

Republic of Lebanon
Ministry of Public Works and Transport
Tripoli Port Exploitation Authority

Dues tariffs applied by the Tripoli Port Exploitation Authority

Port dues tariffs

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1- Chapter 1: Dues levied on shipping agencies:

I- Dues on marine units.

Article 1: The marine unit capacity (G.R.T) is considered the pricing unit per day or part thereof. A day is considered as such when it starts at 00:00 until 02:00.

Article 2: The following tariffs are levied from marine units that are berthed or moored in docks for each day or part thereof, calculated per each ton:

Table No. 1: Berthing and mooring dues:

Vessels types			First Category From 1 till 2000 Tons		Second Category From 2001 till 6000 Tons		Third Category From 6001Tons and over	
#	Dues	Period/ Day	Foreign Marine Units		Foreign Marine Units		Foreign Marine Units	
			Dues in Dollar	Minimum limit in Dollar	Dues in Dollar	Minimum limit in Dollar	Dues in Dollar	Minimum limit in Dollar
1	Mooring	From 1st day till the 5 th day	0.05	250	0.04	400	0.035	600
		From 6 th day till the 10 th day	0.08		0.06		0.045	
		Every day after the 10 th day	0.085		0.08		0.05	
2	berthing inside docks	From 1 st day till 30 th day	0.035	250	0.035	400	0.035	600
		Every day after the 30 th day	0.085		0.085		0.085	
3	berthing outside docks in the sheltered area	For every day	0.02	250	0.02	300	0.02	400
4	* the amount of US\$0.0125 will be collected as protection fees for each day against every ton (GRT) of Marine Units in the dry docks out of the water ¹							
5	** the amount of US\$50 fleet rehabilitation and maintenance is collected from all vessels whose GRT-Gross capacity exceeds 500 tons for each visit in Tripoli Port, whether empty or loaded with goods. ²							

¹ This was amended by the Administrative Board Resolution numbered. 13/6 dated 13/09/2014.

Remark: Charges imposed on container vessels are subject to the new tariffs applicable to container handlings dues since 2015.

Article 3: The Lebanese and tourist marine units benefit from a 50% reduction on the abovementioned tariff, including the minimum applicable dues. Vessels only transporting tourists who hold roundtrip tickets without carrying commercial cargo from and into the port are considered touristic.

Non-Lebanese commercial vessels that dock at the port benefit from a 50% reduction on the above tariffs, including minimal applicable dues if the vessels were directly coming from another Lebanese port without passing through a foreign one for purposes exclusively related to discharging or loading cargo and exclusively within the period associated with that process.

Ro-Ro vessels benefit from a 35% reduction on the abovementioned tariffs, including minimum applicable dues.

Article 3 bis: Marine units without engines docked inside or outside docks in the sheltered area without undertaking any commercial activities are charged a lump sum mooring tax of \$200 per month or part thereof.

Article 4: The following vessels are exempted from the abovementioned dues:

- Military ships.
- Lebanese state vessels not involved in commercial activities.
- Vessels fleeing a hurricane until that latter's end.
- Foreign tourist yachts, provided that they are not moored to the berths, or else they are subject to the abovementioned mooring and berthing dues.
- Training vessels.

² This was added by the Administrative Board Resolution numbered 1/6 dated 16/07/2015, ratified by the guardianship authority by the decree No. 119/S dated 28/07/2015 and ratified by the Ministry of Finance upon the expiry of the time-limits..

- Vessels waiting outside the docks because of the congestion on a suitable berth for their process exclusively during their loading or discharging waiting period.³

Article 4 bis: The shipping agent must pay the monthly mooring dues that are levied on non-commercial vessels at the agent's own risk.

II- Article 5 has been canceled following the issuance of the new Tariff on Container Handling Dues in 2015.

III- Dues on different cargo handlings

Article 6: Cranes and equipment tariffs are determined in the process of cargo discharging or loading from and into vessels, which are the responsibility of the shipping agent or the trader based on the following table:

Table 3: Dues on used cranes and equipment in the process of cargo discharging or loading:

Process description:	Loading or discharging vessels	Loading or discharging on berth		
	Code	Price in Dollar	Code	Price in Dollars
Wood of all kinds.	GC1	1.75 m3	CH 1	1 m3
**** Rock blocks no matter the weight.	GC1 – 1	2.5	CH 1-1	1.72
Scrap iron.	GC2	3.25	CH2	2.42
**Bulk Products of all kinds except grab-free coal.	GC2-2	2.60	CH 2-2	2.25
**Bulk Products of all kinds except coal with grabs.	GC2-1	2.90	CH 2-1	2.55
Packaged cargo: big bags, bundled goods, rolled paste, paper, pallets	GC3	2.15	CH 3	1.25
Packages less than 3 tons, barrels, fruits, vegetables, cartons, bags, glass.	GC4	2.85	CH4	1.65
Coils, sheets, tubes and other made	GC5	2	CH5	1.75

³ Added by the Board Resolution numbered. 13/6 dated 13/09/2014.

metals from all kinds, metal alloys.				
Light goods: straw, empty cartons, empty tins, felt, paper rolls, tissues, empty bottles, light fibers and empty barrels.	GC6	8	CH6	6
Heavy Lifts between 20 and 30 tons.	GC7	8	CH7	5.60
Heavy Lifts over 30 tons/ One crane up to 60 tons.	GC8	12.50	CH8	9.04
Heavy Lifts over 30 tons/ Two cranes up to 60 tons.	GC9	25	CH9	18
#Bulk coal.	GC10	12	CH10	10
#Bulk coal with grabs.	GC 10-1	14	CH10	11

*******Remark: In the event of discharging or loading from and into vessels by their own gears, the Port levies 35% out of the due set forth in this table.**

#In the event of discharging or loading from and into vessels by their own gears, or the silos' equipment, the Port levies a 60% allowance on all cargo out of the dues set forth in this table.

The following are exempted from this allowance:

- A- Ro-Ro vessels as for what concerns different cargo.
- B- Transshipment activities from a vessel to another without passing through the berths.
- C- Liquid materials' vessels that are emptied by buried pipes into special warehouses, provided that the tanks are not used on berths.

The abovementioned dues' tariffs are determined at each time, provided that their value is no less than the hourly equipment hire specified in the table in page 8 of the mentioned tariff, specifically in Article 7.

The shipping agency and the trader are both entitled to use the grabs they own to discharge the cargo that belongs to them, provided that the Authority collects its share as stated in the applicable tariff.

* This was amended by the Board Resolution numbered 6/14 dated 13/09/2014.

** This was amended by the Board Resolution numbered. 13/6 dated 16/07/2015 ratified by the Trusteeship Authority Decree numbered. 119/S

dated 28/07/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

*** This was amended by the Board Resolution numbered. 12/11 dated 05/12/2015 ratified by the Trusteeship Authority and the Ministry of Finance upon the expiry of the time-limits.

**** This was amended by the Board Resolution numbered. 10/27 dated 03/12/2016 ratified by the Trusteeship Authority Decree numbered. 1695/S dated 17/01/2017. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

***** This was amended by the Board Resolution numbered 7/4 dated 10/07/2017 ratified by the Trusteeship Authority Decree numbered 930/S dated 05/08/2017. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

The last paragraph of the article No: 6 is amended by the Board Resolution numbered 10/3 dated 30/05/2018 ratified by the Trusteeship Authority Decree numbered 1095/S dated 03/07/2018. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

The remark at the bottom of Table 3 was amended by increasing the allowance from 35% to 60% by the Board Resolution numbered 10/03 dated 30/05/2018 ratified by the Trusteeship Authority Decree numbered 1095/S dated 03/07/2018. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

The contractors' allowances are determined after a 20% reduction according to the following:

Dues of cranes and equipment used for discharging or loading process of the cargo

Process description	Discharging or loading the vessels		Discharging or loading on docks	
	Code	Price in Dollar	Code	Price in Dollar
Wood of all kinds.	GC1	1.40 m3	CH1	0.80 m3
* Rock blocks no matter the weight.	GC1 – 1	3.5	CH1-1	2.63
Bulk Products of all kinds without grabs.	GC2-2	2	CH2-2	1.80
**Bulk Products of all kinds with grabs.	GC2-1	2.32	CH2-1	2.04
Packaged cargo: big bags, bundled goods, rolled paste, paper, pallets....	GC3	1.72	CH3	1
Packages less than 3 tons, barrels, fruits, vegetables, cartons, bags, glass.	GC4	2.28	CH4	1.32
Coils, sheets, tubes and other made metals from all kinds, metal alloys.	GC5	1.40	CH5	1.40
Light goods: straw, empty cartons, empty tins, felt, paper rolls, tissues, empty bottles, light fibers and empty barrels.	GC6	6.40	CH6	4.80
Heavy Lifts between 20 and 30 tons.	GC7	6.40	CH7	4.48
Heavy Lifts over 30 tons/ One crane up to 60 tons.	GC8	10	CH8	7.20
Heavy Lifts over 30 tons/ Two cranes up to 60 tons.	GC9	20	CH9	14.40

* This was amended by the Board Resolution numbered. 14/6 dated 13/09/2014.

IV- Fees for renting equipment outside port handlings

Article 7: The fees for renting equipment outside port handlings are determined by the shipping agent or the trader according to the following:

Table 4: Cranes and equipment dues outside port handlings:

Operation code	Process descriptions	Unit	New price in dollar
EF20	Forklift up to 7 tons/berth or warehouse	Hour	22
EF21	Forklift up to 7 tons/ within the ship's bunk	Hour	25
EF30	Forklift between 10 and 15 tons/berth or warehouse	Hour	32.50
EF31	Forklift between 10 and 15 tons/within the ship's bunk	Hour	43
EF40	Forklift between 20 and 30 tons/within a berth or warehouse	Hour	57.50
EF41	Forklift over 30 tons/berth or warehouse	Hour	72
Pm50	Shovel of medium-sized metal scrap/berth or warehouse	Hour	45
PM 51	Shovel of medium-sized metal scrap/within the ship's bunk	Hour	61
PM52	Shovel of small metal scrap/berth or warehouse	Hour	40
PM53	Shovel of small metal scrap/within the ship's bunk	Hour	47
EB60	Bulk Product Grab	Ton	0.30
TR70	Tractor for towing cars	Item	3
CB80	Truck (Flat) /berth	Transport	18
CB81	Tipper truck/berth	Transport	18
GM92	Mobile crane from above 50 to 75 tons	Hour	75
GM93	Mobile crane from above 75 to 100 tons	Hour	100
GM94	Mobile crane from above 100 to 150 tons	Hour	125
CT	Water transfer by a tank of 12 m ²	Transport	50
MTV1	Services for the preparation and driving of small cars, whether trailed or non-trailed	Car	18
MTV 2	Services of preparation and driving of other vehicles, whether trailed or non-trailed.	Vehicle	36

Remark :

- 1- If the work required by the shipping agencies has not been canceled on Sundays and holidays before 12:00 o'clock of the last working day prior

to the day of the requested work, the Port is paid a two-hour suspension allowance for each equipment.

2- A minimum of two hours per equipment must be levied.

* Article 7 was amended by the Board Resolution numbered. 4/8 dated 04/03/2017 ratified by the Trusteeship Authority Decree numbered. 351/S dated 22/03/2017. It has been ratified by the Ministry of Finance's Letter numbered. 249/S dated 12/04/2017.

V- Work allowances within overtime work hours at the request of the shipping agencies or traders:

Article 8: Should the shipping agencies or traders request overtime work outside the official work hours (from 07:00 AM until 03:00 PM), each work hour is due:

\$4 per berth hour

\$8 per warehouse door or yard

A minimum allowance of 5 hours is to be levied during overtime on Sundays or holidays.

If the berth, warehouse door or yard were used by more than one shipping agency or trader, the above minimum is equally shared among applicants, provided that the share of each of them be no less than a one-hour allowance.

Article 9: The following allowances are paid per each overtime hour performed by the employees and workers of the Tripoli Port Exploitation Authority for the benefit and upon the request of others:

Worker: \$6

When the concerned party requests cargo-related works (division, assembly or weighing...) in warehouses outside official work hours, the amount of \$6 per hour will be levied as allowance.

VI- Weighbridge tariff:

*** Article 10:**

An amount of \$5 (five dollars) is charged for each weighing operation (empty truck then loaded truck). The same amount is charged when the concerned party requests one weighing operation (weighing an empty or loaded truck).

* Article No: 10 was amended by the Board Resolution numbered. 8/3 dated 21/08/2015 ratified by the Trusteeship Authority Decree No. 1365/S dated 16/09/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

VII- Packages reparation:

Article 11: Upon the cargo entry into warehouses, damaged or suspect packages are compulsorily repaired and weighed. Every package will have its weight written in red ink upon repair. An amount of \$2 is charged for each repaired package, no matter its type, including empty bags provided by the Port.

VIII- Dues on passengers and their baggage:

Article 12: The Tripoli Port **Exploitation** Authority levies a \$10 due per each passenger entering or leaving the Port. Children under the age of 12 years, as well as military personnel and functionaries traveling abroad to accomplish a mission, are exempted from paying these dues.

IX- Expenses of Port Experts:

Article 13: Based on work execution authorization, the Tripoli Port Exploitation Authority levies a lump sum amount of \$50 for each mission carried out by Port Experts together with insurance companies or experts appointed by the competent courts.

X- Electrical power supply dues:

Article 14: The Tripoli Port Exploitation Authority levies the following dues when supplying refrigerated containers (REEFERS) by electrical power upon the request of shipping agencies or traders:

- Connection and consumption power dues:

\$20 for each twenty-foot container (TEU) per day or part thereof

\$30 for each forty-foot container (FEU) per day or part thereof.

- The Port is not considered liable for any damage caused to the refrigerated containers' contents in case of a public blackout.

* Article 10 was amended by the Board Resolution numbered. 1/8 dated 21/08/2015 ratified by the Trusteeship Authority Decree numbered 1365/S dated 16/09/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

XI- Dues for water supply through quay fittings:

Article 15: The Tripoli Port Exploitation Authority levies the amount of \$4 per cubic meter to shipping agencies requesting to supply vessels with fresh water from quay fittings, with a minimum charge of \$100.

* Articles 16 and 17 were canceled following the issuance of the new Tariff on Container Handling in 2015

2- Different dues:

(a) Vehicles

Article 18: Vehicles that are imported for domestic consumption or the like or reshipped by customs transit or free zone or intended for export or re-export are subject to the following dues:

Table 8 - Dues on new vehicles and cars (for agency)

Storage duration	Goods for domestic consumption (Dollar)	Transit- exportation and re-exportation (Dollar)
From 1 day to 15 days with transit and berths charges	100 until 2 tons	10 until 2 tons
	150 from 2 tons till 5 tons	15 from 2 tons till 5 tons
	200 more than 5 tons	20 more than 5 tons

- Dues on new and used vehicles and cars(not for agency):

Storage duration	Goods for domestic consumption (Dollar)	Transit- exportation and re-exportation (Dollar)
From 1 day to 15 days with transit and berths charges	150 until 2 tons	15 until 2 tons
	200 from 2 tons till 5 tons	20 from 2 tons till 5 tons
	250 more than 5 tons	25 more than 5 tons

- **Extra storage fees:**

The Tripoli Port Exploitation Authority levies the following extra storage fees on imported or re-exported vehicles, no matter their customs status, that are either stored in warehouses or on berths:

Table 9- Extra storage fees for vehicles and cars

Storage duration	Goods for domestic consumption (Dollar)	Transit- exportation and re-exportation (Dollar)
For every day within the duration from 16 days till 30 days	2 until 2 tons	2 until 2 tons
	3 from 2 tons till 5 tons	3 from 2 tons till 5 tons
	4 more than 5 tons	4 more than 5 tons
For every additional day	3 until 2 tons	3 until 2 tons

over 30 days	4.5 from 2 tons till 5 tons 6 more than 5 tons	4.5 from 2 tons till 5 tons 6 more than 5 tons
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(b) Dues on livestock:

Article 19: The Tripoli Port Exploitation Authority levies the following lump sum on livestock entered for domestic consumption:

\$0.15 per small-size head

\$1.5 per large/big-size head.

Remark: these dues do not include handling, which must incumbent on the trader.

(c) Dues on other various cargo:

Article 20: The Tripoli Port Exploitation Authority levies the dues listed in the following table for various other cargo imported for domestic consumption or the like or re-shipped by customs transit or free zone or intended for export:

Table 10: Berths, traffic and freight goods on different cargo:

Cargo destination	Direct delivery			Port dues including a 15-day storage or depositing period / warehouse or berth for cargo of Domestic consumption or the like. A 15-day storage or depositing period / warehouse or berth for transit cargo – free zone – export or re-export.		
	Transit and Berths dues		Handling fees Dollar / ton	Transit and berths dues		Services fees Dollar / ton
	Unit	Tariff		Unit	Tariff	
Domestic consumption or the like:	Value	0.75%	0.5	Value	0.75%	1
Free zone transit: export and re-export.	1			1.5		
* Free zone transit: coal export and re-export.	1.10			1.60		
Transshipped vessels without passing through berths – temporarily using of berths for up to 10 days, oil products in the sheltered area.	0.5					

** Trucks with goods aboard a Ro-Ro vessel must be charged a lump sum of \$50 per truck plus the applicable storage fees when they are intended for the domestic consumption.

Export trucks with goods aboard a Ro-Ro vessel must be charged a lump sum of \$40 per truck, as well as applicable storage fees.

Imported or exported empty trucks aboard a Ro-Ro vessel are charged a lump sum of \$25 per truck.

The industry's raw materials are exempted from 25% of the berth and transit dues listed in the table if intended for domestic consumption or the like.

The direct trucks of withdrawal intended for transit are exempted from the storage fees for 48 hours.

Liquid fuels and materials intended for supplying vessels within docks and berths are exempted from these dues.

*** Goods exported from the free zone to transport them on Ro-Ro or Ro-Ro Passenger vessels, including cargo left on the back of the trucks are charged \$1 per cargo ton, plus the fees of \$20 levied on the trucks exported aboard the abovementioned vessels.

* This clause was added to table 10 under the Board Resolution numbered. 14/8 dated 21/08/2015 ratified by the Trusteeship Authority Decree No. 1365/S dated 16/09/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

** The bottom of table 10 was amended under the Board Resolution No. 8/3 dated 21/08/2015 ratified by the Trusteeship Authority Decree No. 1365/S dated 16/09/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

*** This clause was added by the Board Resolution No. 13/6 dated 13/09/2014.

- This tariff is applied to the free zone transit goods, export and re-export cargo and all transshipment of the items listed in the table below, excluding goods that are intended for domestic consumption or the like, so the following dues are charged:

Cargo/good type	Direct delivery	Part tariff include : 15-day Storage and depositing – Warehouse or berth
	Transit and berth dues + Handling fees Dollar / ton	Transit and berth dues + service fees Dollar / ton
Wood	2.65	3.15
Iron	1.10	1.6
Granite plates	4	4.5
Lentils	2	2.5
Barley – soya – wheat and corn	1.25	1.75
Sugar	2.5	3

Article 21: Cargo imported by land, discharged in public warehouses and intended for domestic consumption are subject to transit dues equal to 0.5% of the customs-accepted goods' value, as well as storage fees and services related to the item's quality. Cargo that stay on trucks' backs without being discharged are excluded from these dues.

As for cargo-loaded trucks entering the Port for customs or transit clearance, they are subject to a lump sum of \$10 per each truck and each day starting from the day following the trucks' arrival, with the deduction of Sundays and holidays.

Article 22: The Tripoli Port Exploitation Authority levies storage fees for each ton of various other goods, except iron, that are stored in the public warehouses inside the Port and on berths, no matter their customs status, as follows:

Table 12: Storage fees on general cargo in public yards or warehouses:

Stay duration	Fees per ton (in Dollar)
1 → 15 days	0.5 dollar
16 → 30 days	1.25 dollars
31 → 60 days	1.5 dollars
61 → 90 days	2 dollars
91 → 120 days	2.5 dollars
121 → 150 days	3.5 dollars
Every month over 150 days	5 dollars

Iron general storage tariff

Stay duration	Fees per ton (in Dollar)
1 → 15 days	0.5
The second 30 days	0.5
31 → 60 days	1
61 → 90 days	1
91 → 120 days	2
121 → 150 days	3
Every month over 150 days	4

+ Part of a duration is considered a full one.

- The Tripoli Port Exploitation Authority levies a rehabilitation and development dues estimated at 2% of each invoice paid to the Authority's Fund.
- The Tripoli Port Exploitation Authority levied transaction fees of \$3. And the values' remainder of these fees is rounded up to 1000 if less than LBP1000 (the Board Resolution numbered. 8/2 dated 20/11/2014).

Chapter 3: Miscellaneous provisions:

I- Adopting the customs-set dues value:

Article 23: The customs-set dues value is adopted as a pricing unit to collect the Port dues set forth in Chapter 2 under Articles: sixteen, twenty and twenty-four.

II- Determining the ceiling of storage fees:

Article 24: The ceiling of storage fees is set to half the value of customs-accepted goods that are stored inside the Port and outside the Free Zone.

III- Berths cleaning fees:

Article 25: When exporting scrap metal by sea, the Tripoli Port Exploitation Authority levies cleaning fees of \$1.25 per ton or part thereof. As for other bulk cargo stored on berths, cleaning fees of \$1.0 per ton or part thereof are levied.

Berths cleaning fees levied on coal:

The fee of \$3 is levied if coal gets discharged on a berth while \$0.5 is collected if it does not get discharged on the latter.

*** Dry bulk cargo that are exclusively loaded or discharged on berth No. 1 without being stored on the latter's floor are charged as cleaning fees the amount of \$0.05 per ton or part thereof.

* Article 22 was amended by the Board Resolution Numbered. 8/3 dated 21/08/2015 ratified by the Trusteeship Authority Decree numbered. 1365/S dated 16/09/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

** This clause was added to Article 25 by the Board Resolution numbered 14/8 dated 21/08/2015 ratified by the Trusteeship Authority Decree numbered. 1365/S dated 16/09/2015. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.

***Article 25 of Berths Cleaning fees was amended by the Board Resolution numbered 3/10 dated 30/05/2018 ratified by the Trusteeship Authority Decree numbered 1095/S dated 03/07/2018. It has been ratified by the Ministry of Finance upon the expiry of the time-limits

IV- Dues on silos goods :

Article 26: Upon withdrawal for domestic consumption, bulk cargo inside silos are subject to 50% of the berth and transit dues set forth in Article twenty-three, as well as an allowance of \$0.25 per ton or part thereof.

X This tariff is applied after rehabilitating silos and putting them in use.

V- Special reductions:

Article 27:

- a. The Port collects the actual service allowances equivalent to transit dues levied on goods pertaining to public diplomatic bodies in Lebanon, UN bodies, the High Relief Commission, the Red Cross, the Red Crescent, the Caritas association, the UN's forces in South Lebanon, the Lebanese Army, the regular Security Forces, as well as cars that are intended to be used by the handicapped and exempted from customs' dues. The same principle applies to grants given to public administrations and institutions, as well as the public-interest associations determined through a decree, provided that such goods be intended for domestic consumption, and that their exemption from customs dues to the minimum be granted by a Council of Ministers resolution. In case of complete exemption even from said minimum. If the customs exemption is done on the same day of the formality, the process of picking up the goods can be done following the domestic consumption tariff, with the right to claim the difference within a maximum period of 6 months from the date of paying the transaction dues.

- b. The Port only levies transit dues for the period of the first fifteen days on goods that are duly destroyed with a minimum charge of US\$50 per transaction. The actual destruction costs are also borne by the concerned party.

VI- Adopting the US dollar exchange rate:

Article 28: When calculating dues, the Tripoli Port Exploitation Authority uses the average USD exchange rate issued on the first day of each month by the Bank of Lebanon.

VII- Definitions:

Article 29: the expression “the like” means the goods that are withdrawn from the Port under customs dues-pending status waiting for customs duties to be used for domestic consumption or for shipment and re-export.

- Private cars coming with their owners on-board Ro-Ro Passenger vessels are exempted from these dues and all other dues or insurances.
- ×- If there is a difference between the local consumption tariff and the transit tariff, it must be returned after paying the dues for temporary input statements by re-export statements within a maximum period of six months from the date of the last shipment.
- ×- If the vessel rejects a certain cargo or this cargo is returned for any reason and then discharged on berths or inside warehouses, the berth fees will not be charged again when it returns back.

VIII- How to apply the handling dues:

Article 30:

- a- The shipping agencies and the traders who request Port Services must provide an annual or individual bank guarantee of not less than \$10000 (ten thousand) for each trip before the services’ provision, valid for one year or adjustable according to the work size for each agency, trader and trip.
- b- Handling dues are calculated for service applicants as per the tables in Chapter 1 (Articles 5, 6 and 7).
- c- The receivables of the authorized handling contractors are deducted from the aforementioned incomes and paid automatically according to the prices specified in the tables dedicated for these contractors’ fees and attached to this tariff in the relevant tables.

IX- Canceling previous texts:

Article 31: All previous tariffs applied in the Tripoli Port Exploitation Authority are to be canceled. The new port dues and free zone tariffs will be applied after being ratified by all official authorities.

*** Article 32:**

X- Fines in case of dues being delayed:

A 2% fine is applied on port dues related to marine units' tariffs, handling operations, as well as export and re-export statements that are not paid, provided the fines do not exceed 50% of the initial due's value, with the exception of containerized vessels, on which the above fine is applied 30 days after their sailing, with the same time limits for the following period.

The concerned party must check with the commercial department to pay the dues within 48 hours of the vessel's sailing. This party is lawfully considered as duly notified informed after this period, which falls within the 15-day time limit in the first case and 30 in the second.

** A monthly 5% fine is imposed on each customs agent who is proven to have picked up the goods without paying their port dues, with a penalty of refusing any pick-up request submitted within a period of one to six months at the discretion of the Authority's Director.

* Article 32 was added by the Board Resolution numbered . 23/1 dated 08/02/2016 and has been ratified by the Trusteeship Authority upon the expiry of the time-limits, and by the Ministry of Finance Letter numbered. 193/16S dated 17/03/2016. It was amended again by the Board Resolution numbered. 11/4 dated 04/03/2017 ratified by the Trusteeship Authority Decree No. 351/S dated 22/03/2017 and by the Ministry of finance Letter numbered 249/pp16 dated 12/04/2017

** This clause was added by the Board Resolution numbered. 15/05 dated 22/05/2017 ratified by the Trusteeship Authority Decree No. 721/S dated 16/06/2017. It has been ratified by the Ministry of Finance upon the expiry of the time-limits.