



GESTION ET EXPLOITATION DU PORT DE BEYROUTH

Beirut Port Tariffs 2013

Chapter 1- Dues on vessels:

1.1 Berthing and mooring dues:

Article 1: Marine units berthing, mooring inside or outside the docks shall be charged the following dues per linear meter and per day or part thereof/day calculated at 24 hours actual berthing or mooring, and based on following table no. 1.

Table no. 1 – Dues on vessels								
Kind of vessels	Category 1 Up to 75 meter		Category 2 Between 76 & 125 M		Category 3 Between 126 to 175 M		Category 4 Exceeding 175 M	
	\$/meter/day	Min dues	\$/meter/day	Min dues	\$/meter/day	Min dues	\$/meter/day	Min dues
1st – 5th day	1.5	300	2.25	500	3.25	750	4	1000
6th – 15th day	2		3.50		4.50		6	
Daily, after 15th days	4		7		9		12	
Mooring inside the docks	1	150	1.50	250	2	350	3	550
Mooring outside the docks within the sheltered area	0.5	75	1	125	1	175	1	225
Cleaning fee in case of vessels repairs	3		3		3		3	

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Article 2: Following notes are to be taken into consideration when article 1 is applied. (table no. 1).

- A. Lebanese vessels, wooden coasters and sailboats, will pay 50% (fifty percent) of the above mentioned dues, including the minimum applicable dues; and are exempted from mooring dues inside the sheltered area. Tankers, oilers and petrol carriers are excluded from these exemptions.
- B. Tourists & passengers vessels, will benefit from a reduction of 50% (fifty percent) on the above mentioned dues (table no. 1), including the minimum applicable dues. Ro/ro vessels will benefit also from a reduction of 35% of such dues.
- C. Marine units mooring inside the port and supplying other marine units without undertaking any commercial activity shall be charged a lumpsum mooring tax of US\$ 300 per month or part thereof. As for marine units mooring outside the docks and inside the sheltered area and units belonging to pilot station will be charged a lumpsum mooring tax of US\$ 200 per month or part thereof.
- D. Are exempted from the above mentioned dues:
 - Military vessels.
 - Lebanese government ships not involved in commercial activities.
 - Vessels waiting outside the docks due to congestion on quay suitable for its operations.

1-2-Vessels maintenance:

Article 3: Any vessels maintenance works execution should observe the set up procedures by the port management in order to preserve the public safety.

1. The administrative procedures and the necessary control to get the approval for starting the maintenance works on the vessels require the submittal of a prior official application from the concerned shipping agency and the determination of the type of repairs as well as the coverage of all maintenance works by a comprehensive insurance policy (refer to the mechanism for the approval of vessels maintenance works in addendum no. 1)
2. The shipping agent is liable to pay an amount of 50 US\$ per day or part thereof in consideration for quay supervision to control the maintenance works whenever such works require the use of the quay.

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1-3-Fines:

Article 4: fines are collected from shipping agencies in the event of errors in the data provided about the vessels arrival dates according to the following details:

A (*) - A fine of 300\$ for each hour of vessel's delay on the shipping agent as per the following conditions:

1. Shipping agent should confirm the (ETA) of the vessel at Beirut Container Terminal, 12 hours in advance. This (ETA) to be used in calculating the fine if any.
2. If the (ETA) is respected, no fine is imposed up to 2 hours of delay.
3. If the shipping agent informed of a change in the (ETA) or a cancellation of the (ETA) during the 12 hours prior vessel's arrival, the shipping agent is fined only for 2 hours delay.
4. If the vessel is late more than 2 hours on the (ETA), a fine is imposed for each hour and a fraction of an hour is calculated as 1 hour, with a maximum fine of 12 hours.
5. If the shipping agent advised the Container Terminal of the cancellation of the voyage after the (ETA), he is fined for the period between the ETA & the time of cancellation's advice with a minimum fine of 2 hours & a maximum fine of 12 hours and a fraction of an hour is calculated as 1 hour.
6. The delay fine is fixed at 300\$ per hour.

B- A fine of 300\$ for each delay hour during discharging or loading operations due to shipping agent fault, and a fraction of an hour is calculated as 1 hour.

C- A fine of 30\$ is imposed in case of non declaration or discrepancy in the declaration of each container (refer to the notice no. 3529 dated 16/5/2006, relating to the subject of the declaration).

D- (*) - A fine of 275\$ is imposed on each container weighing more than its capacity (according to the Port Management practice).

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Chapter 2 : Handling & hire of equipments dues:

2-1 - Tariffs for containers handling.

Article 5: Container handling tariffs applied on shipping agent or receiver are determined as per following table no.2.

Table no. 2: Containers handling									
Ref.	Description	Shipping agent or receiver US\$/Container							
		20'				40'			
		Basic tariff	1st additional Port Charge	2nd additional Port Charge	New tariff	Basic tariff	1st additional Port Charge	2nd additional Port Charge	New tariff
*C1	Discharging or loading full container from or to vessel.	30	2.45	3.9	36.35	40	3.27	5.2	48.47
*C2	Transport of full or empty container from quay to container yard or vice versa.	6	0.49	0.78	7.27	10	0.82	1.3	12.12
*C3	Lift off or lift on (including stacking and stowing) of full container.	16	1.31	2.08	19.39	21	1.72	2.73	25.45
C4	Lift off or lift on (including stacking and stowing) of empty container.	8	0.65	1.04	9.69	11	0.90	1.43	13.33
C5	Discharging or loading empty container from or to vessel.	14	1.15	1.82	16.97	18	1.47	2.34	21.81
*C6	Transport of full or empty container from on board of vessel to container yard and vice versa. (Ro/Ro).	12	0.98	1.56	14.54	16	1.31	2.08	19.39
C7	Containers handling operation on quay: full containers (Use of extra equipment for loading or discharging).	8	0.65	1.04	9.69	12	0.98	1.56	14.54

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C8	Containers handling operation on quay: empty containers (use of extra equipment for loading or discharging).	4	0.33	0.52	4.85	6	0.49	0.78	7.27
C9	Lift on and lift off of container from or to outside the port (receiver).	25	2.05	3.25	30.30	40	3.27	5.2	48.47
C10	Transporting a container to the weigh bridge and returning it to the container yard.	40	3.27	6.19	49.46	50	4.09	7.49	61.58
C11	Complete operation to shed for stripping (LCL).	54	4.42	8.01	66.43	70	5.73	10.09	85.82
C12	First customs survey including cost of seal.	20	1.64	3.6	25.24	25	2.05	4.25	31.30
C12+	2nd customs survey		10.82	4.18	15		13.53	4.47	18
C13	Opening & closing vessel's hatch covers from vessel to quay or vice-versa.		55	6.6	61.6		55	6.6	61.6
C14	Opening & closing vessel's hatch covers.		55	6.6	61.6		55	6.6	61.6
C15	Restowing of full container from cell to cell.	30	2.45	3.9	36.35	40	3.27	5.20	48.47
C16	Restowing of empty container from cell to cell.	14	1.15	1.82	16.97	18	1.47	2.34	21.81
C17	Restowing of full container from cell to quay or vice-versa.	30	2.45	3.9	36.35	40	3.27	5.20	48.47
C18	Restowing of empty container from cell to quay or vice-versa.	14	1.15	1.82	16.97	18	1.47	2.34	21.81
C19	Extra fee for IMO container.		16	1.92	17.92		21	2.52	23.52
C20	Extra handling fee for leaking container		27	3.24	30.24		27	3.24	30.24
C21	Discharging or loading full container by using special equipments (for each operation).		55	6.6	61.6		55	6.6	61.6

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C22	Selecting empty container.	23	2.76	25.76	30	3.6	33.6		
C23	Uncovering & covering the tarpaulin of open top container.	23	2.76	25.76	45	5.4	50.4		
C24	Closing or opening the sides of flat container.	12	1.44	13.44	12	1.44	13.44		
C25	Removing old labels from container (for each container).	8	0.96	8.96	8	0.96	8.96		
C26	Placing new labels on container (for each label).	8	0.96	8.96	8	0.96	8.96		
C27	Cleaning container.	15	1.8	16.8	23	2.76	25.76		
C28	Transport fee of empty containers from/to container yard outside the port.	60	7.2	67.2	90	10.8	100.8		
C29	Testing an empty refrigerated container for its filling for export with handling and electrical power supply maximum period of 2 hours	-	-	45.72	-	-	63.05		
FRP *	Discharging or loading full container from or to vessel by vessel's own gears or Ro/Ro vessels.	16.23	1.95	18.18	21.64	2.6	24.24		
FRV	Discharging or loading empty container from or to vessel by vessel's own gears or Ro/Ro vessels..	7.58	0.91	8.49	9.74	1.17	10.91		
FCP *	Discharging or loading full container from or to vessel by vessel's own gears or Ro/Ro vessels in container terminal.	21	1.72	2.73	25.45	28	2.29	3.64	33.93
FCV	Discharging or loading empty container from or to vessel by vessel's own gears or Ro/Ro vessels at the terminal.	9.8	0.80	1.28	11.88	12.6	1.03	1.64	15.27

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Article 6: The following remarks should be taken into consideration in application of article 5 (table no. 2):

- A. A rebate of 27% on codes marked with * in the table in case of exported or re exported containers by sea.
- B. Full containers handling on quay are compulsory when using shore cranes with capacity of 165 and 300 tons or using the vessel's own gears.
- C. Operation C22 is a must whenever the receiver selects an empty container determined by number or specifications. Operation C22 dispenses of operation C4.
- D. The operation of C28 will be done when needed by decision of Beirut Port administration, and will be applied on the empty containers exceeding the number of empty containers -D- free of storage calculated as per the formula $D = \frac{A \times B}{C}$ of article (22).

2-2- Handling of transshipment containers:

Article 7: To encourage the transshipment operations through Beirut port and taking into consideration the article 50 of this tariff *, an amount of 66 US\$ is collected as a unified fee for the handling of importing containers for transshipment, whatever is the container size either full or empty, for the complete operation of discharging the container from the vessel or for the complete operation to load it on the vessel.

Moreover, the shipping agencies benefit from a reduction of this fee in accordance with the number of transshipment containers discharged during the year, according to the following details:

Handling reduced fee US\$	No. of imported transshipment containers
61	>25.000 TEU
58	>100.000 TEU
55	>175.000 TEU
52	>250.000 TEU

***Remark:** Are excluded from this tariff transshipment contracts concluded with some shipping companies.

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2-3- Tariff for general cargo handling:

Article 8: The general cargo handling tariffs are determined as per following table nr 3-A:

Table no. 3-A : General cargo handling				
Description of operation	loading or discharging vessels (shipping agent)		Lift on or lift off from or to quay (receiver)	
	Ref.	Rate US \$ / Ton	Ref.	Rate US \$ / Ton
Other than listed below	N0	3.25	Q0	2.25
Reinforcement steel, coils, bridges steel, various sheets, other metals of all forms (except for steel), rock blocks.	N1	3.5	Q1	3
Scrap metal (including compaction on deck vessel), tubes and pipes	N2	4	Q2	3.5
Light cargo (tissue paper rolls, wool, cotton, straw, empty cartons, empty tins, felt, light fibers, empty barrels, tobacco...), coal, cables and huge electric rollers , heavy lifts/machines up to less than 10 tons.	N3	8	Q3	6
Heavy lifts/machines from 10 up to below 30 tons, small boats	N4	10	Q4	7
Heavy lifts/machines from 30 up to below 50 tons including stacking on quay in discharging and/or loading operations.	N5	20	Q5	15
Heavy lifts/machines from 50 up to below 65 tons including stacking on quay in discharging and/or loading operations.	N6	40	Q6	30
Heavy lifts/machines from 65 up to below 80 tons including stacking on quay in discharging and/or loading operations.	N7	60	Q7	50
Heavy lifts/machines from 80 up to below 100 tons including stacking on quay in discharging and/or loading operations.	N8	80	Q8	60
Heavy lifts/machines from 100 tons and over including stacking on quay in discharging and/or loading operations.	N9	100	Q9	80

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Article 9: The following remarks are to be taken into consideration in application of article 8: If discharging or loading mentioned in above table (3-A) and table (3-B) are carried out by the vessel's own gears a fee amounting to 35% (thirty five percent) of the tariffs mentioned in these tables will be collected with the following exceptions:

1. A fee amounting to 20% of table 3-A is collected for transshipment operations from ship to ship without passing by quays.
2. Are exempted discharged cargos by silos' equipment.
3. Are exempted discharged cargos by vessels' own suction pipes subject hiring a port crane. The hire of the crane is collected as per table no. 4.
4. A fee amounting to 10% of table 3-A is collected for discharging or loading liquids operations by vessels' own suction pipes without use of port equipment.
5. Whenever a special tractor is used in handling scrap on quay, Q0 reference is applied as per weight.
6. Reference N3 is applied concerning discharging and loading hatch covers for general cargo vessel's passing by quay. In such case the fee is collected once for discharging and another time for the loading operation.
7. Steel consignment reference N1 benefits from a deduction of 0.5\$ per ton for quantities discharged by port equipments.

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Article 10: the tariffs for yachts handling, lifting on and lifting off, as per the following table no.3-B:

Table no. 3-B: tariffs for yachts handling, lifting on and lifting off				
Yacht specifications	Loading or discharging of vessels (shipping agent)		Loading or discharging on quays (receiver)	
	Ref.	rate US \$/ piece	Ref.	Rate US \$/ piece
Length up to 26 ft	N10	1300	Q10	875
Length from above 26 ft up to 30 ft	N11	1450	Q11	1000
Length from above 30 ft up to 35 ft	N12	1650	Q12	1200
Length from above 35 ft up to 40 ft	N13	1900	Q13	1450
Length from above 40 ft up to 45 ft	N14	2275	Q14	1775
Length from above 45 ft up to 50 ft	N15	2800	Q15	2300
Length from above 50 ft up to 55 ft	N16	3550	Q16	3000
Length from above 55 ft up to 60 ft	N17	4575	Q17	4000

Remarks: Concerning yachts of over 60 ft length, the fees of N18 will be calculated according to the fees of N17 plus 205\$ per additional foot. The part of the foot is always considered a complete foot.

Same rules will be applied for Q18 with additional 200\$ per foot.

- -The yacht discharged directly from the ship to the water or on the truck is subject to the collection of only one N operation. As for the yacht that requires two maneuvers to be discharged from the ship to water or on the truck (with passage on the quay or moving from a place to another on the deck of vessel) is subject to operation N + operation Q of the same category.
- The yacht moving from one place to another inside the port, only one operation Q is applied. (for both maneuvers).

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2-4- Insurance of handling operations:

Article 11:

A- The shipping agent and/or the receiver when benefitting from the handling operation relative to the reference N6 up to N9 and/or Q6 up to Q9 is charged an extra insurance premium amounts to US\$ 10 for each ton and for each operation with minimum of US\$500. Moreover he is also charged this insurance premium according to the same basis for each operation requesting special arrangements, due to the exceptional situation relative to volume, value or fragility .

B- In case of expensive parcels (heavy lifts or yachts or others), (which value exceeds 500 000 \$), item A is not to be applied, and the shipping agent and/or the receiver should provide the port management with an invoice of the cargo to determine the amount of the insurance policy due for payment to the insurance company contracting with the port management.

C- The shipping agent or the cargo owner (or his representative) is liable for abstaining from reporting to the port management about any heavy lift or yacht or parcel subject to item B above or any manipulation of the goods' value.

D- The amount of insurance policy relative to cargo discharged by vessels own gears is determined in accordance with the same basis of item A above, aiming to cover the risks which may be encountered by the port installations and equipment, excluding the damages on cargo.

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2-5- Hire of equipments:

Article 12 : The hire of equipment outside normal port handling operations by shipping agent or receiver, is based on the following table no. 4.

Table no. 4- Hire of equipment for outside normal port handling operations.				
Reference	Description of operation	Unit	Old price \$	New price \$
EQ3	Forklift less than 3 tons / or Bobcat on quay or in yard	Hour	15	18
EN3	Forklift less than 3 tons / or Bobcat inside vessel's hold	Hour	19	23
EQ5	Forklift less than 5 tons on quay or in yard	Hour	20	24
EN5	Forklift less than 5 tons inside vessel's hold	Hour	25	30
EQ10	Forklift less than 10 tons on quay or in yard	Hour	25	30
EN10	Forklift less than 10 tons inside vessel's hold	Hour	30	36
EAQ10	Forklift less than 10 tons with grab on quay	Hour	30	36
EAN10	Forklift less than 10 tons with grab in vessel's hold	Hour	35	42
EQ20	Forklift from 10 to 20 tons on quay	Hour	35	42
EN20	Forklift from 10 to 20 tons in vessel's hold	Hour	40	48
EQ40	Forklift from 20 to 40 tons on quay	Hour	80	96
EN40	Forklift from 20 to 40 tons in vessel's hold	Hour	100	120
PQ1	Excavator on quay	Hour	50	60
PN1	Excavator in vessel's hold	Hour	75	90
PW1	Excavator for bulk in warehouse	Ton	-	1.75
CC1	Tank truck for fresh water	Trip	48	60
TRV	Transportation cost of cars to warehouses	Cars	2	3
CMQ	Truck to Transport for general cargoes (quay and warehouses)	Trip	20	24
CMN	Truck to Transport general cargoes from/to Ro/Ro vessels	Trip	25	30
RMQ	Trailer with load limit up to 40 tons	Hour	15	18
BM1	grab for grains and bulky materials	Ton	1	1.2
GM50	Mobile crane less than 50 (load up to 6 tons)	Hour	44	58
GM90	Mobile crane from 50 to 89 tons (load from 6 up to 15 tons)	Hour	66	80
GM140	Mobile crane from 90 up to 120 tons (load from 15 up to 25 tons)	Hour	66	100
GM165	Mobile crane from 140 up to 165 tons (load from 25 up to 35 tons)	Hour	88	115
GM300	Mobile crane from 166 tons and over (load over 36 tons)	Hour	132	172

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Article 13: The following remarks should be taken into consideration when is applied article 12 (table no. 4):

- A. If work requested by agent on Sundays or official holiday is not cancelled by 12.00 noon on the last working day before the holiday, Port management will charge two hours hire for each equipment ordered.
- B. Hiring of equipment is based on the exact hours used, with a minimum of two hours hire for each equipment ordered.
- C. Loading & discharging of hired equipment in ship's holds are considered as two completed operations and calculated on the basis.
- D. When using mobile cranes (GM165, GM300) for discharging or loading, the used effective worked hours are calculated as per table no. 4 or on weight as per tables no. 3-A and 3-B, whichever is more profitable for the port.
- E. Each equipment brought up from outside the port (after getting the management's approval), to operate temporarily inside the port or on the deck of the ship, for the account of a shipping agent or receiver, requires from concerned parties the settlement of a lump sum fee of 100\$ per day or part thereof.

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Chapter 3 : Port tariffs on containerized cargoes

3-1- Dues on cargoes:

Article 14: "Gestion et Exploitation du Port de Beyrouth" will collect on imported containerized cargoes for local consumption the dues

\$300 per container 20' and \$550 per container 40'.

With the exception of goods mentioned in table no.5 the following dues:

Table no. 5 : Port dues on containerized cargoes				
Type of cargo			Port dues including storage for the period of 9 first days together with the delivering and receiving operation to and from outside the port (C9)	
			US\$ / container	
			20'	40'
Local consumption or temporary admission	CN1*	Goods of industrial warehouse Consignments of goods for industry (which benefit from customs codes 323, 322, 321) Consignments of goods for agriculture (which benefit from customs code 313, 312, 311) Sugar, rice, flour	150	225
	CN2	Alcohol, fireworks, arms and ammunitions, cigarettes and tobacco	1000	2000
	CN3	Transit goods, free zone, export, re export and re import.	35	50

*To benefit from the reduced fee the necessary supporting documents should be submitted.

Article 15: The higher tariff of table no. 5 will apply to the container including more than one brand and the samples and advertising printed materials are excluded.

Article 16: the principle of one full container practice will be cancelled & consequently the tariff of the groupage (GC6 – table 7) or the tariff of the vehicle (table 8) will be applied on containerized goods discharged at Beirut warehouses including the containers with one and same consignments.

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Article 17:

- A. The exported or re exported goods by sea benefit of a 27% rebate on the fee mentioned in item CN3.
- B. An extra handling fee is to be added to the mentioned fees in item CN3 for the amount of 5\$ per container 20' ft and 8\$ per container 40', for stuffing & unstuffing arranged by the "Gestion et Exploitation du Port de Beyrouth" which required inspection.

Article 18: Transshipment containers arriving by sea, stored in the port for a period of maximum 9 days, will be charged with a fee of US \$10 per 20' container and US\$ 15 per 40' container. In case the storage period exceeds 9 days, these containers will be subject to the transit tariffs mentioned in the reference (CN3- table no. 5) as from the 1st day of storage.

3-2-Extra storage on full containers:

Article 19: "Gestion el exploitation du Port de Beyrouth" will collect an extra storage fee on every full container as per following table no.6:

Table no. 6: Extra storage fee on full container after the first period of 9 days		
For each period of 3 additional days	Tariffs in US\$ per each unit	
	20'	40'
Local consumption, temporary admission	\$ 20	\$ 30
	With progressive increase of \$ 10 per each following period	With progressive increase of \$ 15 per each following period
	\$ 30 for the second period	\$ 45 for the second period
	\$ 40 for the third period	\$ 60 for the third period
	And so on up to a maximum limit of \$ 100 per each additional period	And so on up to a maximum limit of \$ 150 per each additional period
Transit, re import, export and re export	\$ 20 Per each 3 days period	\$ 30 Per each 3 days period

Remarks :

A- A storage fee is collected on basis of local consumption for containers transported from the containers terminal or from inside the port to the public or logistic free zone. Are excluded from this measure the containers discharged in the free zone special warehouses

The date of storage of containers discharged from vessel is the date of the last container stored in the container terminal.

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Article 20: The part of the mentioned period in article 19 (table no. 6) is considered a full period.

Article 21: a storage fees of US\$ 5 per day, will be levied on every full container leaving the custody of the port, but remaining inside the port to a force majeure.

3-3-Storage of empty containers and empty trailers:

Article 22: The empty containers or empty trailers stored in the terminal, are subject to a storage fee as per the following formula :

- a) Each agency will benefit of 7 days, free storage period on empty containers.
- b) Based on the above free storage period, the number of empty containers subject to free daily storage, will be calculated as per the following formula :

$$D = \frac{A \times B}{C}$$

The characters referred to :

A : Number of full Teus discharged at the port consigned to the agency during the previous month.

B : 7 days (free period).

C : 30 days (days of the month).

D : Number of Teus subject to free daily storage.

- c) The empty Teus over the above daily average will be subject to a storage charge of US\$ 1.5 per Teu per day, while twice the number of the above daily average will be subject to a storage charge of US\$ 3 per Teu per day.
- d) In case the daily number of Teus does not exceed "D", the agency will not benefit of any compensation on coming days.
- e) The storage charge will be calculated and collected at the end of each month.

3-4-Extra seal:

Article 23: "Gestion et exploitation du Port de Beyrouth" will collect for each full container stored within the port area the fee of the lead seal as follows:

- 5 US\$ for each first lead seal.
- 5 US\$ for each additional lead seal.

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3-5- Electrical power supply fee :

Article 24: "Gestion et exploitation du Port de Beyrouth" collects for refrigerated containers (REEFERS) supplied by electrical power the following fee:

A- Connecting and consumption power fee amounting to 35 \$ for 20' container per each day or part thereof.

B- Connecting and consumption power fee amounting to 45 \$ for 40' container per each day or part thereof.

Remarks:

1- An allowance of optional control service of an amount of 20 \$ per day (or part thereof) is added to the above fee, per each refrigerated container of whatever size.

2- Reefers for export by sea (except for re-export) benefit from 27% rebate on the electrical power supply fee.

3-6- Bon à enlever avec cautionnement:

Article 25: Each container whose storage period in the terminals exceeds more than 45 days, will not be allowed to be unstuffed in the warehouses unless against (bon à enlever avec cautionnement) amounting for the whole dues incurred on the container and its contents together with the storage fee calculated in advance for a period of 6 months as from the date of unstuffing the container, on subject that the unstuffed goods are not damageable. The full fees are calculated on basis of local consumption tariff including the discharging in public free zone.

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Chapter 4 : Port Dues on General Cargo

4-1-Port dues:

Article 26: "Gestion et exploitation du Port de Beyrouth" collects on imported or exported general cargoes the dues in the following tables 7 and 8.

Table no. 7: Port dues on general cargoes						
Type of cargoes	Local consumption or temporary admittance		Transit, free zone, export, re export & re import		Transshipment/ direct or with temporary employment of quays within 9 days period without handling \$/ton	
	Storage 9 days and handling 1 \$/ton	Direct delivery \$/ton	With 9 days storage & handling *1 \$/ton	Direct delivery \$/ton		
GC1	All goods except listed below	15	10	3	2	1
GC2	Grains and derivatives (in bulk), iron (including sheets), sand and gravels consignments, vegetable oil (in bulk), all kinds of bulky cargo	3	1.5	3	1.5	1
GC3	Industrial warehouse cargoes, cargoes of customs codes 311-312-313 (agriculture consignments) & 321-322-323 (Industrial consignments), sugar, rice, flour	3	2.25	3	2	1
GC4	Scrap	3.5	2.25	3.5	2.25	1
GC5	Poles, towers, bridges, structures of all kinds and forms, wood, metals including stainless, marble and granite blocks, slabs & tiles, rocks, cement, paper roll, paper paste, potatoes, onions, Gibson boards, pipes	10	5.5	3	2	1

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GC6	Containers goods either one or several consignment groupage warehouse goods for the free zone	50	25	12	8	-
2GC7	Petroleum or gaseous, or oil products.	-	1/sheltered area	-	-	-
GC8	Livestock : big/small	-	0.2/2 Per head	-	0.2/2 Per head	-
3GC9	Logistic warehouses cargoes	-	20	-	6	-

Remarks on table 7:

1. Machinery handling is limited to forklift work inside the warehouse on delivery or to excavator inside the warehouse in case of handling bulky cargoes.
2. GC7 fee includes the tax stipulated in article 226 of the customs law promulgated by decree no. 4461 on December 15th, 2002.
3. GC9 will apply to all kinds of goods listed in table 7 (GC1 to GC6) and table 8 is excluded.
4. Industrial warehouse consignments and industrial and agricultural consignments (listed in GC3) discharged from a container benefit of a 50% of GC6 fee.
5. GC6 will apply to goods imported on trucks by land discharged in public warehouses . It also applies on CN2 type of cargo as per table 5.

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Table no. 8: Port dues on vehicles						
Type of vehicle		Local consumption or temporary admittance		Transit, free zone, export, re export & re import		Transshipment/ direct or with temporary employment of quays within 9 days period \$/piece
		With 9 days storage \$/piece	Direct delivery \$/piece	With 9 days storage \$/piece	Direct delivery \$/piece	
V1	Any used or new car (not agency) or mobile vehicle on wheels or chains or on water, weight less than 3 tons including its loaded content excluding full vehicles	250	225	60	60	10
V2	Any used or new car (not agency) and any mobile vehicle on wheels or chains or on water, weight from 3 up to 10 tons including its loaded content excluding full vehicles	350	300	100	100	15
V3	Any used or new vehicle (not agency) mobile on wheels or chains or on water, weight over 10 tons including its loaded content excluding full vehicles	600	500	200	200	25
V4	Motorcycles engine capacity below 250 cm3	40	25	10	10	5
V5	Motorcycles engine capacity 250 cm3 or over, Seadoo, ATV, Jet Ski	150	100	30	30	10
V6	Any new car (agency) weight less below 1250 Kg.	150	125	50	50	10
V7	Any new car (agency) weight from 1250 to 1500 Kg.	225	200	50	50	10
V8	Any new car (agency) weight from 1501 to 2000 Kg.	275	250	50	50	10
V9	Any new car (agency) weight from 2001 to 10.000 Kg.	325	300	75	75	15
V10	Any new car (agency) weight over 10 tons	600	500	200	200	25

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Article 27 : The following remarks should be taken in consideration in application of article 26 (tables 7 & 8):

- A. The vehicle transshipment mentioned in table no.8 is subject to an extra storage for each additional period as per dues of table no.10 without any change in the customs status of the vehicle.
- B. Transit tariff is applied on racing competition cars and their components imported through Beirut Port subject providing with clearing formality customs documents attesting the utility of the cars and its temporary stay in Lebanon for racing.
- C. Cargoes and vehicles (either loaded on trucks or self moving) importing by land and which enter Beirut port without related registration in a warehouse, are subject to a 40% fee of the local consumption fees (direct delivery) listed in tables 7 & 8 upon its exit from the country.
- D. Cargoes importing by land on trucks which enter Beirut port for customs inspection and out by land in transit, are subject to an amount of 10 \$ per truck per day and the part thereof is considered as full day.
- E. Cargoes of various kinds (vehicles, general goods, containers) which enter to Beirut port by land (country or land transit) and remain without registration, are subject to a storage fee as per articles 21 & 30 of this tariff, starting on the day of its entry (according to the customs visa on the entrance door) until its official registration in one warehouse entries or in the containers terminal.
- F. "Gestion et exploitation du Port de Beyrouth" has the right to transport the transshipment cargo from the quay to prevent delaying operation at the concerned parties expenses and during the free period (9 days). If the storage exceeded the free period the cargoes are subject to transit tariff fees listed in the same table as from the 1st day of its storage on the quay.
- G. Vehicles consignments listed under the industrial warehouse regulation are subject to 30% of the local consumption fee listed in table no. 8.
- H. The fee mentioned in table no. 7 on livestock GC8 does not include the handling fees which are on trader account.

4-2. Extra storage fees on general cargoes and vehicles.

Article 28: "Gestion et Exploitation du Port de Beyrouth" will collect on general cargo imported or re-exported regardless of its customs which are stored in warehouses or stored at quay, the following extra storage fees:

A-General Cargo:

Table no. 9: Extra storage on general cargo (tariffs in US\$ per ton) after the 1st 9 days period	
Storage periods	Local consumption, temporary admittance, re-import, export and re-export, free zone and transit
Additional 1st 9 days period	3
Additional 1st 9 days period	4
For each extra period of 9 days	6

Remark : bulk cargoes (grains all kind) stored inside the warehouses will benefit from a reduction of 50% of extra storage fees mentioned above.

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Article 29: "Gestion et Exploitation du Port de Beyrouth" will collect the following extra storage fees on vehicles importing or re-exporting either stored in warehouses or stored on quays and in public yards:

Table no. 10 : Extra storage fees on vehicles after the 1st 9 days period				
Customs status	Storage period	Motorcycles & small vehicles (V4 – V5)	Cars (V1- V2- V6-V7- V8 –V9)	Big vehicles (V3- V10)
		\$ / piece	\$ / piece	\$ / piece
Local consumption, temporary entry admittance, export, re-export, free zone, transit , re-imported & transshipment	For Extra 1st 3 days period	8	16	30
	For Extra 2nd 3 days period	9	17	35
	For extra 3rd 3 days period	10	18	40
	For extra 4th 3 days period	11	20	45
	For extra 5th 3 days period	12	25	50
	For extra 6th 3 days period	13	30	55
	For Extra 7th 3 days period	13	30	60
	For extra 8th 3 days period	13	30	70
	For Each extra period of 3 days	13	30	80

4-3-Extra storage on confiscated cargoes:

Article 30: Each vehicle remains in the port area for force majeure without being under the Port custody, is subject to 3 \$ per day as storage fee. The amount of 1 \$ is collected for each day and each ton of general goods which remains in the port area for force majeure.

4-4- Fees for repairing of package:

Article 31: on entry of the cargo into the sheds, damaged or suspect packages will be compulsory repaired and weighted and the weight will be recorded in red ink on the package itself after repairing. An amount of US\$ 3 will be charged for each repaired package for whatever type of package, including empty bag provided by the Port.

4-5-Cargo sold in public auction:

Article 32: The following remarks should be taken in consideration concerning goods sold in public auction:

- The concerned parties should settle a handling fee for general goods sold in auction equivalent to 2 working hours for a forklift (EQ3) if the sold goods are stored in one warehouse and three working hours for a forklift in case the goods are stored in more than a warehouse.
- The extra storage fee as mentioned in article 28 & 29 will apply on goods sold in public auction as from the 10th days from the date of settling of value of goods to customs authorities.

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Chapter 5: Services charges

5-1- Overtime expenses:

Article 33: The overtime expenses are determined as follows:

- A. US\$ 20 for using the quay to store cargo in sheds or warehouse, or for direct delivery or for working on Weigh Bridge or Passengers station.
- B. US\$ 35 for work in warehouse door or shed.
- C. A minimum charge of 5 overtime hours is applied when working on Sundays and Holidays, subject to charge each shipping agency overtime hours as from the end of normal working hours and till the completion of operations and to charge each merchant the actual overtime hours only.

Remark: Full containers destined for export and re export are exempted from overtime fees due on the industrial or the merchant.

5-2- Hire of Port employee and laborer per hour:

Article 34: for each extra service hour effected by the employees and laborers of "Gestion et Exploitation du Port de Beyrouth" on behalf of a third party and at his request the following amounts shall be charged:

1. Employee: US\$ 10
2. Laborer: US\$ 6

Article 35 : When the concerned party requests the execution of operations on cargo (splitting, grouping or weighing etc...) inside the warehouses, total fees of hired equipments and Overtimes will be collected according to articles 12 and 34 with minimum of US\$ 50.

5-3-Fee for supplying of fresh water:

Article 36 : "Gestion et Exploitation du Port de Beyrouth" will collect from shipping agencies requesting to supply vessels with fresh water from quay fitting, the amount of US\$ 5 per cubic meter, with a minimum charge of US\$ 60. Will collect the fees mentioned in table no.4 if supplying by citerne.

5-4- Weigh bridge tariff:

Article 37: An amount of US\$ 5 will be collected for each weighing operation (empty truck then loaded truck). Will collect same amount when concerned party requesting one weighing operation (weighing empty truck or loaded truck).

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5-5- Expenses of Port surveyors:

Article 38: "Gestion et Exploitation du Port de Beyrouth" will collect according to "Bon d'execution" a lumpsum amount of US\$ 65 for each survey carried out by Port Surveyors together with insurance companies or surveyors appointed by the competent courts.

5-6- Insurance premium for hiring Ports drivers :

Article 39: if drivers of Port are hired by a third party, an insurance premium of US\$ 20 will be charged per driver and period of 24 hours or less.

5-7- Other administrative fees:

Article 40: "Gestion et Exploitation du Port de Beyrouth" will collect US\$ 15 for each photocopy or each true copy of the 'Fiche d'entrée' or 'Fiche d'avarie' or survey report or other documents, and will also collect US\$ 15 for each reimbursement formality, for each inquiry and each cancellation of 'Bon d'execution' together with the price of stamps.

Article 41: "Gestion et Exploitation du Port de Beyrouth" will collect:

- A. US\$ 15 for each formality of data entry affected by the operation or commercial departments.
- B. US\$ 1 for each of the following documents:

Bulletin of port dues, (trader or shipping agency) special work, bon d'execution avec cautionnement, store of empty containers.

Article 42: Rehabilitation fees:

"Gestion et Exploitation du Port de Beyrouth" will collect from trader for each clearing operation and from shipping agencies for all receipts relating to each voyage of each ship, similarly on shipping formalities of empty containers and special works a "Rehabilitation fee" 2% with maximum amount of US\$ 300 for each formality.

Article 43: Mechanization fee:

"Gestion et Exploitation du Port de Beyrouth" will collect an amount of US\$ 1 as mechanization fee for each port dues receipt, empty containers storage receipt and special works receipt.

5-8: Identification card fee

Article 44: "Gestion et Exploitation du Port de Beyrouth" will collect from the regular customers with the port a fee of US\$ 15 for each identification card issued for one year period or less.

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5-9: yard occupancy fees for specific operations:

Article 45: "Gestion et Exploitation du Port de Beyrouth" will collect US\$ 0.8 per one square meter per day for authorized operations for bagging or repairs of containers or vessels which require usage of equipment and machinery on quay or in shed with a minimum of US\$ 40 per day for a maximum period of 10 days per operation.

"Gestion et Exploitation du Port de Beyrouth" will collect US\$ 5000 as fees for each 50 square meters in case the period of operation is one year.

Chapter 6: Fees on passengers and their baggage

6-1- Tax on tourists and passengers:

Article 46: "Gestion et Exploitation du Port de Beyrouth" will collect a tax of US\$ 5 for each tourist and passenger coming or leaving.

Article 47: Are exempt from the tax of article 46, children under 12 years age.

6-2- Handling & storage fees on passengers luggage:

Article 48: "Gestion et Exploitation du Port de Beyrouth" will collect US\$ 3 as handling dues per package when stored in safe keeping in the passengers lounge.

Article 49: "Gestion et Exploitation du Port de Beyrouth" will collect US\$ 3 as storage fees per package per day in the passengers lounge.

Chapter 7- Reductions on dues and charges

7-1-Special agreements with shipping agencies and merchants:

Article 50: "Gestion et Exploitation du Port de Beyrouth" can conclude special agreements with shipping agencies and/ or traders in order to increase the transshipment operations, transit and tourism or to attract new shipping lines by offering encouraging reductions on port dues. **It can also conclude special agreements with official parties or organizations representing the industrial or agricultural sectors by offering special port dues.**

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7-2-Maximum storage fee:

Article 51: The maximum storage fee is fixed as half the value of the cargo stored in Beirut Port excluding the free zone.

7-3- Goods to be disposed of by spoilage:

Article 52: "Gestion et Exploitation du Port de Beyrouth" will collect only US\$ 50 as a port dues (handling not included) for each container of whatever size, its content of goods are subject to disposal by spoilage. In this case the container is exempted from storage fee. However, the concerned parties will charge for the effective spoilage operation such as the handling fees of containers and goods or the electrical power supply fees or others. Moreover, transit fee is collected for general cargo duly destroyed with a minimum of 50 \$.

7-4-Special reductions:

Article 53:

- A. "Gestion et Exploitation du Port de Beyrouth" will charge for actual services of transit fees on goods for diplomatic delegations working in Lebanon, United Nations Organizations, high relief commission, Red Cross, Red Crescent, Caritas league, UN forces, Lebanese army, state security forces, shipments of national currency and all consignments destined for "Bank du Liban".
- B. "Gestion et Exploitation du Port de Beyrouth" will charge for actual services of transit fees on donations to the official and public departments and establishments, welfare associations instituted by decree, cars intended for people with special needs subject these goods are to be placed in local consumption and obtaining legal exemption from customs duties.
- C. In case of non availability of the customs exemption on the date of the performance of the port formality, a cargo can be cleared with accordance to the local consumption tariff which reimbursement right for the difference and that, during a maximum period of six months as from date of settlement of the port formality dues.

Chapter 8: Miscellaneous provisions

8-1- Parts of units:

Article 54: The part of the unit is always considered a complete part (hour, day, month, meter, ton, storage period). **The final amount of the POB bill is rounded-up to the currency unit.**

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8-2- Setting of US\$ and its exchange rate:

Article 55: The US\$ is adopted wherever the word dollar is mentioned in this tariff and the middle rate set at the beginning of each month by Central Bank of Lebanon is adopted for calculation of duties.

8-3- Penalties for delayed settlement:

Article 56: The validity period for any bulletin to execute special work paid and not executed is six months (180 days) as from the payment date.

8-4- Penalties for delayed settlement:

Article 57 : Penalty fees of 2% for delayed settlement of Port dues relative to the two tariffs B (dues on vessels) and C (empty containers) storage in free period and that for each delay of one month.

8-5- Extraordinary circumstances:

Article 58: "Gestion et Exploitation du Port de Beyrouth" is not liable for any delay caused by Lebanese customs procedures and competent official authorities or weather, natural factors, or extraordinary case such as holidays, national days, security reasons, strikes or others. None of such factors could be a reason preventing the management from collecting the storage fees.

8-6- Cancellation of previous texts:

Article 59: This tariff comes into force as from 15/6/2013 and all previous applied tariffs are cancelled.
This tariff has been reviewed and modified on 27/02/2014.

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