

In the name of God

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

MANUAL OF

Tariffs applicable to vessels and cargo

In

Ports of the Islamic Republic of Iran

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INTRODUCTION

Ports and Maritime Organization (PMO) is the port-and-maritime authority of the I.R.Iran with the responsibility to administer all Iranian ports and enforce the maritime conventions to which PMO is a party. All Port Authorities in the North and South of the country are regarded as subsidiaries of the PMO.

Ports and Maritime Organization (PMO) is affiliated to the Ministry of Roads and Urban Development. PMO's Managing Director is Deputy Minister of Roads and Urban Development. PMO's Board of Directors on behalf of the Supreme Council (comprising of: Minister of Roads & Urban Development, Minister of Defense, Minister of Economy, Navy Commander of I.R.Iran and the Management & Planning Deputy of President) formulates and ratifies rules, regulations, orders and ordinances to be applied in Iranian ports.

1. GENERAL CONDITIONS FOR SHIP AND CARGO

1. The basis of tariff calculation as for the ship, container and cargo
 - 1-1- Ports due, duties and charges on foreign ships and vessels shall be levied on USD and charges less than 1 USD will be calculated in CENT.
 - 1-2- Ports due, duties and charges on Iranian ships shall be levied on USD and amounts less than 1 USD will be calculated in CENT on the basis of the rates approved by the PMO's Board of Directors and collected in Iranian Rial.
 - 1-3- Terminal Handling Charges (THC) will be calculated and paid in USD on the basis of the rates declared by Iranian Currency Exchange Center or the rates approved by the PMO's Board of Directors on the day when the ship is berthed.
 - 1-4- All payments relating to cargo operation shall be made in Iranian Rials.
2. This tariff book is the sole reference for the calculation of the tariffs and charges for the current Iranian Solar Year in Iranian ports. All terms, conditions and requirements set forth in this book might be amended or altered without prior notice as the case may be.

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

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

4. MANIFEST CORRECTION CHARGE

The shipping line shall be charged with an amount of 200,000 Rials for any correction of the manifest (wholly or partly).

5- 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 included in dangerous goods.

SECTION 1- TARRIFS OF SHIPS

Table 1-Tariffs levied on container/non-container ships, Ro-Ro vessels and non-oil ships calling in Sothern ports and non-oil ships calling in the privately-owned ports and the facilities totally constructed or to be constructed by the private sector investment in the southern coasts of Iran.

No	Tariffs		Non-oil and commercial ships (Container/ Ro-Ro, Non-container/non-oil)	
1	Port-related	Dues at port entrance	0.96 C/GT	
		Harbors dues	0.96 C/GT	
		Cargo operation	Berth	3.19 Cents per ton
			Harbor	1.60 Cents per ton
2	Light dues	3.83 C/GT		
3	Wharfage dues	2.40 C/per norm of discharge		
4	Garbage collection charges on wharf for ach 24 hours	for ships up to 200 GT	\$ 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 above 15000 GT	\$ 100	
5	Pilotage charges	Container and RO- RO ships	9.58 C/GT	
		Non-container and non-oil ships	19.16 C/GT	
6	Dredging dues	Container and RO- RO ships	7.34 C/GT	
		Non-container and non-oil ships	15.1 C/GT	
7	Tug operation charges	Container and RO- RO ships	19.16 C/GT	
		Non-container and non-oil ships	38.34 C/GT	
<p>Overtime: Cargo operation and pilotage charges will include overtime as follows:</p> <ul style="list-style-type: none"> • in hours outside normal working hours: 10% • at nights and holidays (Thursdays and Fridays): 20% 				

Notes:

1. 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. Wharfage charges will be calculated on the basis of loading/discharge norm as table below:

no	Type of ship	norm	According the norm per hour	More than the norm per hour
1	Container /Ro-Ro ships	1 day	0.1 C/GT	0.4 C/GT
2	General cargo/fishing vessel	3 days	0.033 C/GT	0.8 C/GT
3	Bulk ships	5 days	0.02 C/GT	0.8 C/GT
4	Passenger ships	3 days	0.033 C/GT	0.4 C/GT
5	Vessels below 1500 GT/service/research vessel and tug boat	1 days	0.028 C/GT	0.11 C/GT

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

Notes:

- In the event of removing the ship from the berth to the harbor and vice-versa (which is one shipping operation), pilotage and towage charges will be calculated as per table 1.
 - If a vessel is shifted due to administrative considerations, no charge shall be applicable.
4. Tug operation charges in berthing/un-berthing a vessel shall also include pilotage charges and if the tug is not used in berthing /un berthing of the vessel related charges shall apply. For the vessels below 1500 GT, if tug services are not provided, no charges shall apply.
 5. Dues and charges of the ships towing another craft or vessel will be calculated on the basis of the total GT of the ships. If one of the ships is flying the foreign flag, the GT will be calculated on the basis of the dues and charges of the foreign vessels.

6. Tariffs of the passenger ships and cargo & passenger ships in Iranian southern ports shall be calculated with the following discounts compared to tariffs mentioned in no1 of the table 1 (container and Ro-Ro ships)

Table no 2: discounts of the passenger ships

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

Notes:

1. Towage and wharfage charges are excluded from the above discounts (table no. 2)
2. Ports charges of any cargo other than the passenger luggage will be calculated on the basis of the ship's manifest.
3. The minimum amount for the issuance of the bill for the Iranian passenger ships is 55000 Rials for each trip. The same amount shall be collected from the ships whose bill is less than 55000 Rials.

Table 3- Tariff applicable on the ships calling northern ports of Iran

No	Item		Tariffs		
1	Port dues and charges	Dues at port entrance		Per GT	6 Cents
		Harbors dues		Per GT	10 Cents
		Cargo operation	Berth	per ton	15 Cents
			Harbor	per ton	7 Cents
2	Light dues		Per GT	3 Cents	
3	Pilotage charges (for each trip)		Per GT	25 Cents	
4	Dredging dues		Per GT	100 Cents	
5	Wharfage dues*		Per GT/hour	0.05 Cents	
6	Garbage collection charges on wharf		for ships with wooden and fiberglass hulls (launches)	\$ 5	
			for ships with metal hull up to 800 GT	\$10	
			for ships from 801GT to 5000 GT	\$20	
			for ship 5001 and above	\$100	
7	Tug operation charges		Up to 1500 GT	\$260	
			From 1501 to 5000 GT	\$670	
			From 5001 to 10000 GT	\$1300	
			From 10001 to 15000 GT	\$1800	
<p>Overtime: Cargo operation and pilotage charges shall include overtime in hours outside working hours as below:</p> <ul style="list-style-type: none"> • In hours outside normal working hours: 10% • At nights and holidays (Thursdays and Fridays): 20% 					

* Wharfage dues in northern ports shall be calculated and collected for 24 hours. If the ships stays more than 24 hours, Wharfage dues shall be calculated 0.45 cent/GT per hour/

Table 4- 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

No	Item		Tariffs		
1	Port dues and charges	Dues at port entrance		Per GT	6 Cents
		Harbors dues		Per GT	10 Cents
		Cargo operation	Berth	per ton	22 Cents
			Harbor	per ton	11 Cents
2	Light dues		Per GT	4 Cents	
3	Pilotage charges (for each trip)		Per GT	40 Cents	
4	Dredging dues		Per GT	41 Cents	
5	Wharfage dues*		Per GT/hour	0.45 Cents	
6	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	
7	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	
<p>Overtime: Cargo operation and pilotage charges shall include overtime in hours outside working hours as below:</p> <ul style="list-style-type: none"> • In hours outside normal working hours: 10% • At nights and holidays (Thursdays and Fridays): 20% 					

Notes of tables 3 and 4:

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 cent per GT and by towage will be based on related table.
3. Note 1: In the event of removing the ship from the berth to the harbor and vice-versa (which is one shipping operation), pilotage and towage charges will be calculated as per table 3, 4.
 - Note 2: If a vessel is shifted due to administrative considerations, no charge shall be applicable.
 - Note 3: pilotage and berthing/un berthing charges shall be collected separately as per table 3 and 4
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/un berthing, 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. If tugboat is not used in pilotage operation, however, tugboat charges shall be applied and payable.

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

No	Item	Tariff
1	Dues at port entrance	1.63 C/GT
2	Port harbor dues	1.63 C/GT
3	Cargo handling dues	5.42 C/TON
4	Light Dues	8.14 C/GT
5	Pilotage charges (for each trip)	38.28C/GT
6	Tug operation charges	34.50 C/GT
7	Garbage collection charges at berth	As per no 6 in table 4

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

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

Note:

- 1- No discount will be applicable for above tariffs (table 5 & 6)
- 2- If the pilotage services provided by the Ports and Maritime Organization (PMO) or its contractor are not used, the pilotage charges shall apply as per table 4.
- 3- For all commercial ships (non-oil non-gas) calling service and petrochemical ports of the South Pars Special Economic Zone (Assaluyeh), the table 1 excluding dredging and wharfage charges shall be applicable without any discount. The table 1 is also applicable for the shipping carrying export cargo from South Pars Special Economic Zone (Assaluyeh) as well as the shipping carrying import cargo (Board of Directors Approval No. 1498 dated 16 July 2007).

Table7-Collection of ship overtime charges on active holds in Northern and Southern Ports

Item	From 15:00-19:00 hrs	From 19:00-7:00 hrs (next day) and including holidays
Iranian and foreign ships	\$6.6 per active hold per hour	\$ 11 per active hold per hour
<ol style="list-style-type: none"> 1. Overtime charges shall be collected from the ship's owner of shipping agency 2. In berths of: Foulad Khozestan, Foulad Shahid Rajae, Bandar Imam Petrosimi, Khark, Asaluyeh, Kaveh, Nekah, Gheshm and dedicated berths no demand shall apply. 3. Motor launches are subject to overtime charges in berths where overtime charges are applicable 		

Fresh water tariff

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

Vessels lay-up charges

- Vessels lay-up charges are as follows:
 - a. Anchorage and wharfage charges shall be 1.33 cent per GT, GRT or DWT (whichever is greater).
 - b. Garbage collection charges shall be 700 USD per month per ship(if the period is less than one month, dues shall apply for one month)
 - c. Ships calling in Iranian ports for lay-up are exempted from related charges except for part A and B. If they load cargo at their departure, related port dues and charges will apply as per table 1 to 4 of this Tariff.
- Charges of Ship Clearance Group will be 3 cents per GT for the ships calling to Iranian port from foreign ports.

Note: the above tariff shall be 0.3 cents per GT for the ships calling Northern ports of Iran.

Exemptions and discounts in Northern and Southern Ports

- 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- The tariffs for the ships lacking driving force shall be double.
- 3- Transportation of the pilot to the ship to provide pilotage services shall be free of charge
- 4- 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.

- 5- Lighting charges will be charged once for all ships calling to Iranian port during a single trip even if they call multiple Iranian ports.
- 6- all Iranian and non-Iranian ships arriving in ports solely for using Shipbuilding dry docks for repair are exempted from port dues and other charges shall be calculated as per related tables.
- 7- All the ship built in the domestic ship yards (Board of Directors Approval No. 1798 dated 09 March 2015):
 - Are exempted from port dues and charges in their first launch
 - Are exempted from port ship related dues and charges for a six month
- 8- All vessels belonging to Iranian Red Crescent using as a hospital to other humanitarian purposes are exempted for all dues and charges (amendment to Tariff Book of PMO Establishment Act)
- 9- All war ships belonging to Army and Disciplinary forces of the I.R.Iran as well as Ports and Maritime Organization (PMO) engaged in non-commercial activities are exempted from all port dues and charges (PMO Establishment Act). In respect of warship, only the charges of the services provided shall be payable.
- 10- Service vessels/crafts such as tugboats engaged in pilotage operation, dredgers, oil pollution collection vessels, water supply crafts, buoy-laying vessels, service vessels and crew-transfer crafts doing business within the area between the internal and external harbors for which no Port Clearance is issued (irrespective of their nationality) are exempted from such port dues as: Dues at port entrance, Harbor Dues, Dredging Dues and Light Dues. It is to be noted that these vessels/crafts for which Port Clearance is issued at their first arrival and next calls before their departure from the port shall pay respective dues and charges in this Tariff.
- 11- All fuel supply units doing business in sea lanes in the confines of Persian Gulf and Sea of Oman for which no Port Clearance is issued (irrespective of their nationality) are exempted from: Dues at port entrance, Harbor Dues, Dredging Dues and Light Dues. It is to be noted that these vessels/crafts for which Port Clearance is issued at their first arrival and next calls before their departure from the port shall pay respective dues and charges in this Tariff.
- 12- Vessels/crafts calling in Iranian port harbors for non-commercial purposes such as fueling, ballasting, crew-shifting, provision supply, repair, medical aids,

research and training activities and the like are exempted from all tariff items except for garbage collection charges.

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

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

13-In respect of the ship in distress as a result of marine incidents and fire accident which are in urgent need of assistance:

13-1- Saving lives at sea are free of charge

13-2- 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.

13-3- 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 Law of the Sea with a priority over the other debtors.

14-All vessels having cargo handling gears engaged in lighting operation of large-size ships in internal and external harbors are exempted form all tariff items except for pilotage dues, garbage collection and tug operation charges.

15-If a case may arise that cargo handling equipments can not handle special packs and upon the request of the cargo owner or ship's agent another vessel enter the harbor by its own or by the assistance of tugboat to provide handling services both the vessel and tugboat shall be excepted form port dues (item 1), light charges (item 2) and dredging charges (item 4) of table 1 except for the charges of pilotage, tug operation and garbage collection.

- 16-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) shall be subject to 95% of port dues and charges provided that their shipments are proved and declared as smuggled by respective legal authorities in accordance with Cabinet Act on the Auction of the Smuggled Products Discovered from Ships at the Governmental Rates with the aim of unification of treatment with these ships.
- 17- Ships arriving in Iranian ports carrying relief aids to disaster areas (as a result of unexpected accidents) are exempted from port dues and charges.
- 18- All non-oil ship carrying transit cargo to Iraq which entre into Iranian ports are subject to 50% discount in port dues and charges (except for tug charge) considering the proportion of transit cargo to whole shipment.
- 19-All container ships carrying container to Bandar Shahid Rajaei port for transshipment to Iranian ports or foreign ports will be granted up to 20% discounts in port dues and charges on the basis of the proportion of transshipment containers to all container carried to the port except for tug operation charges.
- 20- all feeder ships carrying container ships from Shahid Rajaei Port for distribution among Iranian and regional ports are subject to a maximum of 50% discount in proportion their transship cargo except for tug operation charges.
- 21-All ships carrying oil products (transit and swop) calling directly to the northern ports are subject to 25% discount and all ships transporting oil products via S.T.S operation in the northern ports are also subject to 35% discount (compared to the tariffs of table 3)
- 22-All non-oil ships calling into Chabahar port are subject to 30% discount in all items of port dues and charges
- 23-All non-oil ships above 30000 GT calling into Bushehr port are subject to 30% discount in all items of port dues and charges
- 24-Discounts granted to non-oil ships in all items of the port dues and charges in each trip (table no 1)

Port/size of the ship	From 50001 to 70000 GT	From 70001 to 100000 GT	Above 100001 GT
Bandar Shahid Rajaei port	20%	30%	40%
Imam Khomeini Port	30%	40%	60%

25- exemptions and dues related to the Iranian ships below 1500 GT:

Ship flying Iranian flag up to 200 GT who are engaged in fishing and cabotage of cargo between Iranian ports and islands shall be subject to cargo handling dues in port harbor as well as wharfage dues and are exempted from other ship-related port dues and charges. It is to be noted that these ships are exempted from wharfage dues in first 24 hours. If their stay exceeds 24-hour period, applicable dues from the first hour shall apply subject of Board of Directors' Approval No. 1335 dated 09 June 2003 in addition to amended table in accordance with the following Table 8.

Table8- Exemption granted to Iranian ships below 1500 GT (commercial. Cabotage, fishing and passenger)

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

Notes:

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

(-) means exempted from port dues and charges

(+) mean NOT exempted from port dues and charges

(*): means pilotage charges shall apply if applicable

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

- Garbage collection charge shall be collected as per table 1.

- Non-passenger ships will be charged an amount of 300000 Rials for the issuance of the bill for each trip. The same amount of 300000 Rials will apply for the bills less than this amount as well.

26-Discounts mentioned in table 3 and 4

Discounts on the ships, Iranian or foreign, calling northern ports, petrochemical dedicated berth, Sanayeh Foulad (Steel Industry) in Bandar Imam Khomeinni (BIK) and Foulad (steel) Berth in Shahid Rjaee Port the tariff of which is mentioned in table 3 and 4, shall be based on following table.

Table 9

Type of ship	Discount
Passenger, Ro-Ro and fishing vessels	
1. Passenger ships	95%
2. Ro-Ro ships carrying general cargo or car or both	40%
3. Iranian Fishing vessels engaged in domestic fishing activities in territorial waters	80%
EXPORT	
4. Commercial ships of 1500 GT or above calling in ports to load such cargos as clinker, sand, cement, sulfur, mineral substances Note: ships carrying above-mentioned cargo calling in Iranian <u>northern ports</u> are not subject to discount.	25%
TRANSIT	
5. Commercial ships entering Iranian ports carrying wholly transit cargo for loading and discharge are subject to 50% discount. 6. Commercial ship calling in Iranian port carrying both import and transit cargo are subject to 50% discount in proportion of their transit cargo 7. In cases where a ship enters Iranian ports for loading export and transit cargo without discharging any cargo are subject to 50% discount in proportion to its transit cargo and 25% in proportion to its export cargo	
Notes: In cases where a ship is subject to multiple discount, the greater shall apply	

SECTION 2- GENERAL CARGO TARRIFS

1. GENERAL CARGO TARRIFS

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

Cargo		Import, returned and cabotage in port of destination (Rials)	Export and returned export cargo (Rials)	External transit and transship cargo (Rials)	Cabotage cargo in port of origin (Rials)
Light cargo (unit load less than 30 tons)	General cargo	117000	87800	51000	29100
	Ironware	104200	78200	45000	26100
	Pack(Pallet)	92500	69400	40000	23000
Heavy Cargo	30-60 tons	389900	292400	168000	97500
	61-120 tons	780000	585000	337000	195000
	Above 120 tons	1040000	780000	450000	260000
Dry bulk ¹		52400	39300	22700	13100
Liquid bulk	Non-oil cargo	13000	9800	5600	3300
	Oil cargo (Non-dangerous ²)	131000	98300	55000	32000
Livestock (per animal)		13000	9800	5600	3300
Chilled and frozen cargo		78000	58500	33700	19500
Scrap metal		200000	150000	85000	50000
Heavy/awkward cargo ³		390000	390000	390000	390000
Dangerous Cargo ⁴		260000	195000	112000	65000
Vehicles (per unit)	Light	784300	588000	588000	588000
	Semi-heavy	1280000	960000	960000	960000
	Heavy	2721000	2000000	2000000	2000000

1. Handling charges of the cargos such as Aluminum powder, coke and clinker which cannot be discharged by suction equipment and may cause environmental pollution shall be double. Additional charges for non-palletized goods do not apply to these cargos.
2. Non-dangerous oil products with high flash point such as m
3. azut, gasoline, basic and industrial oils, slack wax, oil wastes, aromatic oil, liquefied gas, refined oil in Sothern ports
4. If tariff of heavy cargo is greater, this shall apply
5. Refer to notes of dangerous cargos section
6. Port handling charges of unpalletized cargo loaded and discharged in port terminals (non-direct delivery) shall double of which an amount of 1650 Rials will be charged as penalty in addition to normal 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.
7. Port handling charges of direct delivery cargo on quays having dedicated loading/unloading equipment for incoming and outgoing cargos shall be at 20% and in other quays shall be at 40% of the rates in table 10 per ton.
8. Cargos entering Chabahar port are subject to 30% discount (table 10)
9. Port Handling charges in respect of cargos in Bushehr port directly transferred to special economic zone II without using port facilities and equipment are subject for 50% discount
10. Scrap cargo shall be discharged from the ship on a direct-delivery basis for which Port Handling charges shall be 40% of the rates of table 10. In cases where, at the discretion of the Port Authority, such cargo is not directly delivered in ports, Port Handling charges in table 10 and storage charges in table 12 for general cargo shall apply.
11. light, semi-heavy and heavy vehicles handled by crane or tractor to storage area or gate shall be considered general cargo and tariff of general cargo and motor vehicle shall apply whichever is greater. If their dimensions are greater than 12*2.5*2.5, they shall be regarded as heavy and awkward cargo and Port handling charges in respective items shall apply.

12. Discounts of the internal transshipment cargos do not apply to cargos transported to the northern ports including containerized, bulk and general cargos.
13. Port handling charges in respect of direct transport of cargo from berth to exclusive storage areas and vice-versa in a way that port equipment are not used in stevedoring operation shall be subject to 50% discount.

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

Cargo		Import, returned and cabotage cargo (Rials)	Export cargo (Rials)	External transit and transship cargo (Rials)
General cargo		74800	56100	32400
Ironware		62600	47100	26900
Pack(Pallet)		108000	81100	46800
Dry bulk		63400	47700	27500
Liquid bulk	Non-oil	11700	8800	5040
	Non-dangerous oil	81900	61400	36300
Livestock (per animal)		12600	9500	5300
Chilled and frozen cargo		149200	111900	64500
Scarp and Junk cargo		149200	111900	64500
Dangerous Cargo		248600	186500	107600
Vehicles (per unit)	Light	505100	378900	378900
	Semi-heavy	995000	746300	746300
	Heavy	1500000	1125100	1125100

Notes:

1. Stevedoring charges of those goods such as coal, clinker, aluminum powder and etc which can not be unloaded by the suction equipment and may cause environmental pollution shall double. Additional charges for non-palletized goods do not apply to these cargos.
2. Stevedoring charges of unpalletized cargo shall double of which 1650 Rials will be charged as penalty with the rest as the cost of the services provided.
Note: unpalletized cargo loaded and discharged by motor launches less than 200 ton in southern ports are exempted from the requirements set out in preceding paragraph
3. Discounts of the internal transshipment cargos do not apply to cargos transported to the northern ports including containerized, bulk and general cargos.

3. Non-containerized cargo tariffs

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

Storage time		From day 1 to day 5 (Rials)	From day 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)
Cargo								
General, bagged and palletized cargo (per ton per day)		Free	1800	2400	3200	4400	6200	9400
Ironware (per day per ton)		Free	1400	1900	2500	3200	5000	6200
Tire (bundle, pack or per ton per day)		Free	3600	4700	6400	8800	12400	18700
Carton and box packages	Packages up to 50 kg in weight	Free	400	700	1000	1300	2200	2500
	Packages more than 50 kg to 80 kg	Free	1300	1900	2800	3800	5600	7500
	Packages more than 80 kg	Free	2200	3300	4800	6600	9700	13200
vehicles (per unit)	Light	152900		229900	305800	382800	459300	535700
	Semi heavy	305800		459250	612700	765600	918500	1071400
	Heavy	400000		597000	797000	995000	1194000	1390000

Notes:

1. Import, returned and cabotage and internal transit cargos carried to Chabahar port are subject to 30% discount
2. Storage charges of non-containerized cargo (external transit and transshipment) in regular ports, Special Economic Zones and Free Economic Zones are subject to 50% discount. This discount in Chabahar port is 65%.
3. Storage charges of non-containerized cargo (export and returned from export) in regular ports, Special Economic Zones and Free Economic Zones are subject to 25% discount. This discount in Chabahar port is 48.5%.
4. The exemption period of warehousing charges for export cargoes is 10 days
Note: Vehicles are excluded from the exempted mentioned above
5. In case of unsuitable packaging of tires, related charges shall be calculated per ton.
6. Storage charges after the end of free time shall be calculated from the first day of discharge until the last day
7. Storage charges of such cargo as wood and paper will be 1.5 times and dangerous goods referred to in IMDG Code 3 times the rates mentioned in table 12.
Note 1- Tariff of cartons and boxes containing dangerous and flammable goods shall be three times of tariffs mentioned in related tables of storage charges.
Note 2- Storage charge of wood and paper in regular ports and Special Economic Zone and Free Economic Zone of Northern ports shall apply as per the first item of table 12
8. Storage charges in hangar sheds of regular ports and Special Economic Zone and Free Economic Zones shall be 75% of the covered sheds
9. If the carton cargos are carried in bags, the charges mentioned in table of storage charges (General, bagged and palletized cargo) shall apply. However, the greater amount of charge shall apply.
10. Discounts of the internal transshipment cargos do not apply to cargos transported to the northern ports including containerized, bulk and general cargos.

Table 12-1- 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	220	250	310	390	470	630
	Packages up to 50 kg in weight	Free	580	630	960	1260	2190	2470
	Packages above 50 kg in weight	Free	1700	1860	2790	3740	5600	7480

- Storage charges of export and returned from export cargos are subject to 25% discount
- The exemption period for the export cargo is 10 days and upon the expiry of this period the storage charges shall be calculated from the first day of discharge.

Table 12-2- Storage charges of carton cargo in ports of Abadan, Khormashahr, Bushehr and Banhonar, Lengeh, Sajafi, Shadegan, Choebdeh and Arvandkenar (External transit and transshipment)

Storage time Cargo group		From day 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	100	110	150	190	220	270
	Packages up to 50 kg in weight	Free	240	270	430	530	960	1080
	Packages above 50 kg in weight	Free	740	810	1230	1620	2310	3240

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

Operation	Import and cabotage in port of origin	Export And returned export	External transit and transshipment	Cabotage in port of origin
Stevedoring	46700	35100	23500	20000
Port handling	38300	28700	19200	16500

Charges of storage in Silo in Northern ports (ton/Rials)

Operation	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)
Import and cabotage	free	1300	1700	2200	3100	4300	6400
External transit and transshipment	free	540	700	930	1300	1800	2800
Export and returned	free		1270	1620	2300	3200	4800

Notes:

1. The notes of the warehousing charges also are applicable about the above table.
2. The exemption period of warehousing charges is 10 days and after the expiration of this period the related charges will be calculated from the first day on the basis of the last day charges.
3. The contract of Blue Ocean (Oghyanous Abi) in Anzali port is excluded from the above tariff and is subject to the provisions set out in PMO's approval no. 1560 dated 20 November 2008 and appropriate changes will be applied in this respect in the event of any increase or decrease of tariffs.
4. The above charges cover loading and unloading of grain such as wheat.

Port dues and charges on cargo (and container)

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

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

Cargo		import, cabotage and returned in port of destination	Export cargo	Cabotage cargo in port of origin
Cargo port dues	Cargo	200	-	-
	Full container	1800	-	-
	Empty container	400	-	-
Port loading and discharge charges at berth	Cargo	2600	2000	600
	Full container	26000	20000	6000
	Empty container	6500	-	1600
Sanitation port dues	Cargo	120	-	10
	Full container	1200	-	100
	Empty container	300	-	30

Note:

- a. The port dues and charges of containers (full and empty) for internal transit will be calculated the same as port dues and charges of import containers. External transit and transshipment container are exempted from port dues and charges mentioned in above table.
- b. 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.

- c. 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.
- d. Cargo entering Iranian ports (import or export) for the purpose of humanitarian aids shall be exempted from the above dues and charges.

6. Cargo Insurance

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

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

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.

Table 14- 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	800	8000	2000
Export, returned export, cabotage, tranship and external transit	400	4000	1000

8. Tariffs of Special Equipment

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

no	Cargo/tonnage	charges of Loading on/discharge from the ship per ton (Rials)	charges of Loading /discharge in terminal (Rials)
1	Heavy and awkward cargo	611300	611300
2	From 10 up to 30 tons	366800	244400
3	Above 30 up to 60 tons	489000	366800
4	Above 60 up to 100 tons	611300	489000
5	Above 100 up to 140 tons	782300	586800
6	Above 140 tons	1100000	660000

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

*SECTION C- OPERATION-RELATED TARIFF OF
CONTAINERIZED CARGO*

A. General Conditions

1- TERMINAL CONTAINER WORKING HOURS AND OVER TIMES

1-1- Terminal container works on a 24-hour basis.

- 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)

1-2- In public holidays including Fridays \$ 88 overtime shall be charged for Shipping Lines and Agents.

2- Delivery of the direct-delivery containers is carried out in dedicated container terminal for direct-delivery containers.

B- THC Charges

Table 16 - Terminal Handing Charge (THC) in Iranian Southern Ports

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

Notes

- THC for out of gag containers shall be 150% of the rate of regular containers
- THC for Northern ports and Chabahar port shall be charged at 70% of the rates in table 16.
- THC for containers loaded and discharged in non-container terminals in Shahid Rajaei Port and Imam Khomeini Port by port equipment shall be 120% of the table 16.
- THC for containers loaded and discharged in non-container terminals in Shahid Rajaei Port and Imam Khomeini Port by ship handling gears shall be 70% of the table 16.

C. THC for transship full containers shall be \$ 51 per BOX for loading and discharge operations. No discount will be applicable for the transship THC tariff

THC DISCOUNTS

A. container carried by liner ships

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

B. Transship volume discounts

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

Number of transship container moves per contractual year	10000-19999	20000-39999	40000-79999	80000-159999	160000 and above
Shahid Rajaei port	5%	6%	7%	8%	9%
Bushehr	7%	8%	9%	10%	11%
Imam Khomeini	8%	9%	10%	11%	12%

C: Container carried by the Liner Ships per trip

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

Container carried by the Liner Ships per trip	500-999	1000-1499	1500-1999	2000-2499	2500-2999	3000-3499	3500 and above
Shahid Rajaei port	-	1%	2%	3%	4%	5%	7%
Bushehr	3%	4%	5%	6%	7%	8%	9%
Imam Khomeini	5%	6%	7%	8%	9%	10%	11%

D. THC in Chabahar

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

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

Notes:

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

1-1- Containers belonging to a given line should be carried by the same line to the port

1-2- The leased container of the shipping lines should be mentioned in the manifest

1-3- Containers of multiple shipping lines should be carried by a container services which use to call into port.

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

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

Fine = (committed volume - actual volume) * (THC Charges for committed volume)

Note1. In case the volume carried by the shipping lines is more than committed volume, the basis for calculation will be table 16-1

Note2. If the contract is concluded with the port authority, written letter of guarantee or credible cheque will be accepted as the guarantee of the contract. If the contract is concluded with the terminal operator, the guarantee will be as negotiated between the parties.

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

E. THC DISCOUNTS CONDITIONS in Chabahar Port

1. 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 24

2. Handling of transship containers (full or empty) upon entry into or exit from the port shall be considered as one move.
3. 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.
4. Container carrier, consignee or his agent shall identify the name of the container owner in the ship's manifest and load lists when sending the EDI files to the Electronic Data Interchange system of the ports having such system (like Shahid Rajaei Port).
5. Failing to fulfill the requirements of the preceding paragraph, THC in respect of containers which their owners have not been identified in the manifest or load list shall apply as per table 16 and will be collected from the container carrier.
6. Discounts of the internal transshipment cargos do not apply to cargos transported to the northern ports including containerized, bulk and general cargos.

7. WINDOW CONDITIONS

7-1- 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

7-2- The capacity of the ship must be above 2000 TEU

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

7-3- arrival window of the ship must be regular

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

Section 3- Storage Tariff of Containerized Cargo

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

Storage period	20 ft		40 ft	
	Full (Rials)	Empty (Rials)	Full (Rials)	Empty (Rials)
From day 1 to day 5	free	free	free	free
From day 1 to day 10	62700	30700	125400	62700
From day 1 to day 20	78200	39300	156500	78200
From day 1 to day 30	93400	47400	171400	85800
From day 1 to day 60	107600	68400	185800	97800
From day 1 to day 90	136900	78100	215200	117400
From day 91 onward	195600	97800	273800	137000

Notes:

1. Storage charges of export and returned transit will be subject to 25% discount and storage charges of external transit and transship containers will be subject to 50% discount.
2. discount of storage charges in Northern ports are as below:
 - a. Import, internal transit and returned import: 75%
 - b. export and returned export: 80%
 - c. external transit (to a third country) and transship: 85%
3. discount of storage charges in Chabahar port are as below:
 - a. Import, internal transit and returned import: 75%
 - b. export and returned export: 87.5%
 - c. external transit and transship: 87.5%
4. storage charges for out of gage containers in all Iranian ports are as below:
 - a. Import, internal transit and returned import: 2 times of the above table
 - b. export and returned export: 1.5 times of the above table
 - c. external transit and transship: the same as above table
5. Free time period for transship containers in Bandar Imam Khomeini and Shahid Rajaei Port is 20 days.

6. Free time period for empty containers in port of Khozestan province is 30 days which include only full import containers coming into the country from ports located in Khozestan Province
7. Free time period for transship containers in Shahid Rajee port and Imam Khomeini port is 20 days
8. Free time period for export containers is 10 days and upon the expiration of the said period, the storage charges will be calculated from the first day.
Note: if a cargo has used the free time period before being stuffed into the container, the said period shall be deducted, after being stuffed into the container, from free 10- day period.
9. Upon the expiry of the free time period, the storage charges will be calculated from the first day of discharge to the last day of the stay in the terminal as per related rates.
10. Empty containers are not considered as export containers.
11. Containers whose storage period exceeds 30 days in Shahid Rajae Container Terminal shall be subject to handling surcharges of 421000 Rials for 20 ft and 536000 Rials for 40ft for delay in clearance.
Note: Above-mentioned surcharge shall be collected by the Shahid Rajae Container Terminal and dedicated terminals are not authorized to do the same.
12. The payment of the storage charges for empty and full transship containers shall be made by the shipping line of its agent.
13. Storage charges for the containers containing dangerous goods of all classes except for 1 and 7 of IMDG Code in Southern ports shall be 3 times the rate of table 17.

F. DANGEROUS GOOD CONTAINERS

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

Dangerous good containers must be declared to Port Authority by the Shipping Line 6 hours prior to arrival into Shahid Rajaei Port and 24 hours before arrival into other ports in writing. Failing to do this or failing to comply with the respective standards in stowing and packaging of dangerous goods, an amount of 5000 USD for 20-ft container and 10000 USD for 40-ft container will be charged in addition to THC to be paid by the Shipping Line or his agent.

In cases where dangerous good containers are not duly declared in advance, for any period spent for identification or declaration of dangerous goods in such containers, an amount of \$130 for 20-ft container \$ 260 for 40-ft container will be charged per day to be paid by the Shipping Line or his agent. This charge is added to the storage charges of containers in question. Handling charges and possible damages stemming from discovered dangerous goods in such containers shall be collected by the Port Authority.

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

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

3- Existence of the label on the empty containers is not regarded as non-standard stowing but in this case an amount of \$ 60 per container (20ft or 40ft) will be collected by the PMO from the shipping lines or their agents as an amount of guarantee.

4- Containers containing explosives (class 1) and radioactive (class 7) must be directly delivered and container containing other categories of dangerous goods may stay 48 to 72 hours in port at the discretion of Port Authority. If such cargo stays in

port more than above period, the Port Authority shall move such cargo to another location at the cost of the cargo owner (consignee).

G. Other Container Services

1- Charges of shifting container in ship, opening the hatches and handling of stock

Table18. 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

2. Container Terminal Tariffs

Table 19: Tariffs of Dedicated Container Terminals

Service provided		20 Ft. (Rials)	40 Ft. (Rials)
Handling	From CY to marshalling yard or dedicated terminals and vice-versa	460000	690000
	Within the terminal	230000	345000
	Between the terminal	345000	517500
For each move in or out of terminal	To trailers	230000	345000
	From/to wagon (only in rail terminals)	402500	575000

Note: dedicated terminal are not allowed to receive any extra charges unless additional moves are required by the cargo owner or required for custom related operation.

3- USE OF SPECIAL DEVICES

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

4- HEAVY CONTAINERS

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

5- CONTAINER STRIP

- Strip operation shall be conducted at the request and expense of cargo owner. Strip charges of FCL containers shall be 2530000 Rials for 20-ft containers and 3520000 Rials for 40-ft containers.
- Strip charges of LCL containers shall be \$110 for 20-ft containers and \$165 for 40-ft containers. Strip operation shall be conducted at the expense of Shipping Line.
- If the LCL nature of such containers is not declared, an amount of \$201 for 20-ft and \$252 for 40-ft will be charged and collected from the Shipping Line of his agent.
- The handling charges of stripped container to dedicated terminals shall be at the expense of terminal operator.
- For providing extra services in stripping of containers into the wagon, an amount of 171000 Rials for 20-ft container and 200000 Rials for 40-ft containers shall be charged in addition to strip charges.

Table 20- strip charges of partial strip

Container type	Cargo volume	Strip charge (Rials)
20-ft	Up to 3 cubic meter	488400
	Up to 10 cubic meter	688600
	More than 3 cubic meter	977900
40-ft	Up to 3 cubic meter	488400
	Up to 10 cubic meter	688600
	Up to 15 cubic meter	977900
	More than 15 cubic meter	1466300

6- Storage charges in Container Freight Station (CFS)

Table 21- 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	5300	6600	7400	9800	14600	19700	29400	39000
Transship and External transit	free	2500	3100	3400	4400	6700	8800	13300	17800
Export	free		5000	5600	7400	11000	14700	22000	29400
tranship	free			3400	4400	6700	8800	13300	17800

- At the end of free time, storage charges shall be counted from the first day of discharge
- **7- LOADING AND UNLOADING OF CAR FROM/INTO CONTAINER**

Table 22

Loading and unloading of car from/into container	589000 Rials
Stowing of car inside container	1366900 Rials

8- REFRIGERATED CONTAINER MONITORING AND SERVICES

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

Table 23

20-ft refrigerated container	946000 Rials	Per 24 hours
40-ft refrigerated container	1278200 Rials	Per 24 hours

Notes:

1. Refrigerated container services include plugging/unplugging and temperature monitoring
2. Port operator has no responsibility over the technical problems and repair of the refrigerated containers and will only inform Shipping Line of any possible problem.

3. Plugging and unplugging services for refrigerated containers provided at the request of the Shipping Line on board the ship will be charged at \$ 37.
4. The handling charges of refrigerated containers to dedicated terminal shall be at the responsibility of the terminal operator.

5. 9. Other services

Table 24- Other services

NO	Item	charge
1	Delay to crane After the first 30 (thirty) minutes, per hour or part thereof	336 USD
2	Labeling Removing label from container or Affixing label on container	75900 Rials
3	Knocking down flat racks	88000 Rials
4	Fitting or removing tarpaulins	
	20-ft containers	177000 Rials
	40-ft containers	278000 Rials
5	running and administrative costs	152000 Rials
	changing transship containers to import container and vice-versa	
	Change of destination of the container handled into CY for loading on vessel	228000 Rials
	Containers placed on tractor for loading on vessels but returned to CY at the request of Ship agent	42 USD
	Issuance of manifest for each unit	7600 Rials
	Interchange between Lines	228000 Rials
	Re-issuing Identification document for each container	200000
	Computer data amendment at the request of Shipping Lines or Owner per unit	44000 Rials
	Manual data entry of Loading List per unit	7600 Rials
	Issue of Bay Plan per container	7600 Rials
	Modifying the position of container on board the ship when its door is not in correct direction	14 USD
	Non-declaration of the port of destination	228000 Rials
6	Removing seal and applying new seal Per seal	190000 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	380000 Rials

Section 4
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: 38000 Rials per ton
- Note 1: Cabotage cargos and goods manufactured for the domestic use in Special Economic Zone and products of the manufacturing unites inside the zone are expected from the above charge.

Note 2: Following goods are subject to 55% discount:

1. export cargo (every kind)
2. transship (director or indirect)
3. external transit cargo (to a third country)

Notes 3: In calculation of the above tariffs, if the weight of the cargo is less than one ton, it will be regarded one 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: 140000 per ton

Notes:

- This tariff includes all technical, engineering and other kinds of activities
- In calculation of the above tariff, if the weight of the cargo is less than one ton, it will be regarded one ton.

Table 25- Documentation tariff in special economic zone

no	Item	Charge (Rial)		
1	Warehouse receipt	330000		
2	Duplicate warehouse receipt	660000		
3	Certificate of origin	495000		
4	Duplicate certificate of origin	990000		
5	Issuance or extension of utilization permit	660000		
6	Issuance or extension of raw material or consumption goods utilization permit	660000		
7	numbering and affixation of number plate for vehicles and port equipment			
	Charge of document		Charge per document	
			Original	duplicate
	Issuance or extension of port equipment and vehicle related documents		49500	66000
	Issuance or extension of driver/operator license	Per month and less	49500	82500
		Per 6 month	115500	165000
		Per year (more than 6month)	330000	231000
	numbering and affixation of number plate		Charge in rail per vehicle	
			Original	Duplicate
	numbering and affixation of number plate for light vehicles		660000	825000
	numbering and affixation of number plate of heavy vehicles		660000	825000
	numbering and affixation of number plate of road-building vehicles		880000	1100000
numbering and affixation of number plate for port equipment	Light (small forklift tracks, trailer, tractors...)	660000	825000	
	Semi-heavy (forklift, ...)	880000	1100000	
	Heavy (reachstacker,...)	1210000	1540000	
<p>Note: charges of numbering and affixation of number plates (per vehicle) for following periods will be as below:</p> <ul style="list-style-type: none"> • less than one month: 25% of the above rates • More than 1 month and less than 6 month: 50% of the above rates • More than 6 month and less than one year: 100% of the above rates 				

Table 26- Documentation tariff in Free Economic Zone

no	Item	Charge (Rial)
1	Warehouse receipt	330000
2	Duplicate warehouse receipt	660000

Table 27- Collection charges of oil waste per hour

No	Equipment	Number	Iranian ships	Foreign ships
1	Tugboat	1 unit		\$ 1733
2	boat	1 unit		\$ 277
3	500-ton barge without power	1 unit		\$ 35
4	Oil boom	Per 20 m	8800000 Rials	\$ 416
5	Skimmer	Up to 20 cubic meter per hour	6600000 Rials	\$ 347
6	Skimmer	From 21 up to 50 cubic meter per hour	11000000 Rials	\$ 556
7	dispersant	Per liter	1540000 Rials	\$ 69
8	Use of Separator	Per 1 cubic meter of collected materials	1540000 Rials	\$ 69
9	Washing and cleaning equipment	Excluding dispersant	4400000 Rials	\$ 208
10	Technician fee	Per person per hour	1540000 Rials	\$ 69
11	Consultation fee	Per person per hour	4400000 Rials	\$ 208

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

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

TABLE 38- OIL WASTE RECEPTION TARIFF

Annex no	Tariff
<p>Annex I</p> <p>Prevention of pollution by oil</p>	<p>The charges of ballast water and oil waste is as below:</p> <p>1. An amount of 200 Euros will be collected from all Iranian and foreign ships entering Iranian ports and oil terminals</p> <p style="padding-left: 40px;">Note 1.: wooden and fiberglass vessels, service and passenger ships are exempted from above charge.</p> <p style="padding-left: 40px;">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 style="padding-left: 40px;">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 foreign ships entering Iranian ports: 80 Euros per cubic meter (less than one cubic meter is considered one cubic meter)</p> <p style="padding-left: 40px;">Note 1. wooden and fiberglass vessels, service and passenger ships will be subject to following discounts:</p> <p style="padding-left: 80px;">1- up to 1 cubic meter: 70% discount</p> <p style="padding-left: 80px;">2. from 1to5 cubic meters: 30% discount</p> <p style="padding-left: 40px;">Note 2. The ships other than those mentioned in note 1 which contain slop with 70% recoverable oil</p>

	<p>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.</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 data-bbox="584 981 2072 1125"> <tr> <td>1- vessels:</td> <td>10000 GT</td> <td>\$277</td> </tr> <tr> <td>2- vessels:</td> <td>From 10001 up to 30000 GT</td> <td>\$416(Up to 5 cubic meter)</td> </tr> <tr> <td>3- vessels:</td> <td>more than 30001 GT</td> <td>\$693(Up to 5 cubic meter)</td> </tr> </table> <p>Note: an amount of \$ 35 shall be charged per cubic meter extra for above rates</p>	1- vessels:	10000 GT	\$277	2- vessels:	From 10001 up to 30000 GT	\$416(Up to 5 cubic meter)	3- vessels:	more than 30001 GT	\$693(Up to 5 cubic meter)
1- vessels:	10000 GT	\$277								
2- vessels:	From 10001 up to 30000 GT	\$416(Up to 5 cubic meter)								
3- vessels:	more than 30001 GT	\$693(Up to 5 cubic meter)								

Annex no	Tariff
Annex IV Prevention of Pollution by Sewage from Ships	The Sewage reception charges stated in MARPOL Convention annex IV will be collected, upon the request of the Ship or Agent, at following rates: 1- wooden and fiberglass crafts: free of charge 2- for other vessels: \$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 form all vessels due to sensitivity Persian Gulf and Sea of Oman: Passenger ships engaged in international voyages will be charged as per following formula: (GT×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.

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