13,720
Ironware (per day per ton)		Free	1,950	2,750	3,820	5,350	7,490	10,490
Dry bulk	- non mineral	Free	2,400	3,400	4,870	6,570	9,200	11,000
	Mineral	Free	1,650	2,380	3,360	3,700	4,070	4,480
	Grain and sugar*	Free	2,200	2,900	3,500	4,000	4,500	5,200
Edible liquid bulk		Free	1,800	2,400	3,200	3,500	3,900	4,300
Tire (bundle, pack or per ton per day)		Free	4,510	6,480	9,620	13,635	20,020	27,950
Carton and box packages	Packages up to 50 kg in weight	Free	550	960	1,430	2,025	3,500	3,770
	Packages more than 50 kg to 80 kg	Free	1,650	2,640	4,160	5,940	8,960	11,180
	Packages more than 80 kg	Free	2,860	4,560	7,150	10,260	15,680	19,760
vehicles	Light	218,800		323,000	407,100	569,900	797,860	1,117,000

(per unit)	Semi heavy	411,700	627,900	814,830	1,140,760	1,579,000	2,210,600
	Heavy	550,100	825,100	1,060,490	1,484,680	2,078,560	2,909,980

Note: pursuant to the decisions of the 36th session of the Market Adjustment Committee dated: 13 May 2019, storage charges of all basic goods (including 25 goods set out in the notification no 63793/t55633 h dated 7 August 2018) after the expiration of 30 days shall be calculated and collected as per the column “From day 1 to day 30”

*warehousing charges of silo shall be calculated and collected on the basis of the dry bulk (grain and sugar) tariff.

Note 1- in case of the storage time exceed 30 days in silos, an amount of 40,000 Rials per tons shall be collected for every 30 days for airing and relocating the cargo to prevent it from being perished.

Note 2- after the day 30th and in case the cargo owner has not used the whole dedicated capacity, the total charge of the whole capacity of the silo shall be calculated and collected.

Table 7-1- Storage charges of carton cargo in ports of Abadan, Khormashahr, Bushehr and Banhonar, Lengeh, Sajafi, Shadegan, Choebdeh and Arvandkenar (Import, Cabotage, returned)

Storage time Cargo group		From day 1 to day 5 (Rials)	From day 1 to day 10 (Rials)	From day 1 to day 20 (Rials)	From day 1 to day 30 (Rials)	From day 1 to day 40 (Rials)	From day 1 to day 50 (Rials)	After day 50 (Rials)
Carton and box Packages(per unit per day)	Packages up to 30 kg in weight	Free	278	346	464	606	757	943
	Packages up to 50 kg in weight	Free	734	870	1,435	1,958	3,527	3,692
	Packages above 50 kg in weight	Free	2,151	2,567	4,173	5,805	9,016	11,180

Notes

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 dangerous goods referred to in IMDG Code and other flammable goods shall be 3 times the rates mentioned in table 7 and related notes.
Note 1- Tariff of cartons and boxes containing dangerous and flammable goods shall be 3 times of tariffs mentioned in related tables of storages charges and related notes.
3. In case of unsuitable packaging of tires, related charges shall be calculated per ton.
4. Storage charges in hangar sheds of regular ports and Special Economic Zone and Free Economic Zones shall be 75% of the covered sheds
5. If the carton cargos are carried in bags, the charges mentioned in table of storage charges (General cargo, bagged and palletized cargo) shall apply. However, the greater amount of charge shall apply.
6. The basis for the calculation of the traiffs on cargo shall be weight or volume (cubic meter), whichever is greater (except for table no 7-1)
Note: in case, the basis for calculation shall be two time of the weight of the goods.
7. Tariffs set out in table 7-1 for small ports shall be applicable upon the request of the respected Port Authority and approval of the Deputy Managing Director for Ports and Economic Affairs.
8. After two times of extension of the storage period of cargo to prevent the cargo from being Abandoned, in case of documentary problem for the exit of cargo from the port, the storage charges shall exponentially increase: 100% for the first month, 200% for the second time and 300% for the third month and so on.

Table 8- Supervision and documentary operation charges in Jurisdictional Ports including private and dedicated ports

Item	All custom procedures (tons)
Non-dangerous cargo	20,600
Dangerous cargo	61,700

Note:

- 1- Port dues and charges on cargo in all Iranian commercial ports shall be collected by the Ports and Maritime Organization.
- 2- Tariffs of infrastructural and public services in Special Economic Zone in ports shall be in accordance with Special Economic Zone Law.

3- All charges shall be collected on the basis of the services provided.

Table 9- Port dues and charges on cargo and container (full and empty)

Cargo: per ton /Container: per TEU/Tariffs: Rials

Cargo		import, returned form import and cabotage in port of destination
Cargo port dues	Cargo	265
	Full container	2,400
	Empty container	530
Port loading and discharge charges at berth	Cargo	3,450
	Full container	34,320
	Empty container	8,600
Sanitation port dues	Cargo	160
	Full container	1600
	Empty container	400

Note:

1. The port dues and charges of the empty containers which are unloaded and exit from the port will be calculated the same as the tariff of returned import containers.
2. In dedicated berths and facilities loading/discharge charges shall not apply but port dues and sanitation dues on import or export cargo will be charged as per the above table.

Cargo Insurance

Insurance for uninsured cargo or the cargo whose insurance policy has expired during its stay in the port is calculated by the following formula on a monthly basis.

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

Note 1- If the cargo has a credible insurance policy, its number should be mentioned in general cargo declaration or other related documents by the agent of the cargo owner

Note 2- If the cargo has been insured before entering into the port storage areas, no insurance charges shall apply as to the cargo as long as the insurance is valid.

Note 3- the basis for the CIF value of the cargo in the above formula for transit cargo shall be 100% of the actual value of the CIF value of the cargo.

Table 10- Overtime rates for cargo and container (full and empty) in Sothern and northern ports

Cargo	Sums in Rials		
	per ton	Per TEU (Full containers)	Per TEU (empty containers)
Import, returned import, cabotage, and internal transit	1,279	12,788	3,197

Tariffs of Special Equipment

Table 11- tariff of 140- ton cranes and above for loading and discharge of non-container cargo per case

no	Cargo/tonnage	charges of Loading on/discharge from the ship per ton (Rials)	charges of Loading /discharge in terminal (Rials)
1	From 21 up to 30 tons	633,000	423,000
2	Above 31 up to 60 tons	843,600	633,000
3	Above 61 up to 100 tons	1,054,500	843,600
4	Above 101 up to 140 tons	1,350,000	1,012,200
5	Above 140 tons	1,897,500	1,138,500
6	Heavy and awkward cargo	1,054,500	1,054,500

- Applicable tariff for normal cargo up to 30 tons is 50% of the no 1 of the above table

- 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

Remarks of Dangerous Goods

- 1- Dangerous good containers must be declared to Port Authority by the Shipping Line 48 hours prior to arrival into the ports in writing. Failing to do so or mis-declaration of the 9 classes of dangerous goods and failing to comply with related standards an amount equaling two times of the stevedoring, shore-handling and storage charges shall be added to the same charges and collected from cargo owner.
- 2- Carriage of the goods classified as explosives (class 1) and radioactive (class 7) by the IMDG Code should be direct delivery and other types of dangerous goods (especially classes 3 and 5), at the discretion of the port authority, may stay in the port between 48 to 72 hours and must be transported out the port and failing to do so, the port shall remove them into another location at the cost of the cargo owner.

SECTION 4. CONTAINERIZED CARGO TARIFFS

General Conditions

1- Container terminal shall provide services to the container round the clock (24 hours a day).

- Note: 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)
- In public holidays including Fridays \$ 88 overtime per hour for the operation of (gantry crane, transtainer and trucks) shall be charged for Shipping Lines or Agents.

Table 12 - Terminal Handing Charge (THC) in Ports except for Chabahar

Container Size	Import and Returned from import, Returned/Transfer (USD)	Incoming/outgoing empty containers (USD)
20 ft	177	97
40 ft	266	133

Table 13 - Terminal Handing Charge (THC) in Chabahar ports (Shahid Behesthi and Shahid Kalantari

Container Size	Import and Returned from import, Returned/Transfer (USD)	Incoming/outgoing empty containers (USD)
20 ft	123	65
40 ft	186	89

Notes

1. Discharge THC tariff includes: landing from ship (50%), moving to the yard (20), stowing in the yard (15%) and placing on the truck in the yard (15%) and loading THC tariff includes: stowing in the container yard (15%), placing on the truck (15%), moving to the berth (20%), loading on ship (50%).
2. THC discounts other than those mentioned in this Tariff Booklet shall be subject to conclusion of agreement with the PMO.
3. THC for out of gage containers shall be 120% of the rate of regular containers
4. THC tariff of container whose weight is more than the weigh specified, shall be 120% of the related rates.
5. THC for containers loaded and discharged in non-container terminals in Shahid Rajae Port and Imam Khomeini Port by port equipment shall be 120% of table 12.
6. THC for containers loaded and discharged in non-container terminals in Shahid Rajae Port and Imam Khomeini Port by ship handling gears shall be 70% of table 12.
7. THC tariff for incoming transship empty containers, in the case of change in their custom procedure shall be calculated according to the tariffs of the empty container from the first day.
8. THC tariff of the bundled flat rack containers shall be \$40 for 20-ft containers and \$60 for 40-ft containers.
Note: In cases wherer the above-mentioned containers cannot be bundled, empty container tariffs shall be collected for each move.
9. THC tariff for containers shall be collected by the port authority or terminal operator, on its behalf, from the shipping lines or their agents.
10. The THC invoice shall be issued by the terminal operator separately in the name of owner or leaser of containers on the basis of the manifest information and loading lists and shall be sent to their agents in Iran for payment.

11. THC Charges also includes container lashing and unlashng whether it be Quick Release Type or Manual

Note: In cases where container lashing/unlashing is conducted outside THC operation, related charges shall apply as per table 23

12. Handling of all transship containers (full or empty) upon entry into or exit from the port shall be considered, in any phase of loading or discharge operation, as one move.

13. Related charges to handling the containers outside the terminal shall be paid by the consignee or ship agent or cargo owner in accordance with respective tariff rates.

14. All shipping lines, container carrier, ship agents, container owner or its agent shall identify the name of the container owner in the ship's manifest and load lists when sending the EDI files to the Electronic Data Interchange system of the ports having such system (like Shahid Rajae Port).

Note: 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 tables 12 and 13 and will be collected from the container carrier.

Window Conditions

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
2. The capacity of the ship must be above 4500 TEU
3. Arrival window of the ship in southern ports must be regular

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

Table 14- Storage charges of container in regular ports, Special Economic Zone and Free Economic Zone in Southern ports

Storage period	20 ft		40 ft	
	Full (Rials)	Empty (Rials)	Full (Rials)	Empty (Rials)
From day 1 to day 5	free	free	free	free
From day 1 to day 10	88,770	44,830	177,540	88,770
From day 1 to day 20	115,715	58,440	221,000	118,500
From day 1 to day 30	162,280	81,560	298,595	150,050
From day 1 to day 60	200,920	127,160	347,590	152,450

From day 1 to day 90	264,260	151,870	417,530	223,278
From day 1 to after day 90	390,170	195,080	546,240	266,460

Notes:

1. The storage charges, after the expiration of the free time, shall be calculated from the first day of discharge based on the rate of the last day of stay.
2. storage charges for out of gage containers are as below:
 - 2-1- Import, internal transit and returned import, returned and transfer: 2 times of the above table
 - 2-2- export, returned export and re-export: 1.5 times of the above table
 - 2-3- external transit (to another country) and transship: the same as above table
3. Empty containers are not considered as export, returned export and re-export containers.
4. The payment of the storage charges for empty and full transship containers shall be made by the shipping line or its agent
5. Seaborne Import containers if necessary and at the discretion of the Port Authority and Customs shall be transferred to other Customs Stations. In this case, storage charges and other associated port charges shall be collected from the cargo owner at the time of the final clearance at destination upon provision of the delivery order issued by the shipping line or the owner/lesser of the container to the terminal operator. The share of the port shall be paid in the account designated by the Port Authority. All costs of the transportation to and storage in the Customs Stations shall be borne by the cargo owner.
6. The containers awaiting the custom clearance shall be subject to storage charges which shall be collected from the cargo owners or their legal representatives at the time of issuance of the gate pass.
7. Containers moved to the CFS for strip operation or inspection shall be subject to the storage charges until they are stripped or exit from the CFS. In the meantime, the stripped cargoes moved to the CFS shall be subject to the storage charges as per table 19.
8. Storage charges of incoming transship empty containers, in the case of change in their custom procedure from transshipment to import shall be calculated according to the tariffs of the empty container from the first day.
9. After two times of extension of the storage period of cargo to prevent the cargo from being Abandoned, in case of not having any documentary problem for the exit of cargo from the port, the storage charges shall

exponentially increase: 100% for the first month, 200% for the second month and 300% for the third month and so on.

Dangerous Good Containers

1. Storage charges for the containers containing dangerous goods set out in IMDG Code in all Iranian ports shall be 3 times the rate of table 14 and related custom procedure.
2. Considering tables 12 and 13 and related notes, THC for import, export, returned, transferred and re-export 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 or its agent 6 hours prior to arrival into Shahid Rajaei Port and 24 hours before arrival into other ports. The related charges for removing undeclared containers to dangerous good terminal and possible damages shall be calculated and collected by the port authority. It is to be noted that all related charges to the inspection, laboratory, and cleanup of the areas, equipment, rescue, and safety and protection of the areas in this respect along with other charges incurred shall be collected from the shipping line or its agent.
3. Containers containing explosives (class 1) and radioactive (class 7) must be directly delivered and container containing other categories of dangerous goods (particularly class 3 and 5) 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.

Table 15- Penalties related to dangerous goods containers (USD)

no	item		20-ft (USD)	40-ft (USD)
1	Failing to declare dangerous container the manifest	With label	3000	4500
		Without label	500	750
2	Failing to affix label onto the containers declared as dangerous good container		1500	2250
3	Mis-declaration about dangerous goods containers	Name of goods	300	450
		UN Number	200	300
		Class of goods	200	300
4	Failing to comply with the standards of the stowage and staking of dangerous goods		500	750
5	Existence of dangerous goods label on the		60	60

	empty containers discharged from the ship		
6	Penalty for each day of stay up to the day of discovery of undeclared dangerous goods container	130	260

Other Container Services

Table16. Shifting of container in ship, opening the hatches and handling of stock

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

Table 17: Tariffs of Dedicated Container Terminals

Service provided		20 Ft. (Rials)	40 Ft. (Rials)
Handling	From CY to rail marshalling yard or dedicated terminals and vice-versa	904,000	1,356,000
	Within the terminal	451,000	679,000
	Between the terminal	679,000	1,017,000
For each move in or out of terminal	From/To trailers	528,000	794,000
	From/to wagon (only in rail terminals)	926,000	1,322,00

Notes:

- 1- If the import and transit containers are removed from CY by the cargo owner within 5 days, the above charges shall not apply, otherwise, the container shall be removed to dedicated terminals and the services rendered to the containers shall be charged as per the above tables.
- 2- Dedicated terminals (including rail terminals) are not allowed to collect any extra charges unless additional moves are required by the cargo owner or required for custom related operation.
- 3- Tariffs of dangerous goods containers shall be 120% of table 17.

4- Tariffs of empty containers shall be 60% of table 17.

Use of special equipment

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

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

Container strip

- 1- Full strip operation of FCL/LCL Containers shall be conducted at the request and expense of cargo owner. Strip charges of FCL/LCL containers shall be 4,350,000 Rials for 20-ft containers and 6,000,000 Rials for 40-ft containers.
- 2- Charges of strip operation commencing from arrival of LCL/LCL in the terminal shall be \$110 for 20-ft containers and \$165 for 40-ft containers. Strip operation shall be conducted at the expense of Shipping Line or its agent.
- 3- If the LCL nature of such containers is not declared prior to the arrival of the ship, an amount of \$201 for 20-ft and \$252 for 40-ft will be charged and collected from the Shipping Line or its agent.
- 4- The handling charges of stripped empty container to or removing empty container for stuffing operation to dedicated terminals shall be at the expense of terminal operator.
- 5- charges for strip of a fraction of FCL/FCL container is as following table:

Table 18- charges for strip of a fraction of container

Container type	Cargo volume	Strip charge (Rials)
20-ft	Up to 3 cubic meter	837,000
	Up to 10 cubic meter	1,180,000
	More than 10 cubic meter	1,676,000
40-ft	Up to 3 cubic meter	837,000
	Up to 10 cubic meter	1,180,000
	Up to 15 cubic meter	1,676,000
	More than 15 cubic meter	2,512,000

Note 1- Stuffing charges shall be 120% of the strip charges.

Note 2- In case the stuffing and strip operations are conducted simultaneously, 60% of the charges of both operations shall be collected.

Note 3- In case of strip/stuffing of dangerous goods into the container, the 150% of the respective tariffs shall apply.

Table 19- storage charges in Container Freight Station (CFS)

Storage period	From day of discharge to day 5 (Ton/Rials)	From day 1 to day 10 (Ton/Rials)	From day 1 to day 20 (Ton/Rials)	From day 1 to day 30 (Ton/Rials)	From day 1 to day 45 (Ton/Rials)	From day 1 to day 60 (Ton/Rials)	From day 1 to day 75 (Ton/Rials)	From day 1 to day 90 (Ton/Rials)	After day 91 (Ton/Rials)
Import	free	6,710	8,740	11,475	16,385	25,200	34,050	52,390	71,840

- Note: At the end of free time, storage charges shall be calculated and collected from the first day of discharge up to the last days of stay based on the rates of the above table.

Table 20- Loading and Unloading of Car from/into Container

Loading and unloading of car from/into container	994,000 Rials
Lashing/unlashing of car inside container	2,342,000 Rials

Table 21- Tariff of refrigerated containers

20-ft refrigerated container in CY	78,000 Rials	Per hour
40-ft refrigerated container in CY	105,000 Rials	Per hour

Notes:

- Refrigerated container services include electricity consumption, plugging/unplugging and temperature monitoring
- Storage charges and THC shall be collected according to respective table.
- Terminal has no responsibility over the technical problems and repair of the refrigerated containers and will only inform Shipping Line or its agent of any possible problem.
- The handling charges of stripped refrigerated containers to or removing empty refrigerated containers for staffing operation to dedicated terminal shall be at the responsibility of the terminal operator.
- Plugging and unplugging services for refrigerated containers provided at the request of the Shipping Line on board the ship will be charged at \$ 37.

Table 22- Tariff of Pre-Trip Inspection of refrigerated containers

20-ft refrigerated container in CY	1,700,000 Rials
40-ft refrigerated container in CY	2,450,000 Rials

Note: The above charges shall be collected from the cargo owner

Table 23- Other services Tariffs

NO	Item	charge	
1	Delay to crane or gantry crane After the first 30 (thirty) minutes, per hour or part thereof	336 USD	
2	Labeling Removing label from container or affixing label on container after ensuring that there is no residue of the dangerous goods in the container	130,000 Rials	
3	Knocking down flat racks per each wall	151,000 Rials	
4	Fitting or removing tarpaulins of open top containers	20-ft containers 40-ft containers	
		303,000 Rials 476,800 Rials	
5	5.1- change of the custom procedure for each container	261,000 Rials	
	5.2- Change of destination of the container handled into CY for loading on vessel	493,000 Rials	
	5.3- Containers placed on tractor for loading on vessels but returned to CY at the request of Ship agent	42 USD	
	5.4- Issuance of manifest for each unit	20,000	
	5.5- Interchange between Lines	493,000 Rials	
	5.6- Re-issuing Identification document for each container	343,000 Rials	
	5.7- Computer data correction and amendment at the request of Shipping Lines or Owner per unit	FCL/FCL	149,000 Rials
		LCL/LCL for each BL	149,000 Rials
	5.8- Manual data entry of Loading List per unit	29,800 Rials	
	5.9- Issue of Bay Plan per container	14,000 Rials	
	5.10- Modifying the position of container on board the ship when its door is not in correct direction	14 USD	
5.11- Non-declaration of the port of destination	493,000		
6	The charges for opening and closing of the container doors and removing/affixing new seal Per seal	325,000 Rials	

7	Equipment hiring charges Per Gantry crane/hour	453 USD
8	Charges (outside THC Operation) Lashing & Unlashing Per container	2 USD
9	Palletizing LCL container cargo per pallet	651,000 Rials
10	Addition and deletion of container in the container software per unit	5 USD
11	The maximum parking charge (private sector investment) in Shahid Rajaei Port for the outgoing trucks	350,000 Rials per full container
		15,000 Rials per ton of non-container cargo

Note: The charge of the services provided by the PMO shall be collected by the PMO.

SECTION 5- OTHER TARIFFS

Tariffs of the Special Economic Zones Affairs

A. Tariff of the public services

- ❖ The tariff passage of cargo from Special Economic Zone is: 41,800 Rials per ton

B. Tariff communication and engineering services in special economic zone

- ❖ Tariff of the communication and engineering services for goods and commodities for use in special economic zone including domestic and external goods such as raw materials, equipment, consumption goods and etc is: 154,000 Rials per ton

Notes: This tariff includes, at the discretion of the SEZ Administration, all technical, engineering and other kinds of activities

Table 24- Documentation tariff in special economic zone

no	Item	Charge (Rial)		
1	Warehouse receipt	660,000		
2	Duplicate warehouse receipt	835,000		
3	Certificate of origin	626,000		
4	Duplicate certificate of origin	1,252,000		
5	Issuance or extension of utilization permit	835,000		
6	Issuance of the business permit	770,000		
7	Issuance or extension of raw material or consumption goods utilization permit	835,000		
8	Issuance of the permit for using equipment and machineries	835,000		
9	Issuance of duplicate utilization permit	835,000		
10	Issuance or extension of the work permit of foreign nationals	2,200,000		
11	Renew of the work permit of the foreign national	1,100,000		
12	Issuance of the duplicate work permit of foreign nationals	4,400,000		
numbering and affixation of number plate for vehicles and port equipment				
a. Charge of documentation		Charge per document		
		Original	duplicate	
Issuance or extension of port equipment and vehicle related documents		63,000	84,000	
Issuance or extension of driver/operator license	Per month and less	63,000	104,000	
	Per 6 month	146,000	219,000	
	Per year (more than 6month)	292,000	418,000	
13	b. Numbering and affixation of number plate		Charge in rail per vehicle	
			Original	Duplicate
numbering and affixation of number plate for light vehicles		835,000	1,044,000	
numbering and affixation of number plate of heavy vehicles		835,000	1,044,000	
numbering and affixation of number plate of road-building vehicles		1,113,000	1,392,000	
numbering and affixation of number plate for port equipment	Light (small forklift tracks, trailer, tractors...)	835,000	1,044,000	
	Semi-heavy (forklift, ...)	1,113,000	1,392,000	
	Heavy (reachstacker,...)	1,531,000	1,948,000	

Table 25- Documentation tariff in Free Economic Zone

no	Item	Charge (Rial)
1	Warehouse receipt (segregation, integration or change of name)	660,000
2	Duplicate warehouse receipt	835,000

Table 26- Collection charges of oil waste per hour

No	Equipment	Number	Iranian ships	Foreign ships
1	Tugboat	1 unit		\$ 1733
2	boat	1 unit		\$ 277
3	500-ton barge without power	1 unit		\$ 1,000
4	Oil boom	Per 20 m		\$ 416
5	Skimmer	Up to 20 cubic meter per hour		\$ 347
6	Skimmer	From 21 up to 50 cubic meter per hour		\$ 556
7	dispersant	Per liter		\$ 69
8	Use of Separator	Per 1 cubic meter of collected materials		\$ 69
9	Washing and cleaning equipment	Excluding dispersant		\$ 208
10	Technician fee	Per person per hour		\$ 69
11	Consultation fee	Per person per hour		\$ 208
12	Other equipment and consumption materials	As per the rate of day plus 30%		

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.

Quarantine services charge

All ship calling into Iranian ports or stay in Iranian harbors will be charged at rates as per the following table as Quarantine services charges:

Table 27- Cargo and passenger ships

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

Table 28- Tanker ship

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

Table 29- Health service charges of pest control and issuance of an international certificate for ships lacking valid certificate

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.

Table 30- Telecommunication Tariffs

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
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Table 31

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

Remarks:

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.

b. 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 the sum of LL and CC.

Note 1: All communications of the ships to the addresses of HARBOUR, QUARANTINE, PORT CONTROL, PORT HEALTH and MASTER via VHF, Telegram and Radio-telex shall be authorized.

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

Note 2: 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.

It is to be noted that in cases where an Iranian ship requests to make a communication with a foreign country using Iranian coastal station, 50%-discount shall not apply.

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

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

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

Note 3:

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

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

Table 32- Registration dues

No	Ship GT	Dues in million Rials
1	Less than 10 GT	4
2	From 10 up to 30 GT	5
3	From 30 up to 50 GT	7
4	More than 50	10

- a. Tariff for the renewal of the ship registration shall be 50% of the above rates.
- b. tariffs for making changes on the registration certificates shall be 4 million Rials per any change in ship's particulars.
- c. the tariffs for issuance of a double copy shall be 30% of the above rates.

Note: the registration dues for the small ships shall be as below:

1. Ships with maximum 4 persons, fishing vessels, jet ski and jetboat:	1 million Rilas
2. Ships with maximum 5-8 persons:	2 million Rials
3. Ships with maximum 9-11 persons:	3million Rials

Table 33. Registration dues for of ship/crafts deals (charter and etc)

No	Ship GT	Dues in million Rials
1	Less than 500 GT	15
2	From 501 up to 1000 GT	20
3	From 1001 up to 5000 GT	25
4	From 5001 up to 10000 GT	30
5	More than 10001	35

Table 34, Note of protest- Ships Flying Iranian Flag

No	Ship GT	Dues in thousand Rials
1	Less than 10000 GT	5,100

2	More than 10000 GT	8,400
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Table 35 -Ships flying foreign flags

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

Table 36- Re-inspection charges of ship flying foreign flags

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

TABLE 37- OIL WASTE RECEPTION TARIFF

Annex no	Tariff
Annex I Prevention of pollution by oil	<p>The charges of ballast water and oil waste is as below:</p> <p>1. An amount of 200 Euros will be collected from all Iranian and foreign ships entering Iranian ports and oil terminals</p> <p>Note 1.: wooden and fiberglass vessels, service and passenger ships are exempted from above charge.</p> <p>Note 2: ships and tankers operating solely in ports of Persian Gulf and Sea of Oman shall pay the above charge once in a 3-month period in their first Iranian port call.</p> <p>Note 3: liner ships (tanker and container) calling regularly in Iranian ports shall pay the above charge once in a 3-month period when entering into first Iranian port</p> <p>2. The charges of ballast water and oil waste for all Iranian and</p>

	<p>foreign ships entering Iranian ports: 80 Euros per cubic meter (less than one cubic meter is considered one cubic meter)</p> <p>Note 1. wooden and fiberglass vessels, service and passenger ships will be subject to following discounts:</p> <ol style="list-style-type: none"> 1- up to 1 cubic meter: 70% discount 2. from 1 to 5 cubic meters: 30% discount <p>Note 2. The ships, tankers and vessels other than those mentioned in note 1 which contain slop with 70% recoverable oil will be subject to the following discounts:</p> <ol style="list-style-type: none"> 1. up to 5 cubic meter: 30% discount 2. from 5 to 10 cubic meters: 60% discount 3. from 10 to 20 cubic meters: 100% discount <p>Note 3- reception of more than 20 cubic meter of Slop containing 70% recoverable oil shall be subject to payment of a negotiated rate to ship.</p> <p>Note 4- reception of lubricating oil shall be subject to payment of a negotiated rate to ship.</p> <p>Note 5- if the ship or tanker is outside the harbor, the transportation cost will be added to the ballast water and oil waste charges.</p> <p>Note 6- if the ballast water and oil waste operation is carried out outside working hours, 10% will be added to the related charges. The said additional charge includes reception, transfer and processing of wastes.</p>												
<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 style="width: 100%; border: none;"> <tr> <td style="width: 60%;">1- vessels:</td> <td style="text-align: right;">10000 GT</td> </tr> <tr> <td>\$277</td> <td></td> </tr> <tr> <td>2- vessels:</td> <td style="text-align: right;">From 10001 up to 30000 GT</td> </tr> <tr> <td>\$416(Up to 5 cubic meter)</td> <td></td> </tr> <tr> <td>3- vessels:</td> <td style="text-align: right;">more than 30001 GT</td> </tr> <tr> <td>\$693(Up to 5 cubic meter)</td> <td></td> </tr> </table> <p>Note: an amount of \$ 35 shall be charged per cubic meter extra for above rates</p>	1- vessels:	10000 GT	\$277		2- vessels:	From 10001 up to 30000 GT	\$416(Up to 5 cubic meter)		3- vessels:	more than 30001 GT	\$693(Up to 5 cubic meter)	
1- vessels:	10000 GT												
\$277													
2- vessels:	From 10001 up to 30000 GT												
\$416(Up to 5 cubic meter)													
3- vessels:	more than 30001 GT												
\$693(Up to 5 cubic meter)													

Annex no	Tariff
Annex IV	The Sewage reception charges stated in MARPOL Convention annex IV will

Prevention of Pollution by Sewage from Ships	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: \$35 per cubic meter. The charge will be calculated once for 5 cubic meters after the first request in every call. An amount of \$ 17 shall be charged per 1 cubic meter extra in the first time or next times in the same call.
Annex V Prevention of Pollution by Garbage from Ships	Charges of Garbage reception of MARPOLE Convention Annex V must be collected from all vessels due to sensitivity of Persian Gulf and enclosedness of Caspian Sea as per the table 1, 2 and 3 of the ship and cargo related tariffs. Passenger ships engaged in international voyages will be charged as per following formula: (GT×2/1Cent)+[(No of max passenger allowed +No of min safe manning) ×52/5 Cent] 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.

Notes:

- Waste reception charges outside the berths or port facilities shall be calculated with the addition of the transport rates.
- In case of non-segregation of wasted in accordance with the Annex V of MARPOL, 10% shall be added to the above rates.
- 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.

SECTION 6. DISCOUNTS & EXCEPTIONS

Discounts and exceptions in respect of the port and maritime tariffs are categorized into three different sections including: ship, containerized cargo, non-containerized cargo which are granted on the basis of the custom procedures including: import, export, transit, transshipment and etc as below.

In cases where a ship is subject to multiple discounts in respect of table 2, the greater shall apply. In the meantime, the ship clearance charges shall not be subject to none of the following discounts.

Table 38- RO-RO, Container, passenger and passenger/cargo ships

No	Item	Rate of Discount
1	Pilotage charges, towage and dredging charges in southern ports. (Calculation of discounts and overtime charges applicable to container and Ro-Ro shall be based on the tariff of this item.	50% (of table 1)

Table 39- Ships carrying export cargo

No	Item	Rate of Discount
1	Non-oil Commercial empty ships, Iranian or foreign, with a total capacity of 1500 GT or above calling in petrochemical dedicated berth, Sanayeh Foulad (Steel Industry) in Bandar Imam Khomeinni (BIK) and Foulad (steel) Berth in Shahid Rajaei Port and dedicated berth in Mahshahr port (table 2) for the purpose of loading export cargos. Note: if the above ships carry both transit and export cargos shall be subject to export cargo discounts.	25% (of table 2)

Table 40- Ships carrying transit cargo

No	Item	Rate of Discount
1	The ship carrying transit cargo from/to Iraq which call Iranian southern ports, in proportion of the transit cargo to total cargo	50% in port dues and charges of table 1 except for towage charges
2	Non-oil commercial ships whose total cargo is transit cargo and enter Iranian port for the purpose of loading and discharge of the cargo.	50% (of table 2)
3	Non-oil commercial ships entering Iranian ports to carry export and transit cargo simultaneously without discharging cargo, in proportion of their transit cargo to their total cargo	50% (of table 2)
4	Non-oil commercial ships carrying import and transit cargo simultaneously, in proportion of their external transit cargo to their total cargo	50% (of table 2)

Table 41- discount of Passenger and passenger/cargo ships

No	Item	Rate of Discount
1	Iranian passenger and passenger/cargo ships and	90% of port dues and

	cruise ships (whether Iranian or foreign) engaged in internal and international trips	charges including ship clearance charges.
2	The bill for the Iranian passenger ships with a minimum of 55000 Rials shall be issued for each trip. In case the bill is less, the same amount shall be collected.	

Table- 42- Other discounts applicable to ships

No	Item	Rate of Discount
1	All ships constructed in shipbuilding yards: a. After first launching in their first passage from ship yard basin b. Within 6 month from the date of launching in all Iranian ports	100% of the port dues
2	All service vessels having cargo handling gears engaged in lighting operation of large-size ships in internal and external harbors	100% of the port dues and dredging charges
3	All vessels belonging to Iranian Red Crescent using as a hospital to other humanitarian purposes are excepted for all dues and charges	100% of the port dues and charges
4	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. In respect of warship, only the charges of the services provided shall payable.	100% of the port dues and charges
5	all Iranian and non-Iranian ships arriving in ports solely for using Shipbuilding dry docks for repair. Note: port dues and other charges shall be calculated as per related tables.	100% of the port dues
6	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) Note: 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.	100% of Dues at port entrance, Harbor Dues, Dredging Dues and Light Dues in their next call after their first arrival as per the related approved tariffs
7	All fuel supply units doing business in sea lanes in	100% of Dues at port

	<p>the confines of Persian Gulf and Sea of Oman for which no Port Clearance is issued (irrespective of their nationality)</p> <ol style="list-style-type: none"> 1- There is no need to issue the Port Clearance for the fuel supply units operating between the basis and external harbor. 2- For the fuel supply units operating from the port up to the shipping lanes in Persian Gulf and Oman Sea, port clearance must be issued. 3- 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 as per table 2 	<p>entrance, Harbor Dues, and Light and Dredging Dues in their next call after their first arrival as per table 1</p>
8	<p>Vessels/crafts calling in Iranian port harbors for non-commercial purposes such as fueling, ballasting, crew-shifting, provision supply, repair, medical aids, research and training activities and the like.</p> <p>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.</p> <p>Note 2: Vessels berthed for receiving medical aids due to distress situation (force majeure) are exempted from all tariff items for a 72-hour period. In case their stay exceeds from this period, only pilotage dues, garbage collection and tug operation and charges wharf dues shall apply.</p>	<p>100% of dues and charges (except for garbage collection charges contained in related table)</p>
9	<p>If a case may arise that cargo handling equipment cannot 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 subject to discounts</p>	<p>100% of port dues and charges including dredging charges</p>
10	<p>Vessels carrying smuggled oil products from neighboring countries which sail in sea lanes within Iranian jurisdiction (Board of Directors Approval No. 1397 dated 29 December 2005) 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.</p>	<p>95% of dues and charges</p>

11	Ships arriving in Iranian ports carrying relief aids to disaster areas (as a result of unexpected accidents)	100% of dues and charges
12	All non-oil ships above 25000 GT calling into Bushehr port	30% of dues and charges
13	All ships carrying cabotage cargo in port of origin and destination Note: Iranian ships carrying cabotage cargo with a total GT of 1500 or less are subject to table 43 in their port dues and charges.	50% of dues and charges

Table43- Exemption and discounts granted to Iranian ships below 1500 GT

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	Garbage collection charges at berth		+	+	+	+	+	+	+	+	+	+	+	+
4	Dredging dues		+	+	+	+	+	+	+	+	+	+	+	+
5	Wharfage dues		+	+	+	+	+	+	+	+	+	+	+	+

Notes:

(-) means exempted from port dues and charges

(+) mean NOT exempted from port dues and charges

1- Pilotage and towage charges of the Iranian and non-Iranian vessels with GT of 500 and less shall not apply if they qualify to receive discounts at the discretion of the maritime department of the PMO.

Note 1- the basis for receiving discounts is the total GT of the tugboat and the vessels being tugged.

Note 2- fishing vessels less than 500 GT are exempted from payment of pilotage and towage charges.

2- All Iranian vessels less than 1000 GT (except for passenger and cargo/passenger ships) are subject to 50% discount in port dues and charges.

Note: wharfage charge at the time of berthing and loading and discharge operation about the above vessel shall apply according item 1of the notes of table 1 and after the completion of loading and discharge operation and unberthing of the vessel, the wharfage charge shall not be collected.

3- Iranian vessels up to 200 GT operating for fishing and transportation of cabotage cargo between Iranian ports and islands, shall be exempted from wharfage charges in the first 24 hours and if the vessels stay more than 24 hours, the total charge from the first hour shall be collected in accordance with para.2.

4- Waste collection charges shall be calculated and collected according to table 1.

5- Port dues and charges in respect of passengers' cargos which are not carried by passenger into the cabin, shall be calculated and collected according to the manifest.

6- Invoice of the non-passenger ships shall be issued for the amounts of 400,000 Rials and if the amount of the invoice is less than 400,000 Rials, the invoice shall be issued for the same amount.

B. Discounts and exceptions of non-container cargos

Table 44- export, re-export, returned from export

No	Item	Rate of Discount
1	Stevedoring and shore-handling (except for Heavy and awkward cargo) and storage charges	25%
2	Cargo port dues	100%
3	Sanitation port dues	100%
4	Cargo operation at berth	50%
5	Overtime rates	50%
6	Public and infrastructural services charges in SEZ	55%
7	Storage charges free time for export, re-export, returned from export (except for vehicles)	10 days

Note:

1. Pursuant to Article 37 of Removal of the Competitive Production Impediments and Promotion of the Financial System Act, above discounts are not applicable to the commodities constituting the export raw materials which are subject, upon the

proposal of the Trade Development Organization and approval of the Economic Council, to export dues. The latest list of such commodities shall be persistently collected and informed by the Tariff and International Agreement Department, PMO.

2. Pursuant to the enactment of 1938 dated 15 December 2018 of the PMO's Board of Directors, granting discounts to the export cargo according to the above table shall be applicable upon confirmation of the Central Bank confirming return of the foreign exchange.

Table 45. External transit (to a foreign country)

No	Item	Rate of Discount	
1	Stevedoring and shore-handling (except for Heavy and awkward cargo) and storage charges (by the forwarders in a port and one year of loading and discharge performance)	Up to 75,000 tons	50%
		From 75,001 to 100,000 tons	60%
		Above 100,000	70%
2	Stevedoring and shore-handling of vehicles	25%	
3	Cargo port dues	100%	
4	Sanitation port dues	100%	
5	Cargo operation at berth	100%	
6	Overtime rates	50%	
7	Public and infrastructural services charges in SEZ	Up to 75,000 tons	55%
		From 75,001 to 100,000 tons	75%
		Above 100,000	100%
	Storage charges free time for external transit (except for vehicles)	5 days	

Note: These discounts shall apply to the ports from which external transit cargo/container move.

Table 46- Transshipment (internal and external)

No	Item	Rate of Discount
1	Stevedoring and shore-handling (except for Heavy and awkward cargo) and storage charges	50%
2	Cargo port dues	100%
3	Sanitation port dues	100%
4	Cargo operation at berth	100%
5	Overtime rates	50%
6	Public and infrastructural services charges in SEZ	55%
7	Storage free time (except for vehicles)	6 days

Table 47. Cabotage in port of origin

No	Item	Rate of Discount
1	Stevedoring and shore-handling (except for Heavy and awkward cargo) and storage charges	75%
2	Cargo port dues	100%
3	Sanitation port dues	77%
4	Cargo operation at berth	92%
5	Overtime rates	50%
6	Public and infrastructural services charges in SEZ	100%
7	Storage charges free time for export, re-export, returned from export (except for vehicles)	5 days

Table 48. Other discounts to non-container cargos

No	Item	Rate of Discount	
1	Shore-handling charges in direct transport	50%	
2	Shore-handling charges in respect of direct delivery cargos in the port facilities constructed and equipment owned by the private sector operator or investor on the basis of a contract (import and export cargos)	80%	
3	Shore handling charges in respect of the direct delivery cargos using the public port facilities and equipment	60%	
4	shore-handling and warehousing charges of charbahar in all custom procedures (including import) compared to the other southern ports	30%	
5	Inspection and documentation charges provided at Khark Islands berths	100%	
6	Shore-handling charges in direct delivery without using the equipment and facilities of the port and using equipment of the private sector from berths of port to the Special Economic Zone No 2 in Bushehr	50%	
7	Public and infrastructural services of SEZ for direct delivery cargos	By conveyor belt	80%
		By truck or wagon	60%
8	Public and infrastructural services of SEZ for the products of the units located in the Zone and for the commodities imported into the zone for consumption	100%	
9	Tariff communication and engineering services in special economic zone, primary materials, consumption materials and etc, for <u>non-oil cargos</u> with the foreign origin to be used in the process of production, processing and conversion into a new product	75%	
10	Tariff communication and engineering services in special	25%	

	economic zone, primary materials, consumption materials and etc, for <u>oil cargos</u> with the foreign origin to be used in the process of production, processing and conversion into a new product	
11	The commodities imported in the Zone for providing assistance to disaster areas	100% Of port dues and sanitation dues and cargo operation (loading and discharge) charges contained in table 9

C. Discounts and exception related to Container and containerized cargo

Table 49- Import, returned from import in Chabahar port

No	Item	Rate of Discount
1	Container storage charges in Chabahar Note: if the cargo owner intentionally refuses to remove the cargo from the port, the storage discounts shall not be applicable as of the date of the customs clearance	75%

Table 50- export, re-export and returned from export

No	Item	Rate of Discount
1	THC of open-top containers carrying export bulk minerals by the container or non-container ships	48%
2	THC in ports (including Chabahar)	25%
3	Container storage charges in ports (excluding Chabahar)	25%
4	Container storage charges of open-top container carrying export bulk minerals	62%
5	Container storage charges in Chabahar	80%
6	Container storage charges in CFS	25%
7	Public and infrastructural services of SEZ	55%
8	Charges of dedicated yards operations (table 17) for open-top containers carrying minerals	30%
9	Overtime charges	50%
10	Loading/discharge at berth	50%
11	Port dues and sanitation charges	100%
12	Duration for the storage exemption Note 1: after the expiration of this period the related charges will be calculated form the first day on the basis of the last day charges.	10 days

	Note 2: those cargos which have used discounts before being stuffed into the container, the related period shall be deducted from 10-day discount period Note 3: empty container are not regarded as export containers	
13	Duration of exemption in CFS Note: after the expiration of this period the related charges will be calculated form the first day on the basis of the last day charges.	10 days

Notes:

- 1- pursuant to Article 37 of Removal of the Competitive Production Impediments and Promotion of the Financial System Act, above discounts are not applicable to the commodities constituting the export raw materials which are subject, upon the proposal of the Trade Development Organization and approval of the Economic Council, to export dues. The latest list of such commodities shall be persistently collected and informed by the Tariff and International Agreement Department, PMO.
- 2- Pursuant to the enactment of 1938 dated 15 December 2018 of the PMO's Board of Directors, granting discounts to the export cargo according to the above table shall be applicable upon confirmation of the Central Bank confirming return of the foreign exchange.

Table 51- External transit containers and empty transit containers

No	Item		Rate of Discount/Exemption
1	THC of external transit (including Chabahar)	20 ft	27%
		40 ft	39%
2	THC of container transported by rail.		50%
3	The operation charges of the dedicated terminal of the containers transported by rail		50%
4	Container storage charges (for each forwarder in a port during one year of performance including loading and discharge)	Up to 20,000 TEU	50%
		From 20,001 to 50,000 TEU	55%
		More than 50,000	65%
5	Container storage charges in Chabahar		87%
6	Public and infrastructural services of SEZ (for each forwarder in a port during one year of performance including loading and discharge)	Up to 20,000 TEU	55%
		From 20,001 to 50,000 TEU	75%
		More than 50,000	100%
7	Overtime charges		50%

8	cargo storage charges in CFS	54%
9	Port dues and sanitation charges and loading/discharge charges at berth	100%
10	After the expiration of free period, storage charges will be calculated form the first day until the last day of the stay of cargo.	5 days
11	Duration of free time in CFS Note: after the expiration of this period, related charges will be calculated form the first day until the last day of the stay of cargo.	5 days

Note: These discounts shall apply to the ports from which external transit cargo/container move.

Table52- Transshipment containers (internal and external)

No	Item	Discount/Exemption	Remarks
1	THC of 20ft- and 40ft full containers for one move	85%	All transshipment containers, full and empty, shall not be subject to any other discounts except for the those set out in this table.
2	THC of 20ft and 40 ft empty containers for one move	74%	
3	THC of 20ft- and 40ft full containers for one move in Chabahar	72%	
4	THC of 20ft and 40 ft empty containers for one move in Chabahar	46%	
5	Container storage charges except for Chabahar	50%	
6	Container storage charges in Chabahr	87%	
7	Container storage charges in CFS	54%	
8	Public and infrastructural services of SEZ	55%	
9	Port dues and sanitation charges and loading/discharge charges at berth	100%	
10	Overtime charges	50%	
11	Discount applicable to full transship container storage in Imam Khomeini and Shahid Rajae port	20 days	
12	Exemption applicable to empty transship container storage in Imam Khomeini and Shahid Rajae port	10 days	
13	Exemption applicable to transship containerized cargo in CFS	20 days	

Table 53- Other discounts and exception on container

No	Item	Discount/Exemption
1	Public and infrastructural services of SEZ for cargos carried by rail	50%
2	Public and infrastructural services of SEZ for direct delivery cargos	40%
3	Public and infrastructural services of SEZ for the products of the units located in the Zone and for the commodities imported into the zone for consumption	100%
4	Public and infrastructural services of SEZ for cabotage	100%
5	Exemption applicable to the import containers carried by rail	10 days
6	Discount for empty container storage charges in port located in Khozestan Province The above exemption shall only apply to the import full containers which enter into the country from Khozestan province	30 days

Table 54- Tariff and Investment Incentives in Shahid Beheshti Port , Chabahar

	Incentives	Incentive to liner* services		
		1	2	3
		Discount of the first three months (after establishment of service)	Discount from the fourth month up to the end of sixth month (establishment of the service	Discount from the beginning of the seventh month up to the end of the first year after establishment of service)**
1	Port dues	80%	60%	40%
2	Wharfage charges	80%	65%	50%
3	Pilotage, towage and dredging charges	60%	40%	30%
4	THC charges	90%	50%	30%
5	Storage of empty containers	75%	75%	75%

Notes:

1. In case no agreement is concluded, the basis for the calculation of the tariffs on ship and cargo in Shahid Beheshti port, Chabahar shall be the Tariff Booklet and the above discounts are not applicable.

2. All above-mentioned discounts are granted by the PMO.

* Liner is defined in the Tariff Booklet and discounts are subject to conclusion of agreement and making commitment to carry transport to Shahid Beheshti port.

** If the shipping line fulfills its commitment in the first contractual year, the discounts will be extended for the second year.