



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

TARIFF BOOKLET
Tariff of Port and Maritime services
In
Northern 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 and all figures in this Booklet shall constitute the maximum tariffs to be applied:

No	Type of service	Basis for calculation of tariff
1	Ships (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)	Date of arrival
2	THC (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)	Date of Arrival
3	Stevedoring and other services (cargo and container)	Date of the first loading/discharge of cargo/container to/from ship

4	Shore-handling and other services	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 and charges on 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 northern 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) 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 hours in ports

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

General Instructions on Ship and Cargo

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.
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.
4	Free Economic (FEZ) Ports	means ports located in the Free Economic Zones where related regulations are applicable.
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.
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)¹: 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)²:

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

Ship's flag and nationality: means the county where the ship has been registered and is permitted to fly its flag

Liner ships: means the ships engaged in carrying cargo between the ports in definite and regular routes based on a sailing schedule 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 ships 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.

¹ Gross Registered Tonnage

² Gross Tonnage

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

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.

SPM (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 or Special 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 Units (TEU): is the counting unit of container accounting for a 20-foot container

Heavy Container: means a container the weight of which plus its contents requires the use of special handling equipment

Open top container: open top containers typically do not have the metal ceiling and is covered by a canvas cloth.

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.

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 must be on pallets or suitable packs with minimum measurements of 1 cubic meter
2. chemical and mineral product packs must be on pallets with minimum measurements of 1 cubic meter or minimum weight of 1000 kg
3. food substance packs must be on pallets or suitable parcels with minimum measurement of 1 cubic meter or weight of 1000 kg

4. cartons and small boxes must be on pallets with a minimum measurement of 1 cubic meter or weight of 500 kg
 5. Cement packs must be on pallets or suitable parcels with a minimum weight of 1000 kg
 6. Various types of barrels (except for those with weights more than 100kg) must be in suitable packages not less than 100 kg in weight.
 7. various types of caoutchouc must be in suitable packages or on pallets with minimum measurement of 1 cubic meter or weight of 1000 kg
 8. various types of tyres for motor vehicles, cars, minibus, omnibus, trucks must be in suitable packages
 9. Various types of papers and ropes (except for rolls more than 100 kg) in suitably secured packages not less than 100 kilos.
 10. various type of skin must be in suitable packages with minimum weight of 100 kg
 11. Silks of 500 kilos or more in weight do not need palletizing or parceling
 12. various type of fibers, boards and metal sheets must be in suitable packages with a minimum weight of 500 kg
 13. timbers and wood sheets must be securely tied with a minimum weight of 1000 kg
 14. various types of ironware used in building construction (including iron sheet, angle iron, and etc) must be in suitable packages with a minimum weight of 1000 kg
 15. various type of metal bars (Aluminum, lead, zing, cast-iron) must be securely tied or on pallets or suitable unit loads with a minimum weight of 1000 kg
 16. Iron bars must be in suitable packages (securely tied) in a manner to be handled by hook
 17. glass shelves must be securely tied with a minimum weight of 1000 kilos
- notes:
- a. Other cargo no mentioned above must be in suitable packages or if possible on pallets.

- b. Wooden launches and floating crafts below 200 tons operating in Persian Gulf are exempted from these requirements.
- c. All packages mentioned above 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 of port dues and charges related to ships.

No	Tariffs		Rate	
1	Port-related	Entrance Dues	C/GT	16
		Loading & Discharge dues at berth	C/Ton	15
2	Light dues		C/GT	3
3	Pilotage charges (in an each trip)		C/GT	25
4	Dredging and channel safety dues		C/GT	100
5	Wharfage dues		C/GT per hour	0.05
6	Ship-clearance group charges (for the ships entering from foreign ports)		C/GT	0.3
7	Garbage collection charges on wharf for each 24 hours	Wooden and fiber glass ships	\$	5
		Ships with metal haul up to 800 GT	\$	10
		for ships from 800 to 5000 GT	\$	20
		for ships above 5000 GT	\$	100
8	Tug operation charges	Up to 1500 GT	\$	260
		From 1500 to 5000	\$	670
		From 5000 to 10000	\$	1300
		Above 10000 GT	\$	1800
9	Marine safety and protection charges		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 dues in the above table shall be calculated and collected for 24 hours and in case the ship stays more than 24 hours, wharfage dues for each hour shall be charged at 0.45 cents.
3. Berth shifting charges by pilot will be 7 cents per GT and by mooring 3 cents per GT and by towage will be based on its relative tariff. Meanwhile, the charges for the ship without driving force shall be double.
 - 3-1- In the event of removing the ship from the berth to the harbor and vice-versa (which is one shifting operation), pilotage and towage charges will be calculated as per table 1.
 - 3-2- If a shifting of the vessel from the berth to harbor or vice-versa is necessary due to administrative considerations no charge shall be applicable.
4. Tug operation charges in berthing/un-berthing a vessel shall be based on above table.
5. Tug operation charges for any operation other than berthing/unberthing charges shall be separately calculated and collected.
6. No charges shall be applied for the transfer of the pilot to the ship by the pilot boat, tug boat and etc.
7. Tug operation charges in berthing/unberthing of vessel shall also include pilotage charges and in case no tug boat in pilotage operation for berthing/unberthing vessels is used, in any case tug operation charges shall be collected. If the vessel has no driving force, the tug operation charges shall be double and pilotage operation shall increase 50%.

Table 2 -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
a. Overtime charges shall be collected from the ship's owner or shipping agent b. In berths of: Nekah and dedicated berths no overtime charges shall apply by PMO.		

Fresh water tariff

Potable water tariff for foreign ships shall be \$6 (for Iranian ships \$3) per ton at the berth. Meanwhile, in the case of transfer of potable water from berth to the

harbor, related charges will be calculated in excess of the above rate on the basis of the mutual agreement.

Manifest Correction Charge

For the correction of the manifest, where minor or major, an amount of 916,000 Rials shall be charged.

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/unload cargo at their departure, related port dues and charges will apply as per related table in this Tariff Booklet.
- d. Lay-up requirements
 - All port and respective port, maritime and customs regulations shall be complied with.
 - Lay-up request form should be filled up in which the particulars of the ship should be mentioned.
 - Minimum number of crew shall stay onboard the ship for preventing occurrence of possible incident and responding to emergency situations.
 - Submission of an action plan by the shipping agent for controlling and supervision lay-up procedures and regular maintenance
 - All safety equipment of the ship should be on ready-to-use condition for responding to any pollution incident.

Meteorology condition 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- The waste collection charges at the anchorage is twice the rates of the relevant table. In addition, the said fee for hours less than 24 hours is calculated and collected at the rate of 24 hours.
- 3- 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.
- 4- Employment of pilot is compulsory in all Iranian northern ports and if the pilot is used (even if the tugboat is not used) the tariffs of the pilotage and tugboat shall apply. But if there is compelling reasons that no pilot and tugboat is needed, no charges shall be applied.
- 5- The hourly rate of the marine equipment:
The rate of the marine equipment used for the purposes other than berthing and un-berthing shall be as per negotiation and mutual agreement.
- 6- 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.
- 7- Lighting charges will charged once for all ships calling to Iranian port during a single trip even if they call multiple Iranian ports.
- 8- In respect of the ship in distress as a result of marine incidents and fire accident which are in urgent need of assistance:
 - 8-1- Saving lives at sea are free of charge
 - 8-2- 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.
 - 8-3- 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.

DISCOUNTS & EXCEPTIONS

The ship clearance charges shall not be subject to none of the following discounts.

Table 3- Ships carrying export cargo

No	Item	Rate of Discount
1	Non-oil Commercial empty ships, Iranian or foreign, with a total capacity of 1500 GT or above calling in northern port to load such export cargos as clinker, sand, cement, sulfur, mineral substances Note: if the ship load both export and transit cargo, this discount shall apply proportional to its export cargo.	25% (of port dues and charges)
2	Ships carrying import cargo which sail to another port for loading export cargo.	100% (of port dues and charges)

Table4- Ships carrying transit cargo

No	Item	Rate of Discount
1	The ships carrying oil cargos directly entering the Iranian ports	25% in port dues and charges
2	The ships carrying out the transfer of the oil cargo by S.T.S operation in ports	35% in port dues and charges
3	Non-oil commercial ships entering the port for the purpose of loading export and transit cargo without discharging its cargo therein.	50% in port dues and charges
4	Non-oil commercial ships carrying external transit cargo and entering the port for loading and discharge of cargo.	50% in port dues and charges
5	Non-oil commercial ships entering Iranian ports carrying carry export and transit cargo simultaneously in proportion of their external transit cargo.	50% in port dues and charges

Table5 - RO-RO, passenger and fishing ships

No	Item	Rate of Discount
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1	All passenger ships entering the port	95% of port dues and charges including ship clearance charges
2	All Ro-Ro ships entering northern ports	80% in port dues and charges
3	Iranian vessel fishing in the Caspian Sea waters for domestic consumption	80% in port dues and charges

Table-6- 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 and charges
3	All vessels belonging to Iranian Red Crescent using as a hospital to other humanitarian purposes are excepted for all dues and charges	100% of the port dues and charges
4	All war ships belonging to Army and Disciplinary forces of the I.R.Iran as well as Ports and Maritime Organization (PMO) engaged in non-commercial activities. (In respect of warship, only the charges of the services provided shall payable).	100% of the port dues and charges
5	All 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 such as tugboats engaged in pilotage operation, dredgers, oil pollution collections vessels, water supply crafts, buoy-laying vessels, service vessels and crew-transfer crafts doing business within the area between the internal and external harbors for which no Port Clearance is issued (irrespective of their nationality) Note: It is to be noted that these vessels/crafts for which Port Clearance is issued at their first arrival	100% of Entrance dues, dredging and channel safety dues and light dues in their next call after their first arrival as per the related approved tariffs

	and next calls before their departure from the port shall pay respective dues and charges in this Tariff.	
7	<p>Vessels/crafts calling in Iranian port harbors for non-commercial purposes such as fueling, ballasting, crew-shifting, provision supply, repair, medical aids, research and training activities and the like.</p> <p>Note 1: In case the above-mentioned vessels/crafts are berthed for any activity other than receiving medical aids shall pay only pilotage dues, garbage collection and tug operation charges.</p> <p>Note 2: Vessels berthed for receiving medial aids due to distress situation (force majeure) are exempted from all tariff items for a 72-hour period. In case their stay exceeds from this period, only pilotage dues, garbage collection and tug operation charges shall apply.</p>	100% of dues and charges (except for garbage collection charges contained in related table)
8	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	100% of port dues and charges including dredging and channel safety dues
9	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.	95% of dues and charges
10	Ships arriving in Iranian ports carrying relief aids to disaster areas (as a result of unexpected accidents)	100% of dues and charges
11	Ships carrying oil cargo which directly enter the port for the purpose of swap operation	25% of dues and charges
12	Ships whose oil cargo swap operation is carried out by S.T.S operation in the port	35% of dues and charges

Table7- Exemption granted to Iranian ships below or equal to 1000 GT

N	Tariffs	Iranian cargo ship	Iranian cargo ship	Iranian cargo ship
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0			or cargo/passenger ship of 60 GT or less				or cargo/passenger ship of 61 up to 200 GT				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	Protection and marine safety		-	-	-	-	-	-	-	-	-	-	-	

(-) means exempted from port dues and charges

(+) mean NOT exempted from port dues and charges

Notes:

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 are subject to 50% discount in port dues and charges (except for passenger and passenger/cargo ship).

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- 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.
- 5- Invoice of the non-passenger ships shall be issued for the amounts of \$10, which its equivalent in Rials shall be paid. 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 8- 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	230.000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	502.000
	coal, briquettes, manganese ore, potassium powder, Aluminum Powder, chemicals and so on	526.000
	Grain, Sugar, non-mineral and non-chemical cargos	254.000
Light cargo (unit load up to 20 tons)	General cargo	503.000
	Ironware	499.000
	Pack or Pallet	443.000
Semi-Heavy Cargo	20-40 tons	1.949.000
	40-60 tons	5.638.000
Heavy Cargo	60-100 tons	6.690.000
	100-140 tons	7.540.000
	Above 140 tons	8.450.000
Vehicles (per unit)	Up to 1.5 tons	2.643.000
	1.5-5 tons	4.520.000
	5-10 tons	7.540.000
	10-20 tons	10.062.000
	Above 20 tons	13.000.000
Liquid bulk	Non-oil cargo	70.000
	Oil cargo (Non-dangerous)	611000
	Oil cargo (dangerous)	1.120.000
Livestock (per animal)	Sheep and the like	67.000
	Horse, camel, cow and the like	202.000
Chilled and frozen cargo		362.000
Scrap metal		831.000
Heavy/awkward cargo		1.737.000
Dangerous Cargo		1.153.000

Notes:

1. Additional charges for non-palletized goods do not apply to dry bulk cargos which cannot be palletized.
2. Non-dangerous oil cargos are those which are not referred to in IMDG CODE as dangerous goods.
3. If tariff of heavy cargo is greater, this shall apply
4. Port handling charges of unpalletized cargo loaded and discharged in port terminals (non-direct delivery) shall be double and on top of that 10% of this amount shall be charged as penalty.
5. If the packaging of the goods is defective, twice the shore-handling charges per ton will be charged for the owner of the goods for packaging and rewrapping.
6. Shore handling sections:
 - 6-1. shore handling consists of handling, discharge, stowage and loading tariffs of which are 40%, 25%, 10% and 25% respectively.
 - 6-2. The shore-handling of liquid bulk includes transfer by pipe or truck to the berth (50%), transfer to the tanks (25%) and transfer from tanks to trucks or pipes for the exit from the port (25%) and vice versa.
 - 6-3. 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 for direct transport 25% by the pipe and 50% by truck or wagon.
 - 6-4- In all commercial ports owned by the PMO, all incomes derived from tariffs of direct delivery and direct transport shall belongs to the PMO.
7. In case of providing extra services, applicable charges on the basis of the type of operation shall be collected.
8. 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.
9. 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.
10. 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.
11. The basis for calculation of the cargo tariff shall be weigh or volume (cubic meter) whichever is greater.

Note1: 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.

Note 2: tariff of wood and paper shall be calculated and collected on the basis of weight or 50% of volume (whoever is greater) based on the tariffs of the general cargo.

12. 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 9- Tariff of stevedoring operation applicable for Non-containerized cargo in regular ports and Free and Special Economic Zone

Cargo	Import, returned and cabotage in port of destination (Rials)	
Dry bulk	Gypsum, sand, limestone, salt rock, slag	279.000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	607.000
	coal, briquettes, manganese ore, potassium powder, Aluminium Powder, chemicals and so on	635.000
	Grain, non-mineral and non-chemical cargos	308.000
General cargo	362.000	
Ironware	295.000	

Pack or Pallet		492.000
Vehicles (per unit)	Up to 1.5 tons	1.702.000
	1.5-5 tons	3.514.000
	5-10 tons	4.524.000
	10-20 tons	5.547.000
	Above 20 tons	6.955.000
Liquid bulk	Non-oil cargo	61.000
	Oil cargo (Non-dangerous)	375.000
	Oil cargo (dangerous)	1.018.000
Livestock (per animal)	Sheep and the like	67.000
	Horse, camel, cow and the like	200.000
Chilled and frozen cargo		637000
Scrap metal		593000
Heavy and awkward cargo		3.220.000
Dangerous Cargo		1.059.000

Notes:

1. Additional charges for non-palletized goods do not apply to dry bulk cargos which cannot be palletized.
2. 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.
3. Stevedoring charges of unpalletized cargo which do not conform to the packing requirements, shall double, on top of that 10% of this amount shall be charged as penalty.
4. Stevedoring charges of liquid bulk shall only include discharge from ship and placing on the transport means and vice-versa.
Note: In case stevedoring of liquid bulk is carried out by the ship's equipment, applicable charges shall be 50% of the related item and in case the port operator's equipment is used the 100% of the related charges shall apply.
5. Basis for calculation of tariffs of cargo shall be weight or volume (cubic meter) whoever is greater

Note 1-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.

Note 2: tariff of wood and paper shall be calculated and collected on the basis of weight or 50% of volume (whoever is greater) based on the tariffs of the general cargo.

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. In case the trucks are loaded and discharged using the port equipment, the three times of the related tariffs shall apply.

Table 10- tariff for the transfer of the oil liquid bulk by join pipeline and loading or discharge 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. 2-5 of the shore handling table and loading and discharge operation of the liquid bulk shall be subject to para 4 of the stevedoring table.

Table 11- Storage charges of non-containerized cargo (import/cabotage and returned) in regular ports, Special Economic Zones and Free Economic Zones (per day per ton)

Storage time	From	From	From	From	From	From	After
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Cargo		day 1 to day 5 (Rials)	day 1 to day 10 (Rials)	day 1 to day 20 (Rials)	day 1 to day 30 (Rials)	day 1 to day 40 (Rials)	day 1 to day 50 (Rials)	day 50 (Rials)
General, bagged and palletized cargo (per ton per day)		Free	7.350	10.480	14.960	20.960	29.330	41.000
Ironware (per day per ton)		Free	5.660	8.260	11.690	16.260	22.620	31.800
Dry bulk	Gypsum, sand and limestone, rock salt and slag	Free	5.950	6.710	7.370	7.700	8.670	9.750
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	Free	6.210	7.000	7.700	8.050	9.050	10.180
	Coal, briquettes, manganese, potassium powder, chemicals and etc.	Free	6.460	7.290	8.000	8.350	9.430	10.600
	non mineral	Free	6.210	8.670	13.310	18.600	25.920	31.100
Edible liquid bulk		Free	6.600	9.650	13.670	19.320	26.860	39,120
Tire (bundle, pack or per ton per day)		Free	13.780	19.790	29.450	41.700	61.320	85,530
Carton and box packages (kg)	Packages up to 50 kg in weight	Free	1.680	2.940	4.370	6.200	10.730	11.540
	Packages 50-80 kg	Free	5.070	8.130	12.730	18.150	27.440	34.310
	Packages 80-	Free	8.710	14.030	21.920	31.460	48.070	60.540

	120 kg							
	Packages more than 120 kg	Free	14.810	23.840	37.180	53.480	81.640	102.920
vehicles (per unit)	Up to 1.5 tons	612.000	888.000	1.240.000	1.736.000	2.431.000	3.405.000	
	1.5-5 tons	1.187.000	1.641.000	2.291.000	3.206.000	4.488.000	6.287.000	
	5-10 tons	1.282.000	1.768.000	2.475.000	3.465.000	4.852.000	6.791.000	
	10-20 tons	1.489.000	2.140.000	2.854.000	3.996.000	5.595.000	7.833.000	
	Above 20 tons	1.781.000	2.405.000	3.237.000	4.368.000	5.902.000	8.502.000	
	Refrigerated trailers	1.950.000	2.600.000	3.380.000	4.420.000	5.720.000	7.475.000	

Notes:

- 1- The storage charges, after the expiration of the free time, shall be calculated from the first day of discharge and on the basis of the last day of stay or cargo.
- 2- Storage charges of silo shall be calculated and collected on the basis of the dry bulk (Non-mineral).
 - 2.1. If the goods remain in the silo for more than 30 days, in addition to the above tariffs, an amount of 132,000 Rials per ton will be charged for every 30 days for airing or shifting the goods in order to prevent accidents and spoilage of the goods.
 - 2.2. After the 30th day, if the entire capacity allocated to the cargo owner is not used, the storage charges will be calculated and collected based on the total capacity of the silo.
- 3- Storage charges of dangerous goods referred to in IMDG Code and other flammable goods shall be 3 times the rates mentioned in item 1 of table 11 and related notes.

Note 1- Tariff of cartons and boxes containing dangerous and flammable goods shall be 3 times of tariffs mentioned in related tables of storages charges and related notes.
- 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.

Note1: in case, the basis for calculation, tariffs applicable to the goods based on weight, shall be two times of the weight of the goods.

Note 2- tariff of wood and paper shall be calculated and collected on the basis of weight or 50% of volume (whoever is greater) based on the tariffs of the general cargo.

Table 12- Port dues 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.

Note: cargo port dues of the dedicated berths and facilities shall be 20% of the tariffs of the above table.

2. All the commercial ports of the country, whether owned or jurisdictional, are obliged to pay the duties related to the goods to the Ports and Maritime Organization.
3. Port dues of the industrial units in the Port Special Economic Zone shall be as below:

Entry of raw materials		Exit of the finished products	
50% of the shore	50% of the shore	50% of the shore	50% of the shore

handling tariffs for export cargo	handling tariffs for export cargo	handling tariffs for export cargo	handling tariffs for export cargo
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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.

$$\text{Insurance} = (0.7 \times \text{CIF} \times \text{foreign currency exchange rate} / 100)$$

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.

Remarks of non-declaration and 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.

Discounts and exceptions of non-container cargos

Table 13- 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 14. External transit in accordance with the definition of the external transit referred to in this Booklet

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

Table 15. Cabotage in port of origin

No	Item	Rate of Discount
1	Shore-handling	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 16. 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	Public and infrastructural services of SEZ for direct delivery cargos	By conveyor belt	80%
		By truck or oil shower	60%
5	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%	
6	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%	

7	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 process of production, processing and conversion into a new product	25%
8	The commodities imported in the Zone for providing assistance to disaster areas	100% Of port dues and sanitation dues and cargo operation
9	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%

SECTION 4. CONTAINERIZED CARGO TARIFFS

Table 17 - Terminal Handing Charge (THC)

Container Size	Import and Returned from import, internal transit (USD)	Incoming/outgoing empty containers (USD)
20 ft	124	68
40 ft	186	93

Notes:

1. Discharge THC tariff includes: landing from ship (50%), moving to the container yard (CY) (20%), stowing in the yard (CY) (15%) and placing on the truck in the yard (CY) (15%) and loading THC tariff includes: stowing in the container yard (CY) (15%), placing on the truck (15%), moving to the berth (20%), loading on ship (50%).
2. THC of the out of gage containers shall be 120% of the rate of regular containers
3. THC tariffs shall be collected by the operator on behalf of the Port Authority from the shipping lines or its agent.
4. 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 for payment.
5. THC Charges also includes container lashing and unlashng whether it be Quick Release Type or Manual

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

6. Container carrier, consignee or his agent shall identify the name of the container owner in the ship's manifest and load lists when sending the EDI files to the Electronic Data Interchange system.

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 the above and will be collected from the container carrier.

Table 18- Storage charges of container in regular ports, Special Economic Zone and Free Economic Zone (import, return from import, returned/transfer, transship)

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	57.000	29.000	116.000	56.000
From day 1 to day 20	85.000	43.000	144.000	88.000
From day 1 to day 30	126.000	64.000	229.000	116.000

From day 1 to day 60	153.000	96.000	267.000	118.000
From day 1 to day 90	195.000	111.000	304.000	165.000
From day 1 to after day 90	252.000	127.000	354.000	172.000

Remarks of table 18:

1. The storage charges, after the expiration of the free time, shall be calculated from the first day of discharge based on the rate of the last day of stay.
2. storage charges for out of gage containers in all Iranian ports are as below:
 - 2-1- Import, returned import, transfer and returned: 2 times of the above table
 - 2-2- external transit (to a foreign country) export and returned export: 1.5 times of the above table
3. –storage charges of the transship containers from 10th day onward twice the tariffs of the above table
4. Empty containers are not considered as export, returned export and re-export containers.
5. Import containers if necessary and at the discretion of the Port Authority and Customs shall be transferred to other Customs Stations. In this case, storage charges and other associated port charges shall be collected from the cargo owner at the time of the final clearance at destination upon provision of the delivery order issued by the shipping line or the owner/lesser of the container to the terminal operator. The share of the port shall be paid in the account designated by the Port Authority. All costs of the transportation to and storage in the Customs Stations shall be borne by the cargo owner.
6. The containers awaiting the custom clearance shall be subject to storage charges which shall be collected from the cargo owners or their legal representatives at the time of issuance of the gate pass.
7. Containers moved to the CFS for strip operation or inspection shall be subject to the storage charges until they are stripped or exit from the CFS. In the meantime, the stripped cargos moved to the CFS shall be subject to the storage charges as per table 23.

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 18.
2. Considering tables 17 and related notes, THC for import, internal transit, export and returned containers containing dangerous goods shall be subject to 50% increase and for external transit and transship container

containing such goods shall be subject to 20% increase. Dangerous good containers must be declared to Port Authority by the Shipping Lines or their agents 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 19- Penalties related to dangerous goods containers (USD)

no	item		20-ft (USD)	40-ft (USD)
1	Failing to declare dangerous container the manifest	With label	3000	4500
		Without label	500	750
2	Failing to affix label onto the containers declared as dangerous good container		1500	2250
3	Mis-declaration about dangerous goods containers	Name of goods	300	450
		UN Number	200	300
		Class of goods	200	300
4	Failing to comply with the standards of the stowage and staking of dangerous goods		500	750
5	Existence of dangerous goods label on the 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 20. 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 21- Tariffs of the Container Dedicated Terminals

Item	20 feet	40 feet
Transport	2,760,000	4,141,000
For each move of loading and discharge From/to truck	1,612,000	2,425,000

Remarks of table 21

1. The companies providing services in dedicated terminals shall not collect extra charges for moving containers inside the terminal unless requested by the cargo owner or the customs agents.
2. Tariffs for the containers of dangerous goods shall be 120% of the tariffs of the above table.
3. Tariffs for the empty containers shall be 60% of the tariffs of above table.

Use of special devices

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

Heavy containers

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

Container strip

- 1- Full strip operation of FCL/FCL shall be conducted at the request and expense of cargo owner. Strip charges of FCL/FCL containers shall be 15,080,000 Rials for 20-ft containers and 39,000,000 Rials for 40-ft containers.
- 2- Strip charges of LCL/LCL containers shall be \$110 for 20-ft containers and \$165 for 40-ft containers. Strip operation shall be conducted at the expense of Shipping Line or its agent.
- 3- If the LCL nature of such containers is not declared prior to arrival of 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 containers or removing empty container for staffing operation to dedicated terminals shall be at the expense of terminal operator.

Table 22- charges for strip of a fraction of container

Container type	Cargo volume	Strip charge (Rials)
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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
	More than 10 to 30 cubic meter	20.735.000
	More than 30 cubic meter	39.000.000

Notes:

- 1- Stuffing charges (wholly or partly) shall be 120% of the strip charges (wholly or partly).
- 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 23- 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 24- 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 25- Tariff of refrigerated containers (Rials per hour)

20-ft refrigerated container	269.000
40-ft refrigerated container	364.000

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- The operators providing above services have 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 refrigerated containers or removing empty container for staffing operation 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 26- 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 20-ft containers	1,048,000 Rials

	taraulins of open top containers	40-ft containers	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 for each BL	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	

Table 27- 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 discount 1- After the expiration of this period the related charges will be calculated form the first day on the basis of the last day charges. 2- Those cargos which have used discounts before being stuffed into the container, the related period shall be deducted from 10-day discount period 3- Empty container are not regarded as export containers	10 days

Table 28- External transit containers and empty transit containers

No	Item	Rate of Discount/Exemptions
1	THC of external transit	20 ft
		40 ft
2	Container storage charges	50%
3	Public infrastructural services in special economic zones	55%
4	Cargo storage charges in CFS	50%
5	Duration of free time 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
6	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

Table 29- Other discounts and exception on container

No	Item	Rate of Discount
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%

SECTION 5- OTHER TARIFFS**A. Tariffs of the public and infrastructural services in Special Economic Zones Affairs**

- ❖ The tariff passage of cargo from Special Economic Zone is: 52,900 Rials per ton

Note: The empty container, if not regarded as a cargo, shall not be subject to the tariff.

B. Tariff communication and engineering services in special economic zone

- ❖ Tariff of the communication and engineering services for goods and commodities for use in special economic zone including domestic and external goods such as raw materials, equipment, consumption goods and etc is: 195,500 Rials per ton

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

Table 30- 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	
	numbering and affixation of number plate for vehicles and port equipment		
	a. Charge of documentation		Charge per document
			Original duplicate
16	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 31- 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 32- 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	As per the rate of day plus 30%		

consumption materials	
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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 33- Cargo and passenger ships

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

Table 34- 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 35- 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 36- Registration dues of Iranian vessels and boats referred to in Article 17 of the Executive Bylaw of the Article 28 of 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

Note 1: the registration fee for small cruise ships depending on the place of operation and on the discretion of the Organization shall be from 1,000,000 to 3,000,000 Rials.

Note 2: tariffs for making changes, renewal, confirmation and issuance of duplicate and cancellation of registration certificate shall be 50% of the registration fees.

Table 37. 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 5000/1500 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 38 -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 39- 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 3000 up to 40000 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 40- OIL WASTE RECEPTION TARIFF

Annex no	Tariff
Annex I Prevention of pollution by oil	<p>The charges of ballast water and oil waste is as below:</p> <p>1. An amount of 200 Euros will be collected from all Iranian and foreign ships entering Iranian ports and oil terminals</p> <p 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>Note 1. wooden and fiberglass vessels, service and passenger ships will be subject to following discounts:</p> <ol style="list-style-type: none"> 1- up to 1 cubic meter: 70% discount 2. from 1 to 5 cubic meters: 30% discount <p>Note 2. The ships, tankers and vessels other than those mentioned in note 1 which contain slop with 70% recoverable oil will be subject to the following discounts:</p> <ol style="list-style-type: none"> 1. up to 5 cubic meter: 30% discount 2. from 5 to 10 cubic meters: 60% discount 3. from 10 to 20 cubic meters: 100% discount <p>Note 3- reception of more than 20 cubic meter of Slop containing 70% recoverable oil shall be subject to payment of a negotiated rate to ship.</p> <p>Note 4- reception of lubricating oil shall be subject to payment of a negotiated rate to ship.</p> <p>Note 5- if the ship or tanker is outside the harbor, the transportation cost will be added to the ballast water and oil waste charges.</p> <p>Note 6- if the ballast water and oil waste operation is carried out outside working hours, 10% will be added to the related charges. The said additional charge includes reception, transfer and processing of wastes.</p>															
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> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">1- vessels:</td> <td style="width: 40%;">10000 GT</td> <td style="width: 30%; text-align: right;">\$277</td> </tr> <tr> <td>2- vessels:</td> <td>From 10001 up to 30000 GT</td> <td></td> </tr> <tr> <td></td> <td>\$416(Up to 5 cubic meter)</td> <td></td> </tr> <tr> <td>3- vessels:</td> <td>more than 30001 GT</td> <td></td> </tr> <tr> <td></td> <td>\$693(Up to 5 cubic meter)</td> <td></td> </tr> </table> <p>Note: an amount of \$ 35 shall be charged per cubic meter extra for above rates</p>	1- vessels:	10000 GT	\$277	2- vessels:	From 10001 up to 30000 GT			\$416(Up to 5 cubic meter)		3- vessels:	more than 30001 GT			\$693(Up to 5 cubic meter)	
1- vessels:	10000 GT	\$277														
2- vessels:	From 10001 up to 30000 GT															
	\$416(Up to 5 cubic meter)															
3- vessels:	more than 30001 GT															
	\$693(Up to 5 cubic meter)															

Annex no	Tariff
Annex IV Prevention of Pollution by Sewage from	<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> <ol style="list-style-type: none"> 1- wooden and fiberglass crafts: free of charge

Ships	2- for other vessels: \$35 per cubic meter. The charge will be calculated once for 5 cubic meters after the first request in every call. An amount of \$ 17 shall be charged per 1 cubic meter extra in the first time or next times in the same call.
Annex V Prevention of Pollution by Garbage from Ships	Charges of Garbage reception of MARPOLE Convention Annex V must be collected from all vessels due to sensitivity of Persian Gulf and enclosedness of Caspian Sea as per the table 1, 2 and 3 of the ship and cargo related tariffs. Passenger ships engaged in international voyages will be charged as per following formula: (GT×2/1Cent)+[(No of max passenger allowed +No of min safe manning) ×52/5 Cent] Passenger ships engaged in domestic voyages shall be charged at 25% rates of the tariffs for passenger ships engaged in international voyages. Charges of solid cargo waste reception set out in annex III of MARPOL Convention shall be negotiated between the Port Authority and the ship considering the IMDG Code classes.

Notes:

- Waste reception charges outside the berths or port facilities shall be calculated with the addition of the transport rates.
- In case of non-segregation of wasted in accordance with the Annex V of MARPOL, 10% shall be added to the above rates.
- If the operation of Sewage reception is performed outside working hours (due to failing to request waste reception services 24 hour in advance or requesting these services outside working hours), 10% shall be added to the above rates.
- 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 41- Rails Tariffs for Non-containerized Cargo

Cargo			
Dry bulk	Gypsum, sand, limestone, salt rock, slag	69.000	92.000
	Iron ore, kaolin soil, ball clay, crushed rock and clinker powder	151.000	201.000
	coal, briquettes, manganese ore, potassium powder, Aluminum Powder, chemicals and so on	158.000	210.000
	Grain, Sugar, non-mineral and non-chemical cargos	76.000	101.000
Light cargo (unit load up to 20 tons)	General cargo	152.000	201.000
	Ironware	150.000	200.000
	Pack or Pallet	133.000	177.000
Semi-Heavy Cargo	20-40 tons	585.000	780.000
	40-60 tons	1,691.000	2,255.000
Heavy Cargo	60-100 tons	2.007.000	2.676.000
	100-140 tons	2.262.000	3.016.000
	Above 140 tons	2.535.000	3.380.000
Vehicles (per unit)	Up to 1.5 tons	793.000	1.057.000
	1.5-5 tons	1.356.000	1.808.000
	5-10 tons	2.262.000	3.016.000
	10-20 tons	3.019.000	4.025.000
	Above 20 tons	3.900.000	5.200.000
Liquid bulk	Non-oil cargo	21.000	28.000
	Oil cargo (Non-dangerous)	183.000	245.000
	Oil cargo (dangerous)	336.000	448.000
Livestock (per animal)	Sheep and the like	20.000	27.000
	Horse, camel, cow and the like	61.000	81.000
Chilled and frozen cargo		109.000	145.000
Scrap metal		249.000	333.000
Heavy/awkward cargo		521.000	695.000
Dangerous Cargo		346.000	461.000

Notes:

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

Table 42- Rail tariffs for containerized cargo

Operation	20-ft container (Rials)	40-ft container (Rials)
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 43- 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 44- 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:

- Free duration for loading or discharge from each wagon shall be declared on the basis of the determined operational norms.
- The basis for the calculation of the stay charges for the wagons shall be 30% of the above rates as the parking charges.
- The charges for the empty wagons shall be 50% of the above rates.
- 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 45- discounts and exemptions

No	Item	Discounts and exemptions
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1	Discount of the general and infrastructural services of the SEZ for the direct delivery cargos (carried by wagon)	60%
2	Discount of the general and infrastructural services of the SEZ for the containers carried by wagon	50%
3	Free time for the import containers carried by wagon	10 days