



Ministry of Roads and Urban Development
Ports & Maritime Organization (PMO)

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

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Policies on 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 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.

Port and Maritime Tariff Booklet consists of two sections namely Ship-related and Cargo-related Tariffs. It also contains such items as port dues and charges. Port dues and charges on ships and cargos in all Iranian ports (including those owned by PMO and those where the PMO has a jurisdictional function and those to be constructed in the future) are collected by the Ports and Maritime Organization (PMO) as the port and maritime authority of the country as per the law.

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 northern ports after the effective date of the Booklet. It is to be noted that the basis for the calculation for the tariffs as per the following table all figures in this Booklet shall constituent the maximum tariffs to be applied:

No	Type of service	Basis for calculation of tariff
1	Ships	Date of arrival (In case of non-payment within 5 days, the highest rate from the time of arrival of the ship until the settlement of the bill shall be the basis for calculating the exchange rate)
2	THC	Date of Arrival (In case of non-payment within 25 days, the highest rate from the time of arrival of the ship until the settlement of the bill shall be the basis for calculating the exchange rate)
3	Stevedoring	Date of the first loading/discharge of

		cargo/container to/from ship
4	Shore-handling and other services (Cargo & Container)	The time of receiving the service taking the account of segregation of shore-handling in the Tariff Booklet
5	Storage (cargo and container)	The period of storage of cargo
6	Infrastructural services and communication charges	Date of the first loading/discharge of cargo/container in port(coming from sea or land)
7	Port dues (cargo/container)	Date of the first loading/discharge of cargo/container in port(coming from sea or land)

In observance of the rights of the customers and application of the unified procedures in all ports, the Transit, Logistics & International Agreements of the Ports and Maritime Organization (PMO) shall be competent authority 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.

Scope

The scope of this tariff booklet shall be all Iranian southern ports, harbors, lakes and navigable rivers and coastal waters.

The basis for tariff calculation for the ship, containerized and non-containerized cargo

1. 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.
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 competent authorities and shall be exchanged and collected in Iranian Rial.
3. Terminal Handling Charges (THC) and the costs associated with container operation 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.
4. In cases where multiple discounts are included in this booklet, only the highest discount will be the basis for calculation.

Pre-payment

With the aim of precipitating the provision of services to the customers, Port Authorities may, prior the arrival of the ship in port, calculate and collect whole or part of the port dues and charges as pre-payment. In this case, they may deny the arrival of the ship before collection of the pre-payment.

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

No	Working days	Working hours	Type of working hours	Loaing/discharge operation	Notes
1	Saturday to Wednesday	7:00 - 15:00	Normal working hours	Performing Operation	Overtimes charges shall apply in outside working hours and night shifts
		15:00 - 19:00	Non-working hours	Performing Operation	
		19:00 – 7:00	Night Shift	Performing Operation	
2	Fridays and Thursday and holidays	The whole hours of a day	Holiday	Performing Operation	Overtime included
3	First day of Farvardin (Iranian calendar year) and 10 th of Holy month of Moharam	-	Holiday	Operation stopped	Excluding passenger terminals

Note: for working days of container terminals, please refer to container section.

General Instructions on ports

1	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 (such as: Bushehr, Shahid Rajaei port, Bahonar, Imam Khomeini Port, Abadan, Khoramshahr, Genaveh and Chabahar (Shahid Beheshti and Shahid Kalantari port)).
2	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. 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.
3	Special Economize Zone (SEZ) Ports	means ports located in the Special Economic Zones where SEZ regulations are applicable (such as Shahid Rajaei port and Imam Khomeini port).
4	Free Economic (FEZ) Ports	means ports located in the Free Economic Zones where related regulations are applicable (Such as Anzali and Chabahar (Shahid Beheshti and Shahid Kalantari port)).
5	Regular Ports	means those port which are considered within the Customs Territory where the Customs rules and regulations are enforced.
6	Dedicated port/berth	means a berth or port constructed by governmental investment (other than PMO) for special cargos and dedicated usage (such as: Foulad Berth).
7	Private Port/berth	means a port or a berth completely constructed and developed by private sector investment.
8	Basin	means space enclosed by the breakwaters designed for the maneuvering and berthing/un-berthing of vessels
9	Internal harbor	means a safe area in proximity with port used for the waiting and anchorage of ship for a short period of time.
10	External harbor	means a safe area outside the port for stoppage and anchorage of ships

Ship Arrival Documents

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

- Last Port Clearance
- 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.

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:

The authority to determine and declare dangerous goods in accordance with the IMDG Code shall be Port Affairs Department.

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.

Health, Safety, environment, passive defense and crisis management:

In order to maintain and improve the health and safety situation (occupational, environmental and general) and protect the environment and security in the ports and special economic port zones, all natural and legal persons providing services including marine, port, technical and engineering services, etc., such as terminal operators, cargo owners, unloading and loading companies, contractors and forwarders, ship owners and shipping line agencies, etc., whose activities can directly or indirectly affect safety, health, environment and security of the port must comply with all laws, regulations, by-laws, circulars, instructions and binding international, national, organizational and port requirements and contractual obligations in the field of safety, health, environment, passive defense and crisis management. In case of violation of the aforementioned duties and obligations, they will held accountable as the case may be, and will be responsible for compensation for the damage caused to the port, the central organization and third parties and shall have civil or criminal liability. Determining the responsible party and the amount of damages, as the case may be, is within the jurisdiction of the competent authorities, including official experts and accident and incident committees of the organization and the port, competent executive or judicial authorities of the country/province/city.

SECTION 1: CARGO AND SHIP RELATED DEFINITIONS

A. Ship related definitions

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.

Gross Tonnage (GT):

Gross tonnage measurement unit which is calculated in accordance with the Tonnage Measurement Convention.

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 and the type of ship, schedule and route of cargo carriage is predetermined.

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

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 used for passenger transportation.

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

Refrigerated Ship: means a ship equipped with storage spaces or warehouses for transportation of perishable goods.

General Cargo Ships: means ships used for transportation of different types of cargo

Research vessels: means is a ship which is used for research at sea and training purposes.

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

Ro-Ro Ships: means ships designed for transportation of wheeled cargos such as vehicles, trailer, rail wagon which are loaded into the ship using their own wheels through a ramp.

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

Liquefied Gas Carriers: means the ship used solely for carrying liquefied gas.

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

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 to ships and portable/fixed marine platforms and transfer of crew to other ships at sea.

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.

Barge: means floating craft bigger than a normal ship lacking driving force and tugged by tugboats.

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.

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

Lay-up: means the idle stay of the ship in external or internal harbor (due to shortage of cargo or temporary discontinuation of commercial operation) which shall comply with the conditions laid down in this Booklet.

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.

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: means a Custom procedure 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.

Import Returned goods: means the goods in port areas which are returned outside the country without customs clearance.

Export: 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, added value and etc.

Export Returned goods: means the goods in port areas which are returned inside the country without customs clearance.

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

External transit: means passage of cargo/container entering from one border point and exiting from another border point inside the country.

Note: 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.

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

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.

Cargo Swap: means a process involving entering of an external cargo into the country as a temporary import from one border and an internal cargo exits as an export cargo from another border and the guarantee collected for the temporary import cargo will be released.

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.

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 private owned or leased warehouses/storage areas and vice-versa in which terminal operator which is a contractor party to the Port Authority does not carry out the cargo handling.

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

Heavy/awkward cargo: means cargo with width, height and length of more than 2.5m, 2.5m and 12m respectively requiring special gears for handling.

Vehicles and self-propelled equipment: calculation of tariffs of vehicles and self-propelled equipment shall be on the basis of their weight.

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 Unit (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.

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 gent

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 bill of lading and owner.

Less Container Load (LCL) Container: means the container the content of which involves multiple bill of lading and owner.

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

Pre Trip Inspection (PTI): Initial preparation of refrigerated container to provide the required temperature for staffing of goods 24 to 48 hours prior to trip.

Terminal Operator: a legal personality who is responsible for the operation 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.

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

Non-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.

Measurement criteria:

It is to be noted that in all Iranian ports, any weigh less than a ton shall be considered one ton and any duration less than one day shall be considered as one day and any time less than one hour shall be considered one hour and any volume less than one cubic meters shall be considered one cubic meter.

General Cargo Packing Requirements

1. Boxes, 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 must be able to be handled normally by port equipment 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 ($OD \leq 273.1\text{mm}$) are categorized as ironware group and related tariff to ironware shall apply
2. Steel pipes more than 10 inches in size ($OD > 273.1^{\text{mm}}$) 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 commercial ships (except for tanker ships) calling in Sothern ports and privately-owned.

No	Tariffs		Rate	Tariffs
1	Port-related	Entrance dues	C/GT	1.92
		Loading & Discharge dues at berth	C/Ton	3.19
2	Light dues		C/GT	3.83
3	Wharfage dues		C/GT	According to Note 2
4	Ship-clearance group charges (for the ships entering from foreign ports)		C/GT	3
5	Garbage collection charges on wharf for each 24 hours	Ship up to 200 GT	\$	1
		for ships from 200 to 500 GT	\$	2
		for ships from 500 to 1000 GT	\$	4
		for ships from 1000 to 5000 GT	\$	10
		for ships from 5000 to 15000 GT	\$	40
		for ships above 15000 GT	\$	100
6	Pilotage charges (in a round trip)		C/GT	19.16
7	Dredging and channel safety dues		C/GT	19.9
8	Tug operation charges		C/GT	38.34
9	Marine safety and protection		C/GT	12.82
10	Increase of pilotage charges in hours outside normal working hours			10%
11	Increase of pilotage charges at nights and holidays (Thursdays and Fridays)			20%

Notes:

1. Loading and discharge dues at harbor shall be 50% of the loading and discharge dues at berth.

2. 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

2.1- Wharfage dues for the ships carrying various shipments (container, bulk, general cargo) shall be calculated on the basis of the general cargo ships norm

2.2- 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).

Table 2- Tariff on the Iranian and Foreign oil and non-oil tankers and STS Operation (Oil and Oil products) in all owned and jurisdictional ports.

No	Item		Rate	Tariffs
1	Port dues	Entrance Dues	C/GT	16
		Loading & Discharge dues at berth	C/Ton	24
2	Light dues		C/GT	4
3	Pilotage charges (for each trip)		C/GT	40
4	Dredging and channel safety 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	for ships up to 200	\$	1
		For ships from 201 to 500	\$	2

	each 24 hours	GT		
		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
		STS Operation	C/GT	34.50
9	Marine Safety and Protection	C/GT	12.82	
10	Increase of Cargo operation and pilotage charges in hours outside normal working hours	10%		
11	Increase of Cargo operation and pilotage charges at nights and holidays (Thursdays and Fridays)	20%		

Notes of tables 2:

Loading and discharge dues at harbor shall be 50% of the loading and discharge dues at berth.

Table 3- Tariffs applicable on the ships in SBM, SPM in all southern ports (owned and jurisdictional) and ships carrying liquefied gases in service and petrochemical ports in Special Economic Zone of South Pars (Asaluyeh), Kuhmobarak, Jask and etc

No	Item		Tariff
1	Dues at port	Entrance dues	3.26 C/GT
		Loading & Discharge	5.42 C/TON

	entrance	dues at berth		
2	Light Dues		8.14 C/GT	
3	Ship-clearance group charges (for the ships entering from foreign ports)		3 C/GT	
4	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
5	Tug operation charges		in service and petrochemical port in Special Economic Zone of South Pars (Asaluyeh), SPM or SBM and Farasacou Berth	34.50 C/GT
			Asiayeh Aram Berth and LNG	70 C/GT
6	Marine safety and protection		12.82 C/GT	
7	Garbage collection charges at berth		As per no 7 in table 2	

Notes of table 3:

- 1- Loading and discharge dues at SBM or SPM shall be 50% of the loading and discharge dues at berth.
- 2- No discount will be applicable for above tariffs (table 3)
- 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 and channel safety dues (item 7) and wharfage dues (item 3) shall be applicable without any discount.

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>		

Fresh water tariff

Fresh water tariff for foreign ships shall be \$6 (for Iranian ships \$3) per ton at the berth. Meanwhile, in the case of transfer of fresh water from berth to the harbor, related charges will be added to the above rate on the basis of the mutual agreement.

Manifest correction charges

The charges for correction of the manifest whether minor or major shall be 917,000 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, maritime and customs regulations shall be complied with during lay-up period.
 - 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.

Meteorology services

In accordance with the para. “c” of Article 2 of the Bylaw for the Execution of Article 21 of Collection of Part of the Government Incomes, an amount of 582000 Rials shall be charged for Meteorology services (two times in a day including 6 data parameters) for any ship above 1500 GT calling Iranian ports.

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- 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 3.5 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 related table.
 - 3-2- If a shifting of the vessel from one berth to another berth or to harbor is requested by the shipping line or its agent, shifting charge shall be collected.
- 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- Non-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 charged 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.

- 6- The rate of the marine equipment per hour:
The rate of the marine equipment used for the purposes other than berthing and un-berthing shall be as per negotiation and mutual agreement.
- 7- 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.
- 8- Lighting charges will be charged once for all ships calling to Iranian port during a single trip even if they call multiple Iranian ports.
- 9- In respect of the ship in distress as a result of marine incidents and fire accident which are in urgent need of assistance:
 - 9-1- Saving lives at sea are free of charge
 - 9-2- 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.
 - 9-3- 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.
- 10-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.
- 11-No charges shall be applied for the transfer of the pilot to the ship by the pilot boat, tug boat and etc.
- 12-Type and number of tugboats and hours used for berthing and un-berthing has no effect on related tariffs.
- 13-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 1000 GT, if tug services are not provided, no charges shall apply. Meanwhile, the charges for the ship without driving force shall be double.
- 14-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.

15-Pilotage and towage operation shall be carried out in accordance with respective rules and regulations. Employment of pilot is compulsory in all Iranian ports and both pilotage and towage charges shall apply even if the tugboat is not used. If there is compelling reasons to the effect that the use of pilot and tugboat is not necessary, no tariff shall apply. It is to be noted that in respect of ship of $GT \leq 1000$, the para 1 of the remarks of Table 6 of discounts shall apply.

Table 5- 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 Iranian and non-Iranian ships arriving in ports solely for using Shipbuilding dry docks for repair. Note: Calculation of tariffs on the above vessels shall be made based on related tables.	100% of the port dues
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 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 and channel safety charges
6	Service vessels/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 Entrance dues, Harbor dues, Dredging and channel safety 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 the confines of Persian Gulf and Sea of Oman for which no Port Clearance is issued (irrespective of their nationality)	100% of Entrance dues, Harbor dues, Dredging and channel safety dues in their next call after

	<p>1- There is no need to issue the Port Clearance for the fuel supply units operating between the basis and external harbor.</p> <p>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.</p> <p>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>	their first arrival as per table 1
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 (tankers ships as per table 1 and other ship as per related table).</p> <p>Note 2: Vessels berthed for receiving medial aids due to distress situation (force majeure) are exempted from all tariff items for a 72-hour period. In case their stay exceeds from this period, only pilotage dues, garbage collection and tug operation and charges wharf dues shall apply.</p>	100% of dues and charges (except for garbage collection charges contained in related table)
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>	100% of port dues and charges including dredging and channel safety dues
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>	95% of dues
11	<p>Ships arriving in Iranian ports carrying relief aids</p>	100% of dues

	to disaster areas (as a result of unexpected accidents)	
12	All non-oil ships above 25000 GT calling into Bushehr port	30% of dues
13	All ships carrying non-oil cabotage cargo in port of origin and destination Note: Iranian ships carrying cabotage cargo with a total GT of 1000 or less are subject to table 6 in their port dues and charges.	50% of Wharfage dues
14	Shifting charges between Shahid Kalantari port and Shahid Beheshti or vice versa for loading of the full transit/export containers from Chabahar	100%
15	Port dues and charges including ship-clearance charges applicable to passenger, cargo-passenger, cruise ship (Iranian and Foreign) engaged in domestic and international voyages carrying passenger and tourist.	90% of table 1
16	The invoice for the Iranian ships shall be minimum \$5 for which the Rial equivalent shall be issued. For invoices less than said amount, \$5 shall be issued.	

Notes:

Ship clearance charges shall be subject of no discount.

Table6- Exemption and discounts granted to Iranian ships below or equal to 1000 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 1000 GT			
		Commercial	Cabotage	Fishing	Passenger	Commercial	Cabotage	Fishing	Passenger	Commercial	Cabotage	Fishing	Passenger
1	Port-related												
	Entrance dues	-	-	-	-	-	-	-	-	-	-	-	-
	Cargo handling dues	-	-	-	-	+	+	+	+	+	+	+	+

2	Light dues	-	-	-	-	-	-	-	-	-	-	-	-
3	Garbage collection charges at berth	+	+	+	+	+	+	+	+	+	+	+	+
4	Dredging and channel safety dues	+	+	+	+	+	+	+	+	+	+	+	+
5	Wharfage dues	+	+	+	+	+	+	+	+	+	+	+	+
6	Marine Safety and Protection	-	-	-	-	-	-	-	-	-	-	-	-

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 1000 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 1 of 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 \$10 for which the equivalent amount in Rials shall be issued for each trip and if the amount of the invoice is less than \$10, the invoice shall be issued for the same amount.

SECTION 3- NON-CONTAINER CARGO TARRIFS

Table 7- 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, salt rock, slag	339.000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	608.000
	Bulk cement, coal, briquettes, manganese ore, potassium powder, aluminum powder and so on	628.000
	Grain, sugar, non-mineral and non-chemical cargos	211.000
Light cargo (unit load less than 30 tons)	General cargo	510.000
	Ironware	503.000
	Pack or Pallet	407.000
Semi-Heavy Cargo	20-40 tons	1.938.000
	40-60 tons	5.616.000
	60-100 tons	6.668.000
Heavy Cargo	100-140 tons	7.519.000
	Above 140 tons	8.450.000
Vehicles (per unit)	Up to 1.5 tons	2.639.000

	More than 1.5 up to 5 tons	4.549.000
	More than 5 up to 10 tons	7.540.000
	More than 10 up to 20 tons	10.130.000
	Above 20 tons	13.000.000
Liquid bulk	Non-oil cargo	66.000
	Oil cargo (Non-dangerous)	623.000
	Oil cargo (dangerous)	1.195.000
Livestock (per animal)	Sheep and the like	62.000
	Horse, camel, cow and the like	189.000
Chilled and frozen cargo		399.000
Scrap metal		871.000
Heavy/awkward cargo		1.733.000
Dangerous Cargo		1.245.000

Notes:

1. In mechanized grain terminals, transfer charges of grain from/to transit silos by conveyor belt Shall be 381,000 Rials per ton.
2. Additional charges for non-palletized goods do not apply to dry bulk cargos which cannot be palletized.
3. Tariffs for the goods with defective packaging shall be double which will be collected from the owner for renewing the packaging of the goods.
4. Non-dangerous oil cargos are those which are not referred to in IMDG CODE as dangerous goods.
5. If tariff of heavy cargo is greater, this shall apply
6. Port handling charges of unpalletized cargo loaded and discharged in port terminals (non-direct delivery) shall double and additionally 10% of this amount (two times of the tariffs mentioned in the table) will be charged as penalty.
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. Shore handling sections:
 - 7.1. shore-handling includes transfer (40%), unloading (25%), stowage (10%) and loading (25%).

7.2. Also, the shore-handling of liquid bulk includes transfer from berth by pipe or truck to port areas (50%), discharge of cargo to tanks (25%) and loading of cargo from tanks by pipes or truck for exit from the port (25%) (and vice-versa).

7.3 in case every section of the shore handling is carried out by the cargo owner, the cost of that section shall be deducted.

Note: in any case, the minim shore-handling tariff in direct delivery shall be 20% by the pipe and 40% by truck and etc and for direct transport 25% by the pipe and 50% by truck.

7.4 In all commercial ports owned by the Ports and Maritime Organization (PMO) the whole income derived from direct transport and direct delivery belongs to the PMO.

8. In case of providing extra services, applicable charges on the basis of the type of operation shall be collected.
9. All 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.
10. 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.
11. 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.
12. 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 tariff of the cargo based on its weight and maximum three times of the weight of cargo.

Tariffs of shore handling of the industrial units in the Port Free and Special Economic Zone which shore handling operation is carried out by their own equipment shall be as below:

Entry of raw materials		Exit of the finished product	
From Custom Gate	By ship	From Custom Gate	By ship
20% of the shore handling tariffs for export cargo	20% of the shore handling tariffs for export cargo	20% of the shore handling tariffs for export cargo	20% of the shore handling tariffs for export cargo

Note: If the materials used in the production factories located in the special and free economic zones are supplied from the port areas for which the first owner of the said materials have paid the handling charges, the production factories are exempt from payment of the tariffs and just the handling charges of the manufactured goods shall be paid as per the above table.

Table 8- Tariff of stevedoring operation applicable for general and bulk cargo

Cargo		Import, returned and cabotage cargo (Rials)
Dry bulk	Gypsum, sand and limestone, rock salt and slag	185.000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	339.000
	Coal, briquettes, manganese, potassium powder, chemicals and etc.	428.000
	Grain Non-mineral and non-chemical substances	278.000
General cargo		273.000
Ironware		225.000
Bag or Pallet		389.000
Vehicles (per unit)	Up to 1.5 tons	1.478.000
	1.5-5 tons	3.058.000
	5-10 tons	3.974.000
	10-20 tons	4.827.000
	Above 20 tons	5.850.000
Liquid bulk	Non-oil	42.000
	Oil (Non-dangerous)	294.000
	Oil (dangerous)	839.000
Livestock (per animal)	Sheep and the like	47.000
	Horse, camel,	142.000

	cow and the like	
Chilled and frozen cargo		502.000
Scarp and Junk cargo		478.000
Heavy/awkward cargo		3.220.000
Dangerous goods		872.000

Notes:

1. In mechanized grain terminals, transfer charges of grain from/to transit silos by conveyor belt Shall be 509,000 Rails per ton.
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 charges of unpalletized cargo which have not complied with the general requirements and standards of packing, shall double and additionally 10% of this amount (two times of the tariffs mentioned in the table) will be charged as penalty.

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.

5. Liquid bulk operation includes discharge from ship and placing on the transport means and vice-versa.
6. In case of defective packing of cargo, for each two tons of cargo two times of the respective tariff shall be collected for re-packing of the cargo.
7. 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 tariffs of cargo based on weight and maximum three times of the weight of cargo.

8. If the vehicles are loaded and discharged by the port equipment, three times of the related tariffs shall apply.

Table 9- Tariffs for transfer of liquid bulk through joint pipelines and loading and discharge operation to/from ship

Item	Transfer from tank to berth (vice-versa) (Rials)	Loading on board the ship and vice-versa (Rials)
Import	886.000	622.000

Notes:

- 1- With the payment of above tariffs, stevedoring and shore-handling mentioned in this Booklet shall not be collected.
- 2- Tariffs of the loading on ship and vice-versa for the export, transit and cabotage shall be subject to the discounts of the related tables.
- 3- Above tariffs do not include pumping of the cargo from tanks to berth and ship.
- 4- Public and infrastructural dues of the Special Economic Zone and other charges in the Booklet shall continue to be applicable and collected.
- 5- Above tariffs shall be applicable only in port where there is contract between the port authority and investor about an oil terminal and liquid bulk cargos are only transferred by the joint pipelines of the said terminal.
- 6- If the joint pipelines are not used, transfer from the storage tanks to berth and vice-versa shall be subject to the remarks of the para. 2-6 of the shore handling table and loading and discharge operation of the liquid bulk shall be subject to para 5 of the stevedoring table.

Table 10- 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	7.500	10.750	15.280	21.440	29.970	42.020
Ironware (per day per ton)		Free	5.900	8.420	11.690	16.380	22.950	32.045
Dry bulk	Gypsum, sand and limestone, rock salt and	Free	4.280	6.190	8.720	9.620	10.570	11.650

	slag							
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	Free	4.470	6.450	9.100	10.020	11.050	12.160
	Coal, briquettes, manganese, potassium powder, aluminum powder, chemicals and etc.	Free	4.650	6.730	9.430	10.470	11.500	12.660
	non mineral and non chemical	Free	6.790	9.620	13.750	18.560	26.000	31.100
	Grain and sugar	Free	5.660	7.540	9.100	10.400	11.700	13.520
Edible liquid bulk		Free	5.080	6.790	9.050	9.890	11.020	12.160
Tire (bundle, pack or per ton per day)		Free	13.810	19.850	29.460	41.760	61.320	85.620
Carton and box packages	Packages up to 50 kg in weight	Free	850	1.050	1.420	1.850	2.310	2.850
	Packages 50-80	Free	1.680	2.940	4.370	6.200	10.700	11.530
	Packages 80-120	Free	5.060	8.090	12.740	18.190	27.440	34.230
	Packages more than 120	Free	8.750	13.960	21.910	31.420	48.040	60.530
vehicles (per unit)	Up to 1.5 tons		670.000	988.000	1.245.000	1.746.000	2.443.000	3.422.000
	1.5-5 tons		1.164.000	1.773.000	2.304.000	3.225.000	4.464.000	6.187.000
	5-10 tons		1.282.000	1.951.000	2.534.000	3.548.000	4.910.000	6.804.000
	10-20 tons		1.489.000	2.236.000	2.873.000	4.022.000	5.630.000	7.885.000
	Above 20 tons		1.729.000	2.571.000	3.276.000	4.545.000	6.305.000	8.749.000
	Refrigerated		1.950.000	2.600.000	3.380.000	4.420.000	5.720.000	7.475.000

empty trailers							
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Notes

1. Warehousing charges of silo shall be calculated and collected on the basis of the dry bulk (grain and sugar) tariff.
 - 1-1- In case the storage time exceeds 30 days in silos, an amount of 132,000 Rials per tons shall be collected for every 30 days for airing and relocating the cargo to prevent it from being perished.
 - 1-2- 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.
2. Storage charges after the end of free time shall be calculated from the first day of discharge until the last day.
3. Storage charges of dangerous goods referred to in IMDG Code and other flammable goods shall be 3 times the rates mentioned in table 10 and related notes.

Note 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.
4. In case of unsuitable packaging of tires, related charges shall be calculated per ton.
5. Storage charges in open storage areas and hangar sheds shall be 75% and 85% of the tariffs of the covered sheds in regular and Economic Zone and Free Economic Zones respectively.
6. 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.
7. The basis for the calculation of the tariffs on cargo shall be weight or volume (cubic meter), whichever is greater.

Note: in case, the basis for calculation shall be tariffs applicable to cargo based on weight, two times of the weight of the goods.

Table 11- Supervision and documentary operation charges in Jurisdictional Ports including private and dedicated ports

Item	All custom procedures (tons)
Non-dangerous cargo	33,300
Dangerous cargo	99,000

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 owned ports (owned or jurisdictional) shall be in accordance with Special Economic Zone Law.
- 3- All charges shall be collected on the basis of the services provided.

Tariffs of Special Equipment

Table 12- tariff of 140- ton cranes and above 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	From 21 up to 30 tons	1.933.000	1.292.000
2	Above 30 up to 60 tons	2.577.000	1.933.000
3	Above 60 up to 100 tons	3.220.000	2.577.000
4	Above 100 up to 140 tons	4.122.000	3.220.000
5	Above 140 tons	5.794.000	3.476.000
6	Heavy and awkward cargo	3.220.000	3.220.000

Notes:

1. In case of conclusion of contract by the cargo owner or beneficiaries for loading and discharge of essential goods such as grain and sugar by above equipment, applicable tariffs shall 25% of the above table.
2. 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.

Note: in case the weight of the heavy and awkward cargo exceeds 100 tons, 50% shall be added to the related items (4 and 5).

Tariffs for non-declaration or mis-declaration of Dangerous Goods

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.

Table 13- 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	15.300
	Full container	153.000
	Empty container	38.000
Sanitation port dues	Cargo	507
	Full container	5.096
	Empty container	1.222

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. Tariffs applicable for cargo in all commercial ports (owned or jurisdictional) shall be paid to the PMO.
Note: cargo port dues in berths and Sir and Lavan facilities shall be 20% of the tariffs of the above table.
3. Tariffs of shore handling of the industrial units in the Port Special Economic Zone which shore handling operation is carried out by their own equipment shall be as below:

Entry of raw materials		Exit of the finished product	
From Custom Gate	By ship	From Custom Gate	By ship
50% of the shore handling tariffs for export cargo	50% of the shore handling tariffs for export cargo	50% of the shore handling tariffs for export cargo	50% of the shore handling tariffs for export cargo

Note: If the materials used in the production factories located in the special and free economic zones are supplied from the port areas for which the first owner of the said materials have paid the handling charges, the production factories are exempt from payment of the tariffs and just the handling charges of the manufactured goods shall be paid 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.

$$\text{Insurance} = (0.7 \times \text{CIF} \times \text{foreign currency exchange rate}) / 1000$$

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.

Discounts and exceptions of non-container cargos

Table 14- export, re-export, returned from export

No	Item	Rate of Discount
1	Public and infrastructural services charges in SEZ	55%
2	Storage charges free time for export, re-export, returned from export (except for vehicles)	10 days

Table 15- External transit (to a foreign country according to definition of this Booklet)

No	Item	Rate of Discount
1	Stevedoring , shore-handling and storage charges (except for Heavy, awkward cargo and vehicles)	50%
2	Public and infrastructural services charges in SEZ	55%
3	Storage charges free time for external transit (except for vehicles)	5 days

Table 16- Transshipment (internal and external)

No	Item	Rate of Discount
1	Stevedoring , shore-handling and storage charges (except for Heavy and awkward cargo)	50%
2	Public and infrastructural services charges in SEZ	55%
3	Storage free time (except for vehicles)	5 days

Table 17. Cabotage in port of origin

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	Public and infrastructural services charges in SEZ	100%
5	Storage charges free time for export, re-export, returned from export (except for vehicles)	5 days

Table 18. Other discounts to non-container cargos

No	Item	Rate of Discount	
1	Shore-handling charges in direct transport	By truck	50%
		By pipe	75%
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 charges of chabahar (Shahid Beheshti and Shahid Kalantari ports) 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 and oil showers	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 of 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 economic zone, primary materials, consumption materials and etc, for <u>oil cargos</u> with the foreign origin to be used in the	25%	

	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
12	Shore handling tariffs for the exit of scraps resulting from activities of production units operating in Port Special Economic Zone which use port equipment belong to contractors of the PMO.	100%
13	Exception period for mineral and construction materials in Chabahar (Shahid Beheshti and Shahid Kalantari ports) in export and transit. Note: after expiration of 2 months, storage charges shall be calculated from the first day in accordance with related table.	2 months

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 19 - Terminal Handling Charge (THC)

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

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 for out of gage containers shall be 120% of the rate of regular containers
3. THC for containers loaded and discharged in non-container terminals in Shahid Rajae Port, Imam Khomeini Port, Bushehr and Khoramshahr by port equipment shall be 120% of table 19.
4. THC for containers loaded and discharged in non-container terminals in Shahid Rajae Port, Imam Khomeini Port, Bushehr and Khoramshahr by ship handling gears shall be 70% of table 19.
5. THC tariff for incoming transship empty containers, in the case of change from transship to temporary import shall be calculated according to the tariffs of the empty container.
6. THC tariff of the bundled flat rack containers shall be \$40 for 20-ft containers and \$60 for 40-ft containers.

Note: In cases where the above-mentioned containers cannot be bundled, empty container tariffs shall be collected for each move.

7. THC tariff for containers shall be collected by the port authority or terminal operator, on its behalf, from the shipping lines or their agents.
8. 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.
9. THC Charges also includes container lashing and unlashing 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 29

10. 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.
11. 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.
12. Container carrier, ship agents, container owner 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).

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 19 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

Table 20- Storage charges of container in regular ports, Special Economic Zone and Free Economic Zone in Southern ports (Import and Returned from import, Returned/Transfer and tranship)

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	231.000	116.000	460.000	231.000
From day 1 to day 20	341.000	172.000	651.000	348.000
From day 1 to day 30	497.000	250.000	914.000	459.000
From day 1 to day 60	615.000	389.000	1.065.000	467.000
From day 1 to day 90	777.000	447.000	1.231.000	658.000
From day 1 to after day 90	1.011.000	507.000	1.416.000	690.000

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 (OOG) containers are as below:
 - 2-1- Import, internal transit and returned import, returned and transfer: 2 times of the above table
 - 2-2- transit to a foreign country, export, returned export and re-export: 1.5 times of the above table
3. – Storage charges of the transship containers shall be two times of the above table from 10th day.
4. Empty containers are not considered as export, returned export and re-export containers.
5. The payment of the storage charges for empty and full transship containers shall be made by the shipping line or its agent
6. 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.

7. 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.
8. 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 cargos moved to the CFS shall be subject to the storage charges as per table 30.
9. 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.

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 20 and related custom procedure.
2. Considering table 19 and related notes, THC for import, internal transit 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.

Table 21- 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		500	750

	stowage and staking of dangerous goods		
5	Existence of dangerous goods label on the empty containers discharged from the ship	60	60
6	Penalty for each day of stay up to the day of discovery of undeclared dangerous goods container	130	260

Other Container Services

Table 22. 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 23: 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	2.760.000	4.141.000
	Within the terminals	1.377.000	2.074.000
	Between the terminals	2.074.000	3.106.000
For each move in or out of terminal	From/To trailers	1.612.000	2.425.000

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- Tariffs of dangerous goods containers shall be 120% of table 23.
- 3- Tariffs of empty containers shall be 60% of table 23.

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

Strip of Containers

- 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 15,080,000 Rials for 20-ft containers and 39,000,000 Rials for 40-ft containers.
- 2- Charges of strip operation commencing from arrival of FCL/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 of his agent.
- 4- The handling charges of stripped empty container to or removing empty container for staffing 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 24- charges for strip of a fraction of container

Container type	Cargo volume	Strip charge (Rials)
20-ft	Up to 3 cubic meter	5.191.000
	Up to 10 cubic meter	8.133.000
	More than 10 cubic meter	15.080.000
40-ft	Up to 10 cubic meter	10.383.000
	From 10 to 30 cubic meter	20.735.000
	More than 30 cubic meter	39.000.000

Notes:

- 1- Stuffing charges (total or partial) shall be 150% of the strip charges.
- 2- In case of strip/stuffing of dangerous goods into the container, the 150% of the respective tariffs shall apply.
- 3- In case of strip/stuffing of refrigerated containers, the 150% of the respective tariffs shall apply.

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

Table 25- 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	21.000	28.000	37.000	52.000	81.000	109.000	168.000	230.000

- 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 26- Loading and Unloading of Car from/into Container

Loading and unloading of car from/into container	3,770,000 Rials
Lashing/unlashing of car inside container	7,540,000 Rials

Table 27- Tariff of refrigerated containers

20-ft refrigerated container in CY	269,000 Rials	Per hour
40-ft refrigerated container in CY	364,000 Rials	Per hour

Notes:

- 1- Refrigerated container services include electricity consumption, plugging/unplugging and temperature monitoring
- 2- Storage charges and THC shall be collected according to respective table.
- 3- Terminal has no responsibility over the technical problems and repair of the refrigerated containers and will only inform Shipping Line of any possible problem.
- 4- The handling charges of stripped refrigerated containers to or removing empty refrigerated containers for stuffing operation to dedicated terminal shall be at the responsibility of the terminal operator.
- 5- 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 28- Tariff of Pre-Trip Inspection of refrigerated containers

20-ft refrigerated container in CY	7,060,000 Rials
40-ft refrigerated container in CY	10,174,000 Rials

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

Table 29- Other services Tariffs

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 after ensuring that there is no residue of the dangerous goods in the container	450,000 Rials	
3	Knocking down flat racks per each wall	521,000 Rials	
4	Fitting or removing tarpaulins of open top containers	20ft 1,048,000 Rials	
		40ft 1,648,000 Rials	
5	5.1- change of the custom procedure for each container	1,273,000 Rials	
	5.2- Change of destination of the container handled into CY for loading on vessel	1,704,000 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	69,000 Rials	
	5.5- Interchange between Lines	1,704,000 Rials	
	5.6- Re-issuing Identification document for each container	1,186,000 Rials	
	5.7- Computer data correction at the request of Shipping Lines or Owner per unit	FCL/FCL	516,000 Rials
		LCL/LCL	516,000 Rials
	5.8- Manual data entry of Loading List per unit	101,000 Rials	
	5.9- Issue of Bay Plan per container	1,273,000 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	1,704,000 Rials		
6	The charges for opening and closing of the container doors and removing/affixing new seal Per seal	1,125,000 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	2,252,000 Rials
10	Addition and deletion of container in the container software per unit	10 USD
11	The maximum parking charge (private sector investment) in Shahid Rajaei Port for the outgoing trucks	1,158,000 Rials per full container
		49,000 Rials per ton of non-container cargo

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

Discounts and exception related to Container and containerized cargo

Table 30- Import, returned from import in Chabahar (Shahid Beheshti and Shahid Kalantari ports)

No	Item	Rate of Discount
1	Container storage charges in Chabahar (Shahid Beheshti and Shahid Kalantari ports) 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%
2	Container THC in Chabahar Port (Shahid Kalantari and Shahid Beheshti)	30%

Table 31- export, re-export and returned from export

No	Item	Rate of Discount
1	Public and infrastructural services of SEZ	55%
2	Duration for the storage exemption Note 1: after the expiration of this period the related charges will be calculated from the first day on the basis of the last day charges. 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	10 days
3	Duration of exemption in CFS Note: after the expiration of this period the related charges	10 days

	will be calculated form the first day on the basis of the last day charges.	
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Table 32- External transit containers and empty transit containers

No	Item	Rate of Discount/Exemption
1	THC of external transit (excluding Chabahar)	20 ft
		40 ft
2	THC of containers containing external transit cargo in Shahid Beheshti port in Chabahar	50%
3	Container storage charges	50%
4	Container storage charges in Chabahar	60%
5	Public and infrastructural services of SEZ	55%
6	cargo storage charges in CFS	50%
7	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
8	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.

Table33- Tranship containers (internal and external) and cabotage in port or origin

No	Item	Tranship Discount/Exemption	Cabotage Discount/Exemption
1	THC of 20ft- and 40ft full containers for one move	50%	75%
2	THC of 20ft and 40 ft empty containers for one move	30%	65%
3	THC of 20ft- and 40ft full containers for one move in Chabahar (Shahid Beheshti and Shahid Kalantari ports)	75%	75%
4	THC of 20ft and 40 ft empty containers for one move in Chabahar (Shahid Beheshti and Shahid Kalantari ports)	45%	45%
5	Container storage charges except	25%	50%

	for Chabahar (Shahid Beheshti and Shahid Kalantari ports)		
6	Container storage charges in Chabahar (Shahid Beheshti and Shahid Kalantari ports)	60%	60%
7	Public and infrastructural services of SEZ	50%	100%
8	Port dues and sanitation charges and loading/discharge charges at berth	-	100%
9	Discount applicable to full transship container storage in Imam Khomeini and Shahid Rajaei port	10 days	10 days

Table 34- Other discounts and exception on container

No	Item	Discount/Exemption
1	Public and infrastructural services of SEZ for direct delivery cargos	40%
2	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%
3	Public and infrastructural services of SEZ for cabotage	100%
4	Discount for empty container storage charges in port located in Khuzestan Province The above exemption shall only apply to the import full containers which enter into the country from Khuzestan province	30 days
5	THC for discharge of the empty containers which are imported in Chabahar (Shahid Beheshti and Shahid Kalantari ports) solely for stuffing and maritime transport of export and transit goods.	100%
6	Exception period of empty containers which are imported in Shahid Beheshti port Chabahar (Shahid Beheshti and Shahid Kalantari ports) for loading export or transit goods. Note 1: upon expiration of the exemption period, storage charges shall be calculated from the first day up to the last day of container stay as per respective table. Note 2: in case of exit of the empty container without loading of export or transit goods, the storage charges shall be calculated without discount as per respective table.	2 months

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: 52,900 Rials per ton

Note: empty containers, if not regarded as cargo, shall not be subject respective tariffs.

B. Tariff of 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: 195,500 Rials per ton

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

Table 35- Documentation tariff in special economic zone

no	Item	Charge (Rial)
1	Warehouse receipt (for merging, integration and change of name)	1.847.000
2	Duplicate warehouse receipt	2.337.000
3	Certificate of origin	1.751.000
4	Duplicate certificate of origin	3.505.000
5	Issuance of the business permit	935.000
6	Issuance or extension of raw material or consumption goods utilization permit	2.337.000
7	Issuance of the permit for using equipment and machineries	2.337.000
8	Issuance of duplicate utilization permit	2.337.000
9	Issuance or extension of the work permit of foreign nationals	6.158.000
10	Renew of the work permit of the foreign national	3.080.000
11	Issuance of the duplicate work permit of foreign nationals	12.316.000
12	Production permit	5.090.000
13	Survey permit (for each application)	2.036.000
14	Issuance of the cargo and container removal permit	2.544.000
15	Issuance of the cargo and container return permit	2.544.000
16	numbering and affixation of number plate for vehicles and port equipment	
	a. Charge of documentation	Charge per document
		Original

	Issuance or extension of port equipment and vehicle related documents		176.000	234.000
	Issuance or extension of driver/operator license	Per month and less	176.000	290.000
		Per 6 month (more than one month)	407.000	614.000
		Per year (more than 6month)	816.000	1.170.000
17	b. Numbering and affixation of number plate		Charge in rail per vehicle	
			Original	Duplicate
	light vehicles		1.700.000	2.171.000
	heavy vehicles		1.700.000	2.171.000
	Road-building vehicles		2.266.000	2.834.000
	numbering and affixation of number plate for port equipment	Light (small forklift tracks, trailer, tractors...)	1.700.000	2.171.000
		Semi-heavy (forklift, ...)	2.266.000	2.834.000
Heavy (reachstacker,...)		3.117.000	3.965.000	

Table 36- Documentation tariff in Free Economic Zone

no	Item	Charge (Rial)
1	Warehouse receipt (segregation, integration or change of name)	1,847,000
2	Duplicate warehouse receipt	2,337,000

Table 37- 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 38- Cargo and passenger ships

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:

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 39- 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 40- 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 41- Registration dues of the Iranian vessels and boats subject to Article 17 of the Bylaw of the Article 28 of the Iranian Maritime Law

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

Notes:

1. Registration dues for boats and small recreational crafts shall be from 1,000,000 to 3,000,000 Rials depending on their place of operation as determined by the Organization.
2. Tariff for the renewal, making changes in, issuance of duplicate, certified copy and cancelation of the registration certificate shall be 50% of the above rates.

Table 42. Registration dues for Iranian ship/crafts covered by Article 2 of the revised Maritime Law

No	Ship GT	Dues in million Rials
1	Less than 500 GT	20
2	From 501 up to 1000 GT	30
3	From 1001 up to 50001500 GT	40
4	From 1501 up to 2000 GT	60
5	From 2001 up to 2500 GT	80
6	From 2501 up to 3000 GT	100

7	From 3001 up to 4000 GT	120
8	From 4001 up to 5000 GT	140
9	From 5001 up to 6000 GT	160
10	From 6001 up to 7000 GT	180
11	From 7001 up to 8000 GT	200
12	From 8001 up to 9000 GT	220
13	From 9001 up to 10000 GT	240
14	More than 10000	300

- 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 of protest

Table 43 -Ships flying foreign flags

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

Note: For Iranian ships, the 50% of the above tariffs shall apply.

Table 44- Re-inspection charges of ship

Ship GT	Re-inspection charges in working hours
Less than 500 GT	\$ 80
More than 500 up to 1000 GT	\$ 170
More than 1000 up to 3000 GT	\$ 280
More than 500 up to 1000 GT	\$ 600
More than 40000	\$ 850
If the inspection is conducted outside working hours or in public holidays, an amount of \$ 55 shall be added to the above rates.	

Note: For Iranian ships, the 50% of the above tariffs shall apply.

TABLE 45- 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 1 to 5 cubic meters: 30% discount</p> <p style="padding-left: 40px;">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> <p style="padding-left: 80px;">1. up to 5 cubic meter: 30% discount</p> <p style="padding-left: 80px;">2. from 5 to 10 cubic meters: 60% discount</p> <p style="padding-left: 80px;">3. from 10 to 20 cubic meters: 100% discount</p> <p style="padding-left: 40px;">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 style="padding-left: 40px;">Note 4- reception of lubricating oil shall be subject to payment of a negotiated rate to ship.</p> <p style="padding-left: 40px;">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 style="padding-left: 40px;">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>

Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk	<p>Reception of Noxious Liquid Substances in Bulk set out in MARPOL Convention, Annex II shall be charged at following rates:</p> <p>1- vessels: 10000 GT \$227</p> <p>2- vessels: From 10001 up to 30000 GT \$416(Up to 5 cubic meter)</p> <p>3- vessels: more than 30001 GT \$693(Up to 5 cubic meter)</p> <p>Note: an amount of \$ 35 shall be charged per cubic meter extra for above rates</p>
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Annex no	Tariff
Annex IV Prevention of Pollution by Sewage from Ships	<p>The Sewage reception charges stated in MARPOL Convention annex IV will be collected, upon the request of the Ship or Agent, at following rates:</p> <p>1- wooden and fiberglass crafts: free of charge</p> <p>2- for other vessels: \$35 per cubic meter. The charge will be calculated once for 5 cubic meters after the first request in every call. An amount of \$ 17 shall be charged per 1 cubic meter extra in the first time or next times in the same call.</p>
Annex V Prevention of Pollution by Garbage from Ships	<p>Charges of Garbage reception of MARPOL 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.</p> <p>Passenger ships engaged in international voyages will be charged as per following formula: (GT×2/1Cent)+[(No of max passenger allowed +No of min safe manning) ×52/5 Cent]</p> <p>Passenger ships engaged in domestic voyages shall be charged at 25% rates of the tariffs for passenger ships engaged in international voyages.</p> <p>Charges of solid cargo waste reception set out in annex III of MARPOL Convention shall be negotiated between the Port Authority and the ship considering the IMDG Code classes.</p>

Notes:

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

3. 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.
4. In ports where there are no reception facilities, related tariffs (item 2 of Annex I) shall not be collected.

SECTION 6- TARRIFS OF RAIL SERVICES in accordance with the approval of the Board of Directors (Meeting No: 2047 dated 24 May 2021)

Tariffs of this section applies in ports where lease contract for the operation of port areas and rail network (subject of the approval no 19268/S/99/H.A dated 16 August 2020) has been concluded between the port authority and investor.

1. Income derived from loading operation of cargo on wagon
2. Income derived from discharge operation of cargo from wagon
3. Income derived from rail transport operation
4. Income derived from rail operation including diesel and access charges
5. Income from wagon stay in port

Table 46- Rails Tariffs for Non-containerized Cargo

Cargo			
Dry bulk	Gypsum, sand, limestone, salt rock, slag	102.000	136.000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	183.000	243.000
	coal, briquettes, manganese ore, potassium powder, Aluminum Powder, chemicals and so on	188.000	251.000
	Grain, Sugar, non-mineral and non-chemical cargos	63.000	84.000
Light cargo (unit load up to 20 tons)	General cargo	153.000	204.000
	Ironware	151.000	201.000
	Pack or Pallet	122.000	163.000
Semi-Heavy Cargo	20-40 tons	581.000	775.000
	40-60 tons	1.685.000	2.246.000
Heavy Cargo	60-100 tons	2.000.000	2.667.000
	100-140 tons	2.256.000	3.008.000
	Above 140 tons	2.535.000	3.380.000
Vehicles (per unit)	Up to 1.5 tons	792.000	1.056.000
	1.5-5 tons	1.365.000	1.819.000
	5-10 tons	2.262.000	3.016.000
	10-20 tons	3.039.000	4.052.000
	Above 20 tons	3.900.000	5.200.000
Liquid bulk	Non-oil cargo	20.000	27.000

	Oil cargo (Non-dangerous)	187.000	249.000
	Oil cargo (dangerous)	358.000	478.000
Livestock (per animal)	Sheep and the like	19.000	25.000
	Horse, camel, cow and the like	57.000	75.000
Chilled and frozen cargo		120.000	160.000
Scrap metal		261.000	348.000
Heavy/awkward cargo		520.000	693.000
Dangerous Cargo		374.000	498.000

Notes:

In any case, the minimum tariff of cargo handling by wagon shall be 40% for direct delivery and 50% for direct transport.

Table 47- Rail tariffs for containerized cargo

Operation	20-ft container (Rials)	40-ft container (Rails)
Discharge from wagon	1,414,000	2,018,000
Loading on wagon	1,555,000	2,220,000
Handling in port areas	2,760,000	4,141,000

a- Tariff for containers containing dangerous goods is calculated and collected at 120% of the above table.

b- Tariff for empty containers is collected based on 60% of the above table.

c- None of the dedicated areas (including rail areas) are allowed to receive double moving costs of the container inside the area, unless this movement is done based on the request of the cargo owners or to perform customs affairs.

Table 48- Rail tariffs for containerized cargo

No	Operation	Tariff
1	Per wagon including container and non-container	2,210,000
2	Per ton of dangerous goods	2,652,000

Table 49- wagon stay charges in port

Stay duration	Tariff (Rials per day)
From day 1 to 4	Free
From day 1 to 10	16,965,000
From day 1 to 15	22,620,000
From day 1 to 20	30,160,000
After day 20	45,240,000

Notes:

- a. Free duration for loading or discharge from each wagon shall be declared on the basis of the determined operational norms.
- b. The basis for the calculation of the stay charges for the wagons shall be 30% of the above rates as the parking charges.
- c. The charges for the empty wagons shall be 50% of the above rates.
- d. After expiration of the free time, the stay charges shall be calculated and collected from the first day of entry of the wagon into the port and based on the tariffs of the last day of the stay.

Table 50- discounts and exemptions

No	Item	Discounts and exemptions
1	Discount of the general and infrastructural services of the SEZ for the direct delivery cargos (carried by wagon)	60%
2	Discount of THC of containers carried by wagon	50%
3	Discount for the operation charges in dedicated areas of the containers carried by wagon	50%
4	Discount of the general and infrastructural services of the SEZ for the containers carried by wagon	50%
5	Free time for the storage of import containers carried by wagon	10 days