



Decree No (10) of 2011

**By The Minister of Transport
Concerning Yemen Gulf of Aden Ports Corporation
Services & Facilities Tariff & Charges Regulation**

THE MINISTER OF TRANSPORT:-

HAVING DULY OF REVIEWED:

Law No. **(3)** of 2004 concerning the Council of Ministers,

The Republican Decree by Law No. **(35)** of 1991 concerning the Authorities, Institutions and Public Companies and its amendments,

The Republican Decree by Law No. **(15)** of 1994 concerning the Maritime Law.

The Republican Decree No. **(427)** of 2002 Concerning the Organizational the Regulations for Ministry of Transport and its amendments,

the Republican Decree No. **(50)** of 2007 concerning the Government Formation and Nomination of its members and its amendments,

The Republican Decree No. **(61)** of 2007 concerning the establishment of **YEMEN GULF OF ADEN PORTS CORPORATION, (YGAPC)**,

The Republican Decree No. **(467)** of 2008 concerning the Control on Expenditure and commensurate of flow of revenues and limits of expenditure,

The Minister of Transport Decree No. **(76)** of 2008 concerning Regulations for Organization of Cargo Handling at Yemen Ports,

The Minister of Transport Decree No. (108) of 2009 concerning Rules and Regulation in Yemeni Ports,

The Minister of Transport Decree No **(132)** of 2009 Concerning the organizational regulation of the Yemen Gulf of Aden Corporation, And based on the proposal by the Executive Chairman of the Yemen Gulf Aden Port Corporation and approval of the Board of Directors, And after the approval of HE the Prime Minister No. **(PM/23/1208)**, dated **05/04/2010**, and,

AND IN VIEW OF THE POWERS AUTHORIZED TO US.



//DECREE//

Chapter I
Nomination, Definitions, Objectives,
Scope of Validity and General Provision

Section One
Nomination & Definitions

Article (1) : This regulation is called (**Services & Facilities Tariff & Charges Regulation OF YEMEN GULF OF ADEN PORTS CORPORATION**). The structure of this regulation composes of the following chapters and sections:-

- **Chapter I: Nomination, Definitions, Objectives, Scope of Validity and General Provisions:-**
 - Section One: Nomination & Definitions
 - Section Two: Objectives & Scope of Validity
 - Section Three: General Provisions
- **Chapter II: Range of Fees & Charges Applied on a Vessel**
 - Section One: Navigational Assistance Charges
 - Section Two: Harbor Dues
 - Section Three: Pilotage Charges
 - Section Four: Towage Charges
 - Section Five: Mooring & unmooring Charges
 - Section Six: Quay Dues
 - Section Seven: Loading or Unloading Charges
 - Section Eight: Special Goods Handling Charges
 - Section Nine: Passengers Fees
 - Section Ten: Assisting Services Charges & Departure Fees
- **Chapter III: Range of Fees & Charges Applied on Goods**
 - Section One: Port fees on goods.
 - Section Two: Goods Handling charges on the wharf
 - Goods Handling charges on the wharf
 - Section Three: Goods storage charges
 - Section Four: Other service fees for goods
- **Chapter IV: Range of other Fees & Charges**
 - Section One: Equipment & Tools Charges
 - Section Two: Marine Units Charges
 - Section Three: Other Miscellaneous Services Charges
- **Chapter V: Licenses & Permits Fees and Infringement Fines**
 - Section One: Licenses & Permits Fees
 - Section Two: Infringement Fines
- **Chapter VI: Final Provisions.**



Article (2) : For the purposes of the provisions of these regulations, the following terms and expressions shall, unless the context requires otherwise, have the meanings assigned to each of them below:

- The Republic** : Republic of Yemen.
- The Ministry** : Ministry of Transport.
- The Minister** : Minister of Transport.
- The Corporation** : Yemen Gulf of Aden Ports Corporation (YGAPC).
- The Marine Authority Concerned** : Maritime Affairs Authority (MAA).
- The Board of Directors** : (BOD) The Authority's Board of Directors.
- The Executive Chairman** : The Executive Chairman of the Corporation.
- The Port Authority/The Competent Authority** : The Executive Chairman of the Corporation or his representative.
- The Port** : Any of the commercial Ports that belongs to YGAPC or might be established in the future.
- The Port Limits** : The official marine borders of the port.
- Port Management** : The person or (persons) designated to be in charge of and responsible for the administration and control of a port, and includes his deputies and assistants insofar as they are authorized to act on his behalf.
- The Authorized Person** : Any person authorized by the competent authority, the port management, the competent maritime authority, or any other concerned authority (as applicable) to exercise the powers or perform the duties in respect of which the expression is issued through these rules and regulations of the Yemeni Ports and these regulations.



- The Vessel** : The word vessel shall include every description of ship, boat, raft, hovercraft or water craft of any description, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water, irrespective of its means of power, and shall include in its meaning the term “owners, operators and mortgagees thereof. “The accessories of the vessel which are necessary for use are considered to be a part of it. Marine Craft operation within.
- Harbor Crafts Operating Within The Port Limits:** : Means tugs, pilot boats, barges, lighters for discharging and loading, power driven vessels, and other craft and any other thing constructed or adapted for floating on or being submersed in water (whether permanent or temporarily) whose navigation or working is normally confined to within the port limits.
- Vehicle** : Includes any vehicle propelled on rails and any machinery on wheels or caterpillar tracks, trailers caravans and mobile homes. This word also includes pontoons and any other amphibian vehicle that maneuvers on land.
- First Category Vessels** : Means general cargo vessels and dry/liquid bulk cargo vessels that arrive at the port for the purpose of loading/unloading cargo. And includes tugs and barges, others licensed to operate within the port limits.
- Second Category Vessels** : Means containers' vessels, passengers' vessels, yachts and other vessels which have not been listed among the other categories of ships arriving in the port for any purpose. as well as general cargo and dry bulk cargo and liquid that reach port for refueling and maintenance, supplying water and medical treatments.
- Third Category Vessels:** : Means wooden ships that arrive at the port for any purpose.
- Fourth Category Vessels** : Means marine units belonging to others, which are operating within the port limits by a license from the port authority.
- The Master** : The person who is authorized to command the vessel, even on temporary basis.



- The Pilot** : Any person assigned or permitted from the concerned authority to practice vessel's pilotage within the port zone or the pilotage zones, the pilot job does not include under any circumstances, vessels commands either directly or indirectly, legally the pilot assignment is only as (advisor) to the vessel's master.
- The ship owner** : Means any part owner, broker, charterer, agent, or mortgagee in possession of the vessel, or other person or persons entitled for the time being to the possession of the vessel, whether the holder of the legal title to the vessel in accordance with the registration certificate or otherwise.
- Goods Owner** : Means any consignor, consignee, shipper, bank or agent for the sale receipt, custody, loading or unloading and clearance of those goods and includes any other person in charge of the goods and his agent in relation thereto.
- Towage** : Means the process of towing a vessel from one place to another within or outside the port limit based on a permit from the competent maritime authority and approval of the port administration. It starts from the time of receiving a direct order from the vessel to commence pushing, or to attach a line or whichever is carried out first. upon instructions from the vessel to stop and let go it ends when the line is clear and the tug safely away from the vessel.
- Towing Contract** : Means the contract covering all kinds of moving and assisting of vessels or any other floating objects by tug. the contract is considered to commence at the time the tug's ropes are released and ends when the ropes are put back.
- Tug** : Means every ship, boat or marine craft designed or constructed to carry out towage and salvage operations



- Yards, & Wharves Under Corporation Management** : These are the lands, open and ceiled yards, warehouses, wharfs belonged to YGAPC that are not included in any partnership, management or lease agreements between (YGAPC) and others.
- The DWT** : The maximum load that a vessel can carry
- The GRT** : The vessel's aggregate capacity and total spaces indicating its trueness, which is specified in the vessel's registration certificate (**GRT**).
- The Manifest** : The complete statement of the vessel's load, including list of cargo, described by item, and showing the consignment's specifications, weight, size, number and name of the consignee. It should be issued and certified by a competent authority at the port of shipment or the vessel's master
- Unit Basis** : **A)** The cargo unit basis is the **DWT**= (1000 kg) or the volume ton = **(length X width X height)**, whichever largest.
B) Vessel unit basis = the vessel tonnage (**GRT**), which represents the registered gross tonnage, according to the vessel's certificate plus the goods loaded on it after converting their volumes into (**GRT**).
- Charges & Fees Tariff** : Means charges and fees on vessels and cargo, in all their kinds, the agents and others against the utilization and use of the different facilities and services provided by any of the Corporation's ports.
- Wharfage Charges On Goods:** : Means a charge imposed in respect of all kinds of goods against the utilization and use of the different facilities and services provided by the Corporation; such as light, traffic ...etc. until they arrive at or return from their anchors.
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- The Agent** : Means any natural or legal person authorized by the owner, operator, or master of vessel or by the goods' owners to act on his behalf and perform his duties towards the port, customs, other governmental bodies or private institutions.
- Shipping Agent/Vessel Agent:** : Means any natural or legal person duly licensed by the concerned authority to provide the ship's agency services, acting on behalf of ship-owner, master, operator, or the goods' owner, whether for particular voyages or on permanent bases, and he is responsible directly to the port authority.
- Cargo Handling Agent** : Means any natural or legal person who is authorized by the competent authority to perform cargo handling operation and manual works in connection with handling of containers within the limits of the port.
- Shipment /Loading & Discharging** : Means all loading, unloading, re-handling and stacking of all kinds of cargo to and from vessels. it includes cargo in package, packed into bags, transferred in containers or general and bulk cargo.
- Cargo handling** : Means the entire movement of cargo on a vessel, containers and quays; ditto its movement from warehouses till its exit to and fro the port's gate.
- Temporary Shifting Of Goods (Shifting)** : It means shifting the goods which are to be transferred from the vessel to the wharf or to any other means, and then to the vessel with the purpose to facilitate discharging/loading process of the vessel through the port.
- Tran-Shipment** : Means transfer of cargo from vessel to another vessel (Bottom to Bottom), within the port's limits to be shipped to another port.
- Cargo** : Means all dry and liquid materials and live animals transported by sea.
- Dry Bulk Cargo** : Means the dry goods discharged from a vessel and loaded on trucks in a loose or unpacked manner; or discharged/loaded from/to a vessel to/ from silos in bulk through sucking and pumping pipes.



- Liquid bulk cargo** : They mean liquid goods which are discharged from the vessel and loaded into tankers in unpacked liquid state or discharged from the tankers and loaded into the vessel in the same state or discharged /loaded on the vessel in the same state or discharged/loaded from/on the vessel and to/from silos and warehouses through pipelines.
- General Goods** : Means all other traditional goods, which have no specific names.
- Ro – Ro Cargo** : Means and include all mechanical and other self-driven wheeled cargo, in ascending or descending to and fro a vessel, without using any equipment to load and unload cargo.
- Dangerous Cargo** : Means all categories of cargo, the handling of which constitutes danger as per the International Marine Classification of Hazardous Cargo issued by the “IMO”.
- Container/ Cargo Container** : Means units specified to transfer goods in which that it can be handled by various methods, and specially designed to transfer the goods by land or sea, constructed to specifications laid down by the international convention for safe containers, and plated in accordance with (CSC), standards, capable of being stacked, lifted, lowered, and firmly secured by means of structural fittings. The term cargo container means all containers including: flattened container, (CSC) container corresponding to tanks specifications which carries liquid cargo, bulk cargo containers, the phrase shipped containers is equivalent to the term cargo containers.
- Non-Formal Goods / Imports /Exports** : Means goods handled without containers.



- Formal Goods/Imports Exports** : Means cargo handled with containers.
- Transit Cargo** : Means goods which are received from the carrying vessel with another harbor dues till the arrival of the ship which the cargo will be reshipped on it. Transit cargo shall only be accepted in the in case the agent has declared of it prior to the arrival of the ship to unload it, with attaching the manifest and declare it at the customs.
- Reshipped Cargo** : The goods that arrive with port dues and its owner store it temporary within the port until reloaded to another port for any reason.



Section Two

Objectives & Scope of Validity

Article (3) : This regulation aim at realizing the following :

- a. To Complete the financial regulations organizing the Corporation's activities, duties and services in accordance with the applicable laws and decrees to replace the financial regulations of the Yemen Ports Authority.
- b. Address deficiencies and shortcomings appeared during applications of the Charges & Fees Tariffs of Yemen Ports Authority, during the years of Yemen blessed unification.
- c. Realization of clarity and transparency principle, and facilitate procedures by combining fees , charges and facilities tariff into one regulation.
- d. Realization of proportional balance of the charges and fees, which will be collected by the Corporation with the nature of the services it provides and with the costs of the performance of services it provides in order to commensurate with the requirements of the economical performance.
- e. Set out fees, charges and facilities tariff for the Yemeni Ports in structure that would commensurate with the structure adopted by Arab Sea Ports, according to the referential framework of the unified fees and charges prepared the Technical Secretariat, Arab Transport Ministers Council of the Arab League.

Article (4) : Provisions of this regulation shall apply on all vessels, their owners, agents, cargo handling agents, companies, individuals and corporations that enter, use or benefit from services and facilities of any of the Corporation's ports, unless otherwise specified in these regulations. The enter, use or benefit from services and facilities of any of the Corporation's ports shall be considered acceptance of the Charges and Fees Tariff specified in this regulation and subjection to the provisions and rules, therein.



Section Three

General Provisions

- Article (5) :** Working Hours, at the Corporation's ports, shall be as follows:-
- a-** Hours of work, on official working days, weekends and on official holidays are round the clock according to shift work system.
 - b-** The weekly rest shall start at 12:00 a.m. of Thursday and ends at 06:00 a.m. of Saturday morning.
 - c-** Official holiday (s) shall start at 12:00 a.m. of the day prior to the holiday and ends at 06:00 a.m. of the day following the holiday (s);
 - d-** Wages for ordinary working hours and wages for overtime work, for the Corporation's services, will be determined by this regulation.
- Article (6) :** The marine limits and pilotage zones for the ports belonging to the Corporation will be determined pursuant to a decree from the Minister, according to the internationally adopted applicable laws and decrees,
- Article (7) :** The cargo calculation unit is the DWT or the volume ton, whichever the largest, which is written in the accredited manifest. In case of uncertainty, it must be applied practically and a part of a ton is considered as one ton.
- Article (8) :** Containers less than (20) feet shall be treated as general goods and the due charges and fees shall be paid pursuant to charges and fees determined in this regulation for the type of goods found in these containers.
- Article (9) :** Vessels' masters, ship-owners, agents and other users of the Ports of the Corporation shall adhere to the port's rules, systems and instructions; such as the regulations concerning Yemen ports' rules and instructions, regulations of handling cargo at Yemeni Ports. The port's rules, systems and instructions will define the required documents for the provision of facilities and services relevant to this regulation for vessels, cargo, authorities and individuals.



Article (10) : The minimum of any bill issued by the port shall be ten dollars (\$10.00), for bills issued in US dollar; and one thousand Riyals (YR1000), for bills issued in Yemeni Riyal, if its original value is less than that.

Article (11) : The port shall collect charges, fees and fines prescribed in these regulations, in the US dollar or the Yemeni Riyal, according to following:-

- a- In US dollar for charges, fees and fines prescribed in the US dollar.
- b- In Yemeni Riyal for charges, fees and fines prescribed in Yemeni Riyals.

Charges, fees and fines prescribed in the US dollar due payable by governmental authorities may be collected in the equivalent Yemeni Riyals pursuant to the rate of exchange declared by Central Bank of Yemen in the due date of the charges, fees and fines.

Article (12) : Fractions of Riyals and Dollar (fils/cent) shall be approximated to the nearest round figure in the bill's total. The complementary fractions shall be deemed miscellaneous returns.

Article (13) : Charges, fees and fines prescribed in this regulation shall be paid to the name of the Corporation, according to the applicable laws, decrees and regulations, through one of the following means of payment:-

- a- Payable check issued by a bank licensed by Central Bank of Yemen, in the name of Yemen Gulf of Aden Corporation, to be delivered to the Financial Affairs Department/accounts at the port.
- b- Cash deposit in the bank account of the Corporation, with delivery of the official depositing note issued by the bank to the Financial Affairs Department/Accounts at the port
- c- Cash deposit at the competent treasury at the port, with delivery of the depositing note issued by the bank to the Financial Affairs Department/Accounts at the port.

Article (14) : The port administration shall be given the appropriate financial guarantees by the shipping agents and cargo handling agents who are licensed to work in the port pursuant to the regulations for organizing works of navigational agency and regulation for cargo handling at Yemeni ports.



- Article (15) :** Agents who are licensed by the Corporation shall pay the Corporation dues within a maximum period of fifteen days from their receipt of the claims (bills). The first ten days of it shall be considered a checking period, after which the port's administration shall be entitled to deduct value of the demands from the guarantees in its custody. The agent shall cover the amounts drawn from the guarantee within one week from the date of notifying him of the deduction. In case of the agent's non-adhering to the mentioned, the Corporation shall be entitled to take any necessary measures that would ensure payment of its dues, including ceasing their activities, according to the applicable decrees and regulations.
- Article (16) :** The port management has the right to ask the agents to pay in advance the charges and fees resulting from vessels or cargo; or request for equivalent guarantees if the value of charges and fees for the port's facilities and services exceed the agent's guarantee deposited at the port.
- Article (17) :** The port dues charges shall be payable in respect of cargo arriving at the port, without being written in the original manifest, as per the following cases:-
- a-** In case the vessel's arriving and presentation of its master or agent a note of his intention to land goods that were intended for another port and which have an original manifest accompanied by a complementary manifest. Hence, it shall be treated officially by the approval of the Customs Authority and other relevant authorities, as ordinary goods.
 - b-** In case the vessel's arriving and presentation of its master or agent a note of his intention to land these goods, which were not written in any original manifest, after providing statement of these goods and the approval of the Customs Authority and other relevant authorities, their landing shall be permitted on the basis of adding (100%) of the prescribed fees.
- Article (18) :** Reshipment cargo shall be treated as imported cargo, upon its arrival and storage; and as exported cargo, upon reshipping it.
- Article (19) :** Containers shared between two or more importers, the shipping agencies shall discharged unload them to the port's warehouses prepared for storing goods for a period that does not exceed nine days after discharged unloading them, except for hazardous materials which should be stored in the places specified for them, Charges and fees paid shall be collected for cargo from cargo owners each according to the percentage of goods in the shared



cargo, on each piece separately. In case of not discharging these containers by the competent agencies, these agencies should immediately inform the competent authority in the port; and the Corporation has the right to take the necessary measures, in this respect, according to the provisions of these regulations; such as imposing fine and selling the goods contained in these containers.

Article (20) : The containers that the agent intends to transport from the port for the purpose of repair and maintenance after discharging the cargo, the port administration shall impose the payable harbor dues on the incoming containers, before permitting their going out, and that is in addition to the due storage charges. Upon returning the container for exportation, it shall be treated as incoming container and the port administration shall impose the harbor dues payable on containers in addition to any payable charges against storage. Furthermore, it shall be deprived from the prescribed period of grace.

Article (21) : In order to collect its dues, the port management has the right to take the following measures:-

- a- Sell the cargo (including the goods contained in the containers) which are placed in the port's warehouses and yards, which the owners were delayed in receiving them for a period more than the prescribed period pursuant to the Customs law, without paying the due amounts against storing them.
- b- Sell the empty containers that belong to shipper, consignees and the shipping line that had been heaped in the port for more than six month, without prejudice to any other provisions.

For the sake of executing the previous items of this Article, the port management shall conclude an agreement with the Customs authorities, which has the same right of selling, in respect of the following issues:-

- (1) Determine the sale procedures pursuant to the Customs Law and Money Collecting Law. The most important of these procedures are those in connection with the announcement of selling the goods in a public auction and the measures that should be followed before the sale process.
- (2) Assign their representatives in the sale committees, which shall be formed by the competent authorities, according to the law.



- (3) Determine priorities of distribution of the amounts collected from the sale, according to the applicable laws. Furthermore, it shall determine the minutes for the proportional distribution of the returns of selling the neglected cargo and the damages they were subject to before payment of Customs dues.
- (4) The Port shall sell the goods which its Customs dues had already been collected and shall deposit the sale returns to the port's treasury, immediately, in order to collect the port's dues. The surplus shall be counted to the goods owner and shall be kept as custody, according to the applicable laws.

Article (22) : The port reserves the right, in its sole discretion, not to land transfer download, transfer, ship or deal with any container the weight or load of which exceeds the prescribed or permitted one or which includes undeclared hazardous substances in the wharves and yards under the Corporation's management. and that is in the quays and yards belong to it.

Article (23) : The port management shall not be liable for failure or delay in the provision of the services and facilities stated in this regulation if such failure or delay is caused by force majeure, which includes but not limited to, God's act, wars, fire, flood, major pollution incidents or explosions that are beyond the control of concerned parties or power shutdown, provided that the port's administration experiences such force majeure gives the other party notice of such conditions , in respect of the services and facilities, within seven (7) days from their occurrence, through circulars to all shipping agents and display on the notice board.



Chapter II

Set of Fees & Charges Collected from Vessel

Section One

Navigational Aids Fees

Article (24) : Navigational Aids fees are charged on First and Third Category vessels. This fee covers the services provision and maintenance of Navigational Aids, including vessels entry and departure, as follows:

Description	Rate of Fees (In dollars)
a- Charges on Navigational Aids.	\$6/00 (six dollars) Per 100 Ton of GRT
b- Minimum Fees for Navigational Aids.	\$85/00 (Eighty-Five Dollars)

Article (25) : Navigational Aids fees are charged on Second Category vessels. This fees covers the services provision and maintenance of Navigational Aids, including vessels entry and departure, as follows:

Description	Rate of Fees (In dollars)
a- Charges on Navigational Aids.	\$2/50 (Two Dollars Fifty Cents) Per 100 Ton of GRT
b- Minimum Fees For Navigational Aids.	\$30/00 (Thirty Dollars)

Article (26) : Subject to provisions of Article (57) of this regulation, concerning the charges and fees prescribed on vessels, and Lash boats the navigational assistance's fees are not payable in respect of the following ships:-

- a) Yemeni warship.
- b) Yemeni Government vessels not intended for commercial purposes.



- c) Ships waiting at the outer harbor for the purpose of receiving medical treatment or protecting from weather in stormy atmospheres, for a period not exceeding (72) hours, only.
- d) Maritime units belonging to other Yemeni ports corporations
- e) and to the Marine Affairs Authority.

Yachts and pleasure boats and passenger's ships are exempted from the navigational assistance's fees for a period of three years from the effective date of this regulations.

Section Two

Port Dues

Article (27) : Port Dues are charged on First Category vessels, and this fee covers the services provided by the Control Tower and wireless communications services, including entry and departure of the ship, as follows:

Description	Rate of Fees (In Dollars)
a- Port Dues	\$8/00 (Eight Dollars) Per Hundred Ton of GRT
b- Minimum Fee For Port Dues	\$115/00 (One hundred Fifteen Dollars)

Article (28) : Port Dues are charged on Second Category Vessels. This fee covers the services provided by the Control Tower and wireless communications services, including entry and departure of the ship, as follows.

Description	Rate of Fees (In Dollars)
a- Port Dues on vessels arriving at the port, for any purposes, except for repair purpose.	\$3/50 (Three Dollars Fifty Cents) Per Hundred Ton Of GRT
b- Port Dues on vessels arriving at the outer harbor, for repair purpose.	\$1/50 (One Dollar Fifty Cents) Per Hundred Ton of GRT



Description	Rate of Fees (In Dollars)
c- Port Dues on vessels arriving at the Inner harbor, for repair purpose.	\$0/60 (Sixty Cents) Per Hundred Ton of GRT
d- Minimum Fees for Port Dues.	\$50/00 (Fifty Dollars)

Article (29) : Port Dues are charged on Third Category Vessels (Dhows). The fee are charged in lump sums, including entry and departure of the ship, as follows:

Description	Rate of Fees (In Dollars)
a- Port Dues on foreign Dhows.	\$60/00 (Sixty Dollars) Lump sum
b- Port Dues on local dhows.	\$35.00 (Thirty-Five Dollars) Lump sum

Article (30) : Without prejudice to Articles (57-58) of this regulation, on fees and charges assessed on ships, lash barges and other barges, shall be exempt from the port charge the following vessels:

- a) Yemeni warship.
- b) Yemeni Government vessels not intended for commercial purposes.
- c) Ships waiting at the outer harbor for the purpose of receiving medical treatment or protecting from weather in stormy atmospheres for a period not exceeding (72) hours, only.
- d) IV Category Vessels.
- e) Maritime units belonging to other Yemeni ports corporations and to the Maritime Affairs Authority.

Yachts and pleasure boats and passengers' ships are exempted from the navigational assistance's fees for a period of three years from the effective date of these regulations.



Section Three

Pilotage Charges

Article (31) : Pilotage is obligatory for all vessels upon entering pilotage areas in harbors and water routes within the harbor's limits or moving in it, (with exception of shifting by ropes) or exit from it.

Article (32) : Pilotage Operation Charges Are charged on First Category Vessels, this fees covers the services of the marine pilot and the pilotage boat as follows:

Description	Rate of Fees (In Dollars)
a- Pilotage charges.	\$4/50 (Four dollars Fifty cents) Per Hundred Ton of GRT Per Operation
b- Vessels that change their anchorage (mooring) to and fro the quay shall pay the full pilotage charge (one operation). The vessel will be exempted from this charge if it has been done in response to instructions from the competent authority in the harbor. The exemption will not apply in case of a prior report to the vessels of the possibility to change its berth or in case the vessel was not binding to the unloading averages for reasons relevant to the vessel.	-----
c- The Pilotage operation fee is doubled for piloting a vessel unable to move by itself due to break down of its engines or due to defect in its steering wheel.	-----
d- In case the master or agent of a vessel requests to lead the vessel outside the harbor and the pilot has been delayed on board due non-readiness of the vessel to move or because of its agent, the vessel shall bear the pilot's (Detention) charge for one hour or a part of it that exceeds the period of the first twenty minutes from the time of the pilot's arrival to the vessel.	\$130/00 (One Hundred Thirty Dollars) Per Hour or Part Thereof While waiting
e- In case the vessel is requested to be lead outside the harbor and that has become impossible for reasons attributed to the vessel or its agent, then the vessel shall bear the full pilot's (Attendance) charge.	\$130/00 (One Hundred Thirty Dollars) Lump Sum
f- If the vessel was at the anchor; and requested to be entered, the pilot arrived to the vessel but could not enter it to the harbor or berthing it for reasons relevant to the vessel, so the pilot returned to the harbor, then the vessel shall bear the full pilotage charge (one operation).	-----



Description	Rate of Fees (In Dollars)
g- The period of the pilotage operation is to be two hours from the time of the pilot's arrival to the vessel up to the end of the pilotage operation. For extra time, additional fee is added to the pilotage operation fees for each hour or part thereof.	\$130/00 (One Hundred Thirty Dollars) Per Hour or Part Thereof
h- minimum rate for pilotage charge	\$130/00 (One Hundred Thirty Dollars) Per Operation.
i- Pilotage charge are doubled in case the pilotage is carried out from outside the harbor, or the reversed; and also upon the transfer within the harbor limits.	-----

Article (33) : Pilotage fees are charged on Second Category Vessels. This fees covers services of the marine pilot and pilotage boat as follows:-

Description	Rate of Fees (In Dollars)
a- Pilotage charges	\$2/00 (Two dollars) Per 100 Ton of GRT Per Operation
b- Vessels that change their berth (mooring) to and fro the quay shall pay the full pilotage charge (one operation). The vessel will be exempted from this charge if it has been done in response to instructions from the competent authority in the harbor. The exemption will not apply in case of a prior report to the vessels of the possibility to change its berth or in case the vessel was not binding to the unloading averages for reasons relevant to the vessel.	-----
c- Pilotage operation fee is doubled for piloting a vessel unable to move by itself due to break down of its engines or due to defect in its steering wheel.	-----
d- In case that the master or agent of a vessel requests to lead the vessel outside the harbor and the pilot has been delayed on board due non-readiness of the vessel to move or because of its agent, the vessel shall bear the pilot's (Detention) charge for one hour or a part of it that exceeds the period of the first twenty minutes from the time of the pilot's arrival to the vessel.	\$130/00 (One Hundred Thirty Dollars) Per Hour or Part Thereof While waiting



Description	Rate of Fees (In Dollars)
e- In case that the vessel is requested to be lead outside the harbor and that has become impossible for reasons attributed to the vessel or its agent, then the vessel shall bear the full pilot's (Attendance) charge.	\$60/00 (Sixty Dollars) Lump Sum
f- If the vessel was at the anchor; and requested to be entered, the pilot arrived to the vessel but could not enter it to the harbor or berthing it for reasons relevant to the vessel, so the pilot returned to the harbor, then the vessel shall bear the full pilotage charge (one operation).	-----
g- The period of the pilotage operation is to be two hours from the time of the pilot's arrival to the vessel up to the end of the pilotage operation. For extra time, additional fee is added to the piloting operation fees for each hour or part thereof.	\$130/00 (One Hundred Thirty Dollars) Per Hour or Part Thereof While waiting
h- Minimum wage for pilotage charges.	\$60/00 (Sixty Dollars) Per Operation
i- Pilotage charges are doubled in case the pilotage is carried out from outside the harbor, or the reversed; and also upon the transfer within the harbor limits.	-----

Article (34) : The pilotage charges prescribed in Articles (32-33) of this Section shall be increased by (50 %) if the pilotage is carried out during the weekends and official holidays.

Article (35) : Provision of Article (31) of this Section will not be applied on the following vessels:

- a) Vessels of GRT less than (200Ton), unless the port management views otherwise.
- b) Yachts and pleasure boats.
- c) IV Category Vessel.

Article (36) : Pilotage charges are exempted in respect of the following ships:-

- a) Yemeni warship, unless berthed at the Corporation's wharves.
- b) Yemeni Government vessels not intended for commercial purposes, unless berthed on the Corporation's wharves.
- c) Maritime units belonging to other Yemen ports corporations and to the Maritime Affairs Authority, unless berthed on the Corporation's wharves.

Passengers' ships are exempted from the pilotage charges for a period of three years from the effective date of these regulations.



Section Four

Towage

Article (37) : Towboat service is obligatory for the entire vessels' operations in harbors, except when the vessel move alongside the wharf and anchor, provided that they are with the consent of the harbor's competent authority.

Article (38) : Vessel towage operation charges are charged on First Category Vessels, and this charges covers the services of marine tugs as follows:

Description	Rate of Fees (In Dollars)
a- The towage operation charges.	\$11/00 (Eleven Dollars) Per 100 Ton of GRT Per Operation
b- Lump sum amount will be added to the tow operation charge when using the tugs for maneuvering with the vessels in the oil port.	\$450/00 (Four Hundred Fifty Dollars)
c- (50%) additional charge, of the towage charge, shall be added on towage for maneuvers carried out with the vessels in the oil quay, then in the inner harbor or vice versa, simultaneously.	-----
d- Vessels that change their berth (mooring) between wharves and used a tug for this operation pay the full towage charge (one operation).. The vessel will be exempted from this charge if it has been done in response to instructions from the competent authority in the port. The exemption will not apply in case of a prior report to the vessels of the possibility to change its berth or in case the vessel was not binding to the unloading averages for reasons relevant to the vessel.	-----
e- In case the tugboat attends for maneuvering with the vessel and that has not occurred due to a reason attributed to the vessel or its agent, the vessel shall bear the towboat (Detention) charge and the charge for each half an hour or part thereof spent in detention.	\$300/00 (Three Hundred Dollars) Per Each Half an Hour or Part Thereof. While waiting
f- In case the tugboat attends for maneuvering with the vessel and that has not occurred due to a reason attributed to the vessel or its agent, the vessel shall bear the tug (Attendance) charge.	\$300/00 (Three Hundred Dollars) Lump sum For Each Tug



Description	Rate of Fees (In Dollars)
g- The towage operation shall be considered one operation of two hours period that will start and end in accordance with the specified definition of the towage mentioned in this regulation. For any additional time, an additional charge will be added to the towage charge for each hour or part thereof.	\$300/00 (Three Hundred Dollars) Per Each Half an Hour or Part Thereof.
h- Minimum towage operation charges	\$300/00 (Three Hundred Dollars)

Article (39) : The towage operation charges are charged on Second Category Vessels, and this charges covers the services of marine tugs as follows:

Description	Rate of Fees (In Dollars)
a- The towage operation charges.	\$3/70 (Three Dollars Seventy Cent) Per 100 Ton of GRT Per Each Operation
b- Vessels that change their berth (mooring) between wharves and used a towboat for this operation pay the full towage charge (one operation).. The vessel will be exempted from this charge if it has been done in response to instructions from the competent authority in the harbor. The exemption will not apply in case of a prior report to the vessels of the possibility to change its berth or in case the vessel was not binding to the unloading averages for reasons relevant to the vessel.	-----
c- In case the towboat attended for the maneuvering with the vessel and that has not occurred due to a reason attributed to the vessel or its agent, the vessel shall bear the towboat (Detention) charge and the charge for each half an hour or part thereof spent in detention.	\$450/00 (Four Hundred Fifty Dollars) Per Each Half an Hour or Part Thereof While waiting
d- In the event that the towboat attended for the maneuver with the vessel and that has not occurred due to a reason attributed to the vessel or its agent, the vessel shall bear the towboat (Attendance) charge.	\$450/00 (Four Hundred Fifty Dollars) Lump sum



Description	Rate of Fees (In Dollars)
e- The towage operation shall be considered one operation of two hours period that will start and end in accordance with the specified definition of the towage mentioned in these regulations. For any additional time, an additional charge will be added to the towage charge for each hour or part thereof.	\$450.00 (Four Hundred Fifty Dollars) Per Each Half an Hour or Part Thereof
f- Minimum towage charges	\$500/00 (Five Hundred Dollars)

Article (40) : The towage charges specified in Articles (38-39) of this section shall not include any additional services provided by the tug for a Grounded vessels or vessels in dangerous condition, emergency or special cases section Two, of Chapter IV, of this regulation will determine the specific charge for these additional and special services.

Article (41) : The towage charges prescribed in Articles (38-39) of this Section shall be increased by (50 %) if the towage is carried out during the weekends and official holidays.

Article (42) : The following ships are excluded from the provisions of Article (37) of this section.

- a) vessels of GRT less than (200 ton), unless the port management views. otherwise.
- b) Yachts and pleasure boats.
- c) Fourth Category vessels;
- d) Yemeni warship, unless berthed on the Corporation's piers.
- e) Yemeni Government vessels not intended for commercial purposes, unless berthed on the Corporation's wharves.
- f) Maritime units belonging to other Yemen ports corporations and to the Maritime Affairs Authority, unless berthed on the Corporation's piers.

Passengers' ships are exempted from the towage charges prescribed in Article (39) of this section for a period of three years from the effective date of this regulation.



Section Five

(Mooring & Unmooring)

Article (43) : Mooring and unmooring charges shall be payable in respect of First Category vessels berthed at wharves or quays; or change their locations within the harbor's limits, and this charge covers the services of mooring boat including mooring and unmooring operation as follows:

Description	Rate Of Fees (In Dollars)
a- Mooring and unmooring charges.	\$7/00 (Seven dollars) Per 100 Ton of GRT
b- Vessels that change their berth (tying) location from a berth to another mooring and unmooring charges shall be imposed on them. The vessel will be exempted from this charge if it has been done in response to instructions from the competent authority in the harbor. The exemption will not apply in case of a prior report to the vessels of the possibility to change its berth or in case the vessel did not comply with discharge rates for reasons related to the vessel.	-----
c- Minimum charges.	\$250/00 (Two Hundred Fifty Dollars)

Article (44) : Mooring and unmooring charges shall be payable in respect of Second & Third Category vessels berthed at wharves or quays; or change their locations within the harbor's limits, and this charge covers the services of mooring boat including mooring and unmooring operation as follows:

Description	Rate Of Fees (In Dollars)
a- Mooring and Un unmooring charges.	\$1/50 (One Dollar Fifty Cents) Per 100 Ton of GRT



Description	Rate Of Fees (In Dollars)
b- Vessels that change their berth (mooring) location from a berth to another mooring and unmooring charges shall be imposed on them. The vessel will be exempted from this charge if it has been done in response to instructions from the competent authority in the harbor. The exemption will not apply in case of a prior report to the vessels of the possibility to change its berth or in case the vessel did not comply with discharge rates for reasons related to the vessel.	-----
c- Minimum charges.	\$50/00 (Fifty dollars)

Article (45) : Mooring and Unmooring charges prescribed in Articles (43-44) of this section shall be increased by (50 %) during the weekends and official holidays.

Article (46) : The following vessels are excluded from mooring and unmooring charges:

- a) Fourth Category vessels.
- b) Maritime units belonging to other Yemen ports corporations and to the Maritime Affairs Authority.

Yachts, pleasure boats and passengers' ships are also exempted from the mooring and unmooring charges for a period of three years from the effective date of this regulation.



Section Six

Berthing Occupancy Charges

Article (47) : Berthing Occupancy charges are charged on First Category Vessels as follows:

1- Berthing Occupancy Charges, For Quays Or Piers:

Description	Rate Of Fees (In Dollars)
a- Berthing occupancy fees , of quays, per an hour or part thereof.	\$0/25 (Twenty-Five Cents) Per Meter of Length
b- Period of berthing occupancy shall be computed from the time of mooring the first rope of the vessel till unmooring the last rope, upon departure.	-----
c- Minimum wage per 24 hrs. or part thereof.	\$100/00 (One Hundred Dollars)

2- Berthing Occupancy Charges, At Anchor In The Inner Harbor:

Description	Rate Of Fees (In Dollars)
a- Berthing occupancy charges, at anchor in the inner harbor, per 24 hrs. or part thereof.	\$2/00 (Two Dollars) Per 100 Tons of GRT
b- Minimum wage per 24 hrs. or part thereof.	\$35/00 (Thirty-Five Dollars).

3- Berthing Occupancy Charges, At Anchor In The Outer Harbor

Description	Rate Of Fees (In Dollars)
a- Berthing occupancy charges, at anchor in the outer harbor, per 24 hrs. or part thereof.	\$1/50 (One Dollar Fifty Cents) Per 100 Tons of GRT
b- Minimum charges per 24 hrs. or part thereof.	\$30/00 (Thirty Dollars)



4- Berthing Occupancy Charges, At Buoy's Anchor:

Description	Rate of Fees (In Dollars)
a- Berthing occupancy charges, at buoys anchor in the inner harbor, per 24 hrs. or part thereof.	\$3/00 (Three Dollars) Per 100 Ton of GRT
b- Minimum wage per 24 hrs. or part thereof.	\$45/00 (Forty-Five Dollars)

Article (48) : Berthing Occupancy charges are charged on Second Category Vessels as follows:

1- Berthing Occupancy Fees, For Quays Or Piers:

Description	Rate of Fees (In Dollars)
a- Berthing occupancy charges, for quays or piers, per an hour or part thereof.	\$0/25 (Twenty-Five Cents) Per Meter of Length
b- Period of berthing occupancy shall be computed from the time of mooring the first rope of the vessel till unmooring the last rope, upon departure.	-----
c- Minimum wage per 24 hrs. or part thereof .	\$100/00 (One Hundred Dollars)

2- Berthing Occupancy Charges, At Anchor In The Inner Harbor:

Description	Rate of Fees (In Dollars)
a- Berthing occupancy charges, at anchor in the inner harbor, per 24 hrs. or part thereof .	\$1/50 (One Dollar Fifty Cents) Per 100 Tons Of GRT
b- Minimum wage per 24 hrs. or part thereof	\$100/00 (One Hundred Dollars)



3- Berthing Occupancy charges, at anchor in the outer harbor:

Description	Rate of Fees (In Dollars)
a- Berthing occupancy charges, at anchor in the outer harbor, per 24 hrs. or part thereof .	\$1/00 (One Dollar) Per 100 Tons of GRT
b- Minimum wage per 24 hrs. or part thereof.	\$100/00 (One Hundred Dollars)

4- Berthing Occupancy , at buoy's anchor:

Description	Rate of Fees (In Dollars)
a- Berthing occupancy charges, at buoy's anchor in the inner harbor, per 24 hrs. or part thereof..	\$3/00 (Three dollars) Per 100 tons of GRT
b- Minimum wage per 24 hrs. or part thereof .	\$100/00 (One hundred dollars)

Article (49) : Berthing Occupancy charges are charged on Third Category Vessel (Dhows) and vessels classified within the Fourth Category vessels as follows:-

Description	Rate of Fees (In Dollars)
a- Berthing occupancy charges, for (quays / piers), on foreign ships (dhows) and tugs classified within the Fourth Category vessels, per 24 hrs. or part thereof.	\$8/00 (Eight dollars) Per 100 tons of GRT
b- Berthing occupancy charges, for (quays / piers), on local ships (dhows), per 24 hrs. or part thereof .	\$6/00 (Six dollars) Per 100 tons of GRT
c- Period of berthing occupancy shall be computed from the time of mooring the first rope of the vessel till unmooring the last rope, upon departure.	-----
d- Berthing occupancy charges, at anchor on foreign ships (dhows) and tugs classified within the Fourth Category vessels, per 24 hrs. or part thereof .	\$1/00 (One dollar) Per 100 tons of GRT
e- Berthing occupancy charges , at anchor on local ships (dhows), per 24 hrs. or part thereof.	\$0/75 (Seventy-five cents) Per 100 tons of GRT



Article (50) : Vessels that change their berth (mooring) location from the anchor to buoys or from buoys to quay, for any purpose, berthing occupancy fees shall be calculated for the 24 hours in which the berth location has been changed, according to the berthing occupancy charges to the location that has been changed from or according to the berthing occupancy charges of the location has been changed to, whichever is higher.

Article (51) : Vessels that arrives outside the pilotage area for the purpose of supplying, seeking spare parts, changing crew or else are charged for their waiting period. (Berthing occupancy charges – berthing – on anchorage in the outer harbor). And exempted from this fees the ships waiting at the outer harbor for the purpose of receiving medical treatment or Protecting from weather in stormy atmospheres, for a period not exceeding **(72)** hours, only.

Article (52) : Subject to the provisions of Articles **(57 – 58)** of this Regulation on fees and charges assessed on ships, barges, lash and other boats, the following vessels are exempted from berthing occupancy fees on the anchorage.

- a) Fourth Category Vessels (except tug boats).
- b) Yemeni warships.
- c) Yemeni Government vessels not intended for commercial purposes.
- d) Maritime units belonging to other Yemen ports corporations and to the Maritime Affairs Authority.

Yachts, pleasure boats and passenger ships are also exempted from berthing occupancy charges (quays / mooring / anchorage) for a period of three years from the effective date of this regulation.



Section Seven

Loading & Unloading Charges

- Article (53) :** Subject to the Without prejudice to provisions of Article (68) of this regulation, concerning the port dues on temporary cargo shift and provisions of Article (69) concerning the port dues on the direct transfer (Bottom To Bottom) transfer, the cargo handling except containers auto-handling) and the manual works associated to handling of containers, in respect of vessels, shall be carried out by cargo handling agents, who are licensed by the Corporation. Loading and Unloading works, unloading, cargo handling, rights and duties of cargo handling agents shall be governed by the regulations organizing the works of cargo handling in the Yemeni ports, and by rules and regulation in the Yemeni ports and by this regulation.
- Article (54) :** The Corporation shall be paid a financial return, by cargo handling agents, per each ton from the entire types of goods that will be handled in favor of the vessels in the port and that against cargo handling agents' practicing these activities on behalf of the port's authorities pursuant to the provisions of Minister of Transport's Decree No. (76) of 2008, concerning regulations organizing the works of cargo handling in the Yemeni ports. The financial returns shall be paid in accordance to actual unloading statements presented by the competent authorities and from the actual manifest.
- Article (55) :** Containers auto-handling in Aden Port shall be carried out by the company operating containers quays in the harbor.
- Article (56) :** Supervision fees shall be imposed on vessels that carry out loading and unloading in port's quays or other facilities of loading and unloading within the limits of the port and that is as a compensation for the corporation against the supervising services and works, it provides for the loading, unloading and relevant works, at different times and during holidays and off days, and shall be calculated as follows:-



Description of Charges	Calculating Unit	Value of charge
a- For General goods, containers, heavy equipment & vehicles.	Ton	YR 1/00 (One Riyal)
b- For bulk Liquid And Dry materials (except oil and Petroleum Materials).	Ton	YR 0/50 (Fifty fills)
c- For Vessels Carriers of Oil and Petroleum Materials.	Vessel	\$400/00 (Four Hundred Dollars)
d- For Passenger's Ships.	Vessel	Exempted
e- For Livestock vessels.	Vessel	\$15/00 (Fifteen Dollars)
f- For empty containers 20 feet category (Outgoing or Incoming)	Container	\$0/05 (Five Cents)
g- For empty 40' containers (Ingoing or outgoing) or larger.	Container	\$0/08 (Eight Cents)

Payment of supervision fees shall not exempt vessels from paying Port Dues on the direct (Bottom To Bottom) transfer prescribed in Article (69) of this regulation.

Article (57) : A lump sum amount of **(\$2000)** two thousand dollars shall be payable in respect of any barge, for the period from its arrival to its departure, and it is against entering from the draft area (the basin) up to the quay, Sea berth or traction till its Departure, and the mother boat shall be charged berth occupation charges, at the anchor, during waiting at the draft area (the basin), and the navigational aids charges and port dues.

Article (58) : Other barges working in the cargo handling operations from the quay to the draft and vice versa shall be charged the sum of **(\$1.00)** One Dollar per each ton of the Gross Registered Tonnage, **(GRT)** according to the certificate. and in case of not knowing the Gross Registered Tonnage GRT, the fee shall be calculated pursuant to the Dead Weight (DWT) at the same rate of the fee **(One Dollar)**per each ton of the **(DWT)**.



Section Eight

Special Goods Handling Charges

Article (59) : Subject to the provisions of the previous Section (Seven) of this Chapter, concerning vessels Loading & Unloading Charges, the additional works concerning Cargo Handling shall be carried out by the company operating container quays or Cargo Handling agents, who are licensed by the Corporation, in accordance with the port's rules and regulations, which are the works concerning loading, unloading and handling of special goods (hazardous, heavy, valuable and else of the cargo and loading and unloading and special and additional handling). Charges on the port's equipment, machines and marine units used in any of special cargo handling works to and from vessels shall be calculated pursuant to provisions of Sections One & Two, Chapter IV, of this regulation.

Section Nine

Passengers Fees

Article (60) : A fee of **(\$4.00)** Four Dollars shall be payable per each arriving or departing passenger. Officially delegated staff, and vessels' crews and pleasure boats, the crew of which should not exceed five persons shall be exempted from these fees.

Section Ten

Vessel's Auxiliary Services Charges & Clearance Fees

Article (61) : Clearance fees of **(\$30.00)** Thirty Dollars shall be payable by the vessel against granting the vessel a clearance permit, which will be valid for **(24)** hours and in case of vessel's non-departure within such period, a new clearance permit, with new fees equivalent to the first permit fees, should be issued.



Article (62) : Every vessel shall pay the Guarding Fees of (\$20.00) Twenty Dollars per (24) hours or part thereof during berthing (traction) at quays.

Article (63) : Vessels supplied with water shall pay the value of water as follows:-

Description of Charges	Calculating Unit	Value of charge
a- Supply of drinking water at quays.	ton	\$10/00 (Ten Dollars)
b- Supply of drinking water at the Inner basin of the port by tugboats/launches.	ton	\$10/00 (Ten Dollars) In addition to the transport charge of the Tugboat/Launch
c- Supply of drinking water at the Outer basin of the port by tugboats/launches.		

Article (64) : Fees shall be payable per each case (upon request) as assigned before each case in the following Schedule without infraction to the provisions of the effective Laws & Decrees:-

Description of Charges	Rate of Charges in Dollars
a- Fee of certification per each marine complaint.	\$200/00 (Two Hundred Dollars)
b- Fee of resolving of marine cases per hour or part thereof.	\$100/00 (One Hundred Dollars)
c- Fee of testing Tug Master from outside the corporation.	\$300/00 (Three Hundred Dollars)
d- Fee of testing Boat's Master from outside the corporation.	\$150/00 (One Hundred Fifty Dollars).



Chapter III

Set of Fees & Charges Collected on Cargos

Section One

Port Dues on Cargo

Article (65) : The Port Dues shall be payable in respect of incoming cargo, and the charges shall be paid by the cargo owner as follows:-

Description	Calculating Unit	Value of Charges in Riyal
(a) <u>Non-formal Imports:-</u>		
a-1- Wheat/Flour	Ton	YR 15/00 (Fifteen Riyals)
a-2- Sugar/Rice/Other	Ton	YR 30/00 (Thirty Riyals)
a-3- General cargos, minerals, machineries, engines, vehicles, construction materials.	Ton	YR 100/00 (One Hundred Riyals)
a-4- Timber, cement, steel	Ton	YR 70/00 (Seventy Riyals)
a-5-Tar, Gypsum, & chemical, substances and other materials of the same category.	Ton	YR 150/00 (One Hundred Fifty Riyals)
a-6- Hazardous materials & inflammables as per the international classifications.	Ton	YR 200/00 (Two Hundred Riyals)
a-7-Petroleum materials except crude oil.	Ton	Yr 50/00 (Fifty Riyals)
a-8- Crude Oil	Ton	Yr 10/00 (Ten Riyals)
a-9- Cows and the like	Per head	Yr 50/00 (Fifty Riyals)
a-10- Goats and the like	Per head	Yr 20/00 (Twenty Riyals)



Description	Calculating Unit	Value of Charges in Riyal
(b) <u>Formal Imports:-</u>		
b-1 20" Container	Container	Yr 1800/00 (One Thousand Eight Hundred Riyals)
b-2 40' Container or larger	Container	Yr 3500/00 (Three Thousand Five Hundred Riyals)

Article (66) : The Port Dues shall be payable in respect of outgoing goods. Charges shall be paid by the goods owner and shall be calculated as follows:-

Description	Calculating Unit	Value of Charges in Riyal
a- <u>Domestic Product Exports:-</u>		
a-1: Salt and raw materials exported from the sea (without using quay).	Ton	Yr 3.00 (Three Riyals)
a-2 Salt and raw materials exported using quay.	Ton	Yr 5.00 (Five Riyals)
a-3 Asphalt.	Ton	Yr 20.00 (Twenty Riyals)
a-4 Local manufactured products.	Ton	Yr 8.00 (Eight Riyals)
b- <u>Scrap, factories residues and the like.</u>	Ton	Yr 400.00 (Four Hundred Riyals)
c- <u>Exports of Foreign Origin:-</u>	--	The Port Dues Shall be Paid As Per The Prescribe Toll On Imported Goods, According to their type



Article (67) : The Port Dues shall be payable in respect of transit shipments, and charges shall be paid by the carrier vessel and shall be calculated as follows:-

Description	Calculating Unit	Value of Charges in Riyal
<u>a-Non-Formal Cargo (includes Imports & Exports):</u>	Ton	\$1/00 (One Dollar)
<u>b-: Formal Cargo:</u>		
b-1 20' Containers	Full	\$40/00 (Forty Dollars)
b-2 20' Containers	Empty	\$5/00 (Five Dollars)
b-3 40' Containers or larger	Full	\$80/00 (Eighty Dollars)
b-4 40' Containers or larger	Empty	\$10/00 (Ten Dollars)

Article (68) : The Port Dues shall be payable in respect of Cargo shifting and Charges shall be paid by the vessel and shall be calculated as follows:-

Description	Calculating Unit	Value of Charges in Riyal
a- Per ton (includes ascended and descended).	Ton	\$2/00 (Two Dollar)
b-: 20' Containers.	Container	\$50/00 (Fifty Dollars)
c- 40' Containers or larger.	Container	\$90/00 (Ninety Dollars)

Article (69) : Subject to the provisions of Article (56/h) of this regulation, the port dues shall be payable on all types of cargo shifted from a vessel to another vessel (Bottom To Bottom) transfer, within the limits of the port, shall be charged the sum of (\$1.00) One Dollar per each ton that is shifted. The fees shall be collected from the transferring (transferred from) vessel with the necessity of adhering to the port's regulations and systems; such as Rules and Regulation in Yemeni Ports concerning the transfer of cargo from one vessel to another and to obtaining a prior permission from the port's competent authorities to shift cargo from a vessel to another vessel within the limits of the port.



Article (70) : Personal belongings that are accompanying passengers and supplies prepared for vessels purveyance shall be exempted from port dues.

Section Two

Cargo Handling Charges on Quay

Article (71) : Subject to the provisions of Article (53) of this regulation the cargo handling operations and the manual works associated to handling of containers on quays, and the subsequent works shall be carried out by cargo handling agents, who are licensed by the Corporation.

Article (72) : Subject to the provisions of Article (54) of this regulation, the Corporation shall be paid a financial return, by cargo handling agents, per each ton from the entire types of cargo that will be handled in favor of the cargo owner against cargo handling agents' practicing these activities on behalf of the port's authorities pursuant to the provisions of Minister of Transport Decree No. (76) of 2008, concerning regulations for Organization of Cargo Handling at Yemen Ports, and the financial returns shall be paid in accordance with the unloading statements presented by the competent authority and from the actual manifest.

Article (73) : Subject to the provisions of Article (59) of this regulation the special additional works of cargo handling on quays shall be carried out and its financial returns shall be paid by the company operating the container quays or the cargo handling agents, who are licensed by the Corporation, in accordance with the port's rules and regulations, which are the works concerning loading, unloading and handling of special cargo (hazardous, heavy, valuable and else of the cargo; and the additional and special loading, unloading and cargo handling, and charges). on the port's equipment, machines and harbor craft of the port used in any of the special cargo handling works shall be calculated pursuant to the provisions of Sections **One & Two, Chapter IV**, of this regulation.



Section Three

Storage Charges

Article (74) : The Cargo Storage charges shall be payable in respect of Incoming cargo which get stored in the port, and charges, shall be paid by the cargo owner as follows:-

A- Non-Formal Imports Storage Charges:-

Storage charges shall be payable from the day following finishing the vessel's discharging, as per the following Schedule:-

Description	Charges Value (In YR) Per Ton	
	In open Yards	In roofed Yards
<u>For The First Period:-</u> Five days period or part thereof to start on the day following finishing the vessel's unloading, and Charges shall be paid per day.	100/00 (One Hundred Riyals)	20/00 (Twenty Riyals)
<u>For The Second Period:-</u> 1- Thirty days period to start on the day following the end of the first period and the charges shall be paid per day. 2- For all types of cars & vehicles, additional charge to the storage charges shall be added in this period as follows:- - (50%) of the storage charges in the first 15 days of this period. - (100%) of the storage charges in the second 15 days of this period.	20/00 (Twenty Riyals)	4/00 (Four Riyals)
<u>For The Last Period:-</u> 1- It is the sub-sequent for the second period and the charges shall be per day. 2- For all types of cars & vehicles, additional charge to the storage charges shall be added in this period at (100%) of the storage charges.	30/00 (Thirty Riyals)	6/00 (Six Riyals)



B- Formal Imports (Containers) Storage Charges in Yards & Wharfs which are under Corporation's Management:-

Storage charges shall be payable from the day following finishing the vessel's discharging the containers, as per the following Schedule:-

Description	Charges Value (In YR) Per Container	
	20' Containers	40' Containers or Larger
<u>For the First Period:-</u> Five days period or part thereof to start on the day following finishing the vessel's unloading of containers.	800/00 (Eight Hundred Riyals)	1600/00 (One Thousand Six Hundred Riyals)
<u>For the Last Period:-</u> It is the subsequent for the first period and the charges shall be paid per day.	180/00 (One Hundred Eighty Riyals)	360/00 (Three Hundred Sixty Riyals)

Article (75) : The Cargo Storage charges shall be payable in respect of outgoing cargo that stored at the port. And charges shall be paid by the cargo owner, as follows:-

A) Storage Charges on Domestic Products Exports:

A-1 Five days free period from the date of cargo entry in the port.

A-2 Storage charges shall be payable from the day following finishing of the free period, at (50%) of storage charges prescribed in Article (74) on incoming cargo and its periods.

B) Pay Storage Of Scrap And Waste Of Factories And The Like:-

Storage charges shall be payable for each day starting from the date of cargo entry in the port, at (200) Two Hundred Riyals Per Ton, provided that an advance financial guarantee equals to the storage charges of a whole month period shall be paid, and The Corporation reserves the right of conduct as it sees appropriate, according to the law, if the period of storing the scrap exceeded a whole month.



C) Storage Charges on Exports of Foreign Origin:-

- C-1** Five days free period from the date of cargo entry in the port.
C-2 Storage charges shall be payable starting from the day following finishing of the free period and shall be calculated pursuant to the storage charges prescribed in Article (74) on ingoing cargo and its periods.

Article (76) : The Cargo Storage charges shall be payable in respect of transit cargo that stored at the port and charges shall be paid by the carrier vessel as follows:-

A- Storage Charges on Non-Formal Transit Cargo (Including Incoming & Outgoing):

- A-1** Ten days a free period from the date of unloading the vessel of its load.
A-2 Storage charges shall be payable from the day following finishing of the free period and charges shall be paid per a day as follows:-

Description	Calculating Unit	Value Of Charge In Dollars
A-2-A Storage in open yards.	Ton	\$0/20 (Twenty Cents)
A-2-B Storage in roofed yards.	Ton	\$0/50 (Fifty Cents)

B- Storage Charges on Formal Transit Cargo (Containers) in the Yards and Quays under the Corporation's Management:

- B-1** Storage charges shall be payable from the day following Putting the containers on the yards and quays under the Corporation's management, and charges shall be paid per a day as follows:-

Description	Calculating Units	Value of Charge in Dollars
B-1-A Storage of 20' container	Full	\$5/00 (Five Dollars)
B-1-B Storage of 20' container	Empty	\$3/00 (Three Dollars)



Description	Calculating Units	Value of Charge in Dollars
B-1-C Storage of 40' container and larger	Full	\$10/00 (Ten Dollars)
B-1-D Storage of 40' container and larger	Empty	\$6/00 (Six Dollars)

B-2 In respect of full containers entered the port and returned empty, to the yards and quays under the Corporation's management, storage charges shall be as follows:-

B-2-A **The First Period:** Seven (7) days a free period from the date of unloading the containers or the date of returning it empty to the port.

B-2-B **The Second Period:** Five (5) days a free period starts from the day following the end of the first period and the storage charges shall be as follows:-

Description	Calculating Units	Value of Charge in Dollars
- Storage of 20' container	Day	\$3/00 (Three Dollars)
- Storage of 40' container	Day	\$5/00 (Five Dollars)

B-2-C **The Third Period:** Excess period over the previous two periods the storage charges shall be as follows:-

Description	Calculating Units	Value of Charge in Dollars
- Storage of 20' container.	Day	\$6/00 (Six Dollars)
- Storage of 40' container or larger.	Day	\$10/00 (Ten Dollars)



Section Four

Charges of Other Cargo Services

Article (77) : Charges on stuffing containers with cargo and distuffing them on the yards and quays under the Corporation's management shall be payable. These charges shall be paid by the cargo owner, as follows:-

Description	Calculating Units	Value of Charge in Yemeni Riyal
A- 20' Container	Container	8000/00 (Eight Thousand)
B- 40' Container or larger	Container	12000/00 (Twelve Thousand)

Article (78) : Charges on the services mentioned in the following Schedule shall be payable as assigned before each case. Charges shall be paid by the requester, as follows:-

Description	Calculating Unit	Value Of a Certificate or A Report Fees For Local Use	Value of a Certificate or a Report Fees For Foreign Use
a- Application for issuance of a certificate or report in connection with the vessel or the cargo.	Document	YR 2000/00 (YR Two Thousand)	\$ 100/00 (One Hundred Dollars)
b- Application for a duplicate of a certificate or a report in connection with the vessel or the cargo.	Document	YR 5000/00 (YR Five Thousand)	\$ 25/00 (Twenty-Five Dollars)
c- Application for correction of manifest, delivery order or any similar document.	Document	YR 2000/00 (YR Two Thousand)	\$ 10/00 (Ten Dollars)
d- Application for the pass form for the incoming/outgoing cargo.	Document	YR 1000/00 (YR One Thousand)	\$ 5/00 (Five Dollars)
e- Application for measuring samples of the cargo or carry out the measuring due to doubt in the presented statement.	Case	YR 2000/00 (YR Two Thousand)	\$ 25/00 (Twenty-Five Dollars)
f- Issuance of a weight certificate for the purpose of testing the accuracy, according to the request of Roads Maintenance Fund.	Per Each Weighing Operation	YR 600.00 (YR Six Hundred)	----



Article (79): In case of lack or doubtful details of weight or measurement, the port's administration may weigh and/or measure the cargo on the cost of the body responsible of the error. However, if the measurement is not mentioned in the manifest, but only the weight, the consequent of which will make the determination of the measurement impossible; then, it may be considered three times the weight, and the scale's charges shall be payable at One Hundred Riyals (YR100.00) per ten or part thereof.

Article (80): The cargo owner shall pay cleaning charge at Five Riyals (YR 5.00) per ton from the cargo against removing the ordinary wastes of his cargo on the quays, yards or warehouses, for once.



Chapter IV

Set of Other Fees & Charges

Section One

Equipments & Machines Charges

Article (81) : Charges shall be payable on the use of the port's floating cranes, according to the purpose of their usage specified in this Article, as follows:-

Description	Calculating Unit	Value of charge In Dollars
a- When used to lift weights not more than (30) tons.	One Hour or Part Thereof	\$1000/00 (One Thousand Dollars)
b- When used to lift weights more than (30) tons.	One Hour or Part Thereof Per One Piece	\$2000/00 (Two Thousand Dollars)
c- Above charges shall be payable for actual hours of work, which starts from existing of the crane beside the vessel or the quay and ready to perform till the end of work. The minimum charge for the crane is 2 hrs.	-----	-----
d- Based on the Board Of Director's approval, the Corporation may rent the floating crane other than mentioned above with a charge to be agreed upon, according to the nature of the required work to be executed.	-----	-----



Section Two

Maritime Units Charges

Article (82) : Charges shall be payable on the use of the port's maritime units (Boats & Tugs), according to the purpose of their usage specified in this Article, Charges shall be calculated for each maritime unit per one hour or part thereof, as follows:-

Charge Description		Boats or Tugs Horse Power					
		250 - 400	401- 700	701 - 1300	1301-2700	2071-4700	Over 4700
Charges for emergency towing of vessels unable of self-propelling (except for rescue or fire fighting operations)	Inside The Port	--	--	--	--	\$3000/00 (Three Thousand Dollars)	\$4000/00 (Four Thousand Dollars)
	Outside The Port	--	--	--	--	\$4000/00 (Four Thousand Dollars)	\$5000/00 (Five Thousand Dollars)
Charges for emergency towing of wooden boats or vessels not exceeding (200 GRT) unable of self-propelling (except for rescue or fire fighting operations)	Inside The Port	--	--	--	--	\$600/00 (Six Hundred Dollars)	--
	Outside The Port	--	--	--	--	\$1000/00 (One Thousand Dollars)	--
Charges for emergency towing of barges or the like	Inside The Port	--	\$300.00 (Three Hundred Dollars)	\$450.00 (Four Hundred Fifty Dollars)	--	\$1200/00 (One Thousand Two Hundred Dollars)	\$1800/00 (One Thousand Eight Hundred Dollars)
	Outside The Port	--	--	--	--	\$1500/00 (One Thousand Five Hundred Dollars)	\$2100/00 (Two Thousand One Hundred Dollars)
Transport fees	Inner Harbor	--	\$150.00 (One Hundred Fifty Dollars)	--	--	\$600.00 (Six Hundred Dollars)	--
	Outer Harbor	\$200/00 (Two Hundred Dollars)	--	--	--	\$800/00 (Eight Hundred Dollars)	--
	Outside The Port	--	--	--	--	\$1000/00 (One Thousand Dollars)	--
Charges of boat trips Inside the port	Per Boat	\$30/00 (Thirty Dollars)	--	--	--	--	--



Charge Description		Boats or Tugs Horse Power					
		250 - 400	401- 700	701 - 1300	1301-2700	2071-4700	Over 4700
		\$50/00 (Fifty Dollars)	--	--	--	--	--
	Per person	\$1/00 (One Dollar)	--	--	--	--	--

With Observing The Following:-

- A) Maritime units' working period starts from untying ropes of the maritime unit from its berth until its returning back to it. Minimum charge is one hour.
- B) The number of barges towed by a tugboat should not exceed 4 full or 6 empty launches in a single towage.
- C) Maritime units' usage charges, according to the nature of work set out in the above Schedule of this Article, shall be considered a lump sum for days and nights, including weekends and official holidays per hour or part thereof. No increase shall be added except the following cases, without prejudice to provisions of Item (D) of this Article in each case:-

C-1 Charges for emergency towing of vessels unable of self-propelling (due to whole/partial stoppage of its engine or rudder breakdown) outside the port's limits defined by the above Schedule of this Article relevant to the emergency towing of vessels unable of self-propelling, which does not require a period of time that exceeds **(48)** hours. In case the emergency towing operation needs a period of time more than that, then an agreement and a contract for the operation and its charge will be concluded with the Corporation, based on the approval of the Board of Directors, with the addition of the daily wages of each maritime unit's members of crew to the operation charges, in both cases, as follows:-

- Sailor's wage the sum of **(\$60.00)** Sixty Dollars per day or part thereof;



- Technician's wage the sum of (\$75.00) Seventy-Five Dollars per day or part thereof.
- Officer's wage the sum of (\$100.00) One Hundred Dollars per hour or part thereof.
- Senior engineer's wage the sum of (\$120.00) One Hundred Twenty Dollars per hour or part thereof.
- Captain's wage the sum of (\$150.00) One Hundred Fifty Dollars per hour or part thereof.

C-2 In case of using the maritime units to assist in firefighting on vessels, the charges set out in the above Schedule of this Article shall be tripled per hour or part thereof; with the addition of the daily wages of each maritime unit's crew members to the operation charges, in both cases, as follows:-

- Sailor's wage the sum of (\$200.00) Two Hundred Dollars per hour or part thereof.
- Technician's wage the sum of (\$250.00) Two Hundred Fifty Dollars per hour or part thereof.
- Officer's wage the sum of (\$350.00) Three Hundred Fifty Dollars per hour or part thereof.
- Senior engineer's wage the sum of (\$450.00) Four Hundred Fifty Dollars per hour or part thereof.
- Captain's wage the sum of (\$500.00) Five Hundred Dollars per hour or part thereof.

C-3 For rescue operations for vessels in danger, an agreement and a contract for the operation and its charge will be concluded with the Corporation, according to the nature and requirements of each operation, provided that the rescue operation charges shall not be less than the charges for emergency towing of vessels unable of self-propelling outside the port's limits defined by the above Schedule of this Article, with the addition of the daily wages of each maritime unit's crew members to the operation charges as per the daily charges of the members of crew defined in the previous Item (C-2), concerning charges of assisting in firefighting on vessels.

D) For operations concerning emergency towing of vessels unable of self-propelling, rescue operations for vessels and their loads, fire fighting operations or any other various marine operations, which



may take place in the territorial waters of the Republic of Yemen outside the ports' official limits, a permit should be obtained from the Maritime Affairs Authority (MAA) for conducting such operations by the port; and the (MAA) fees, prescribed for such operations should be paid, which will be added to the value of the operation contract's charges and to be mentioned in its provisions. In emergency cases, without prejudice to anything organized by the applicable laws, decrees, regulations and the concerned international agreements and covenants, the rescue operation or fire fighting may start immediately after notifying the (MAA), in writing through any official means of communication (fax/e-mail) and to adhere to fulfill the entire resulting obligations towards the (MAA), without prejudice to completion of procedures of obtaining the official permit from the (MAA) and payment of tolls.



Section Three

Other Services Charges

Article (83) : Slipways charges shall be determined against the usage of the port's slippers by others. Charges on the maintenance works executed by the port on these slip docks shall be determined pursuant to a detailed bylaw that will be issued by a Minister's decree, upon proposal of the Executive Chairman of the YGAPC, approval of YGAPC Board of Directors, within maximum period of six months from the issuance of this Regulation.

Article (84) : Diving charges shall be payable against the port's provision of diving services to the others. Charges shall be paid by the beneficiary.

Description	Value Of Charge In \$ Per Hour Or Part Thereof
a- Diving charges.	\$120/00 (One Hundred Twenty Dollars)
b- Assistance boat charges in diving works.	\$70/00 (Seventy Dollars)
c- Charges prescribed in above Items (a- b) shall be increased by (50 %) if the service is carried out during the weekends and official holidays.	--

Article (85) : Charges shall be payable against the port's provision of hydrographic and maritime survey services. Charges shall be paid by the service's requester, as follows:-

Description	Value of charge in Dollars
a- Hydrographic services' charges per hour or part thereof, including the following works:- 1. Sounding surveys; 2. Supervision of dredging works & quays construction. 3. Chart drawing & sounding projection. 4. Dealing with Floating crafts and mooring buoys and inspection of damages resulting from marine accidents.	\$120/00 (One Hundred Twenty Dollars) (Diurnal) \$185/00 (One Hundred Eighty-Five Dollars) (At Night)



Description	Value of charge in Dollars
a- Maritime engineering surveys charges.	\$200/00 (Two Hundred Dollars) Per One Visit \$1600/00 (One Thousand Six Hundred Dollars) Maximum.
b- Charges of inspection and maintenance lifebuoys, lifeboats and rafts per hour or part thereof.	\$18/00 (Eighteen Dollars)
c- Charges prescribed in above Items (a-b-c) shall be increased by (50 %) if the service is carried out during the weekends and official holidays.	----
d- All types of Hydrographic services and maritime surveys, which are carried out in the territorial waters of the Republic of Yemen and outside the official limits of the port will requisite extraction of a permit from the MAA and payment of the prescribed tolls.	----

Article (86) : Authorities supplied by electricity and water services inside the port pursuant to electricity and water consumption meters shall be charged (With the exception of governmental authorities) on the administrative services for electricity and water consumption as follows:-

Description	Calculating Unit	Value of charge in Dollars
a- Water	Bill's value (water value + associated fees)	Addition of 50% of the Bill's value
b- Electricity	Bill's value (electricity value + associated fees)	Addition of 50% of the Bill's value



Chapter V

Licenses & Permits Fees and Infringement Fines

Section One

Licenses & Permits Fees

Article (87) : All persons, private companies or corporations who are interested to practice works within the port's limits should apply to the port for the exercise of those works, taking into account works that requisite prior permits from the Maritime Affairs Authority (MAA). Fees for licenses and permits, issued by the port for practicing works and activities within the port's limits, shall be payable, according to each work or activity, as follows:-

S. No	License / Permit Description	Annual Rate	Rate For Periods Less Than a Year
1	<u>License for Cargo Handling:-</u> Period of license is three years with total fees of the sum YR Seven Hundred Fifty Thousands to be paid by the licensee in three installments, each of the sum YR Two Hundred Fifty Thousands, according to the provisions of Yemen Ports Cargo Handling Works Organization By-law. The second and third fees installments should be paid before the beginning of installment's year.	Yr.250,000/00 (Yr. Two Hundred Fifty Thousands, Annually)	-----
2	License for Vessels Shipping Line Agency:- (Note: License expires at the end of December every year)	\$3000/00 (Three Thousand Dollars) For Issuing License	-----
		\$1500/00 (One Thousand Five Hundred Dollars) For Annual Renewal	-----
3	License for Dhows & Wooden Boats Shipping Line Agency:- (Note: License expires at the end of December every year)	\$1000/00 (One Thousand Dollars) For Issuing License	
		\$500/00 (Five Hundred Dollars) For Annual Renewal	



S. No.	License / Permit Description	Annual Rate	Rate For Periods Less Than a Year
4	License for Catering Supplies agents within the port's limits.	\$800/00 (Eight Hundred Dollars)	-----
5	License for Bunkering Services within the port's limits, who are certified by YOC (oil derivatives distributing company) & acquiring of capacity license from MAA.	\$2500/00 (Two Thousand Five Hundred Dollars)	-----
6	License for oil & fuel residues collection Services who are licensed by MAA.	\$250/00 (Two Hundred Fifty Dollars)	-----
7	License for garbage collection Services (<u>Oil Residues</u>) who are licensed by MAA.	\$500/00 (Five Hundred Dollars)	-----
		\$125/00 (One Hundred Twenty-Five Dollars)	-----
8	License for laundry Services.	\$50/00 (Fifty Dollars)	-----
9	License for passengers boat, who are licensed by MAA.	\$150/00 (One Hundred Fifty Dollars)	-----
10	Clearance license for offices & companies	\$500/00 (Five Hundred Dollars)	-----
11	Clearance license for individuals	\$250/00 (Two Hundred Fifty Dollars)	-----
12	Diving license for others within the port limits.	-----	\$300/00 (Three Hundred Dollars) Per Task
13	License for the service boat permitted by the MAA.	\$150/00 (One Hundred Fifty Dollars)	-----
14	License for a boat of others within the port limits for purposes other than those mentioned in this table.	\$100/00 (One Hundred Dollars)	-----



S No.	License / Permit Description	Annual Rate	Rate For Periods Less Than a Year
15	License for practicing independent marine survey for vessels & cargo within the port's limits, for surveyors who are certified by MAA.	\$400/00 (Four Hundred Dollars) Per Yemeni Surveyor	\$300/00 (Three Hundred Dollars) For Not More Than 30 days or less
		\$800/00 (Four Hundred Dollars) Per Foreign Surveyor	
16	Engineer license to practice repair of Navigational & Communication devices on vessels within the port's limits.	\$500/00 (Five Hundred Dollars)	-----
17	Engineer license to practice repairs (Exception of Navigational and Communication Devices) (on vessels within the port's limits.	\$700/00 (Seven Hundred Dollars)	\$300/00 (Three Hundred Dollars) 90 Days
18	License for a tugboat within the port's limits for those who acquire investigation certificate from MAA.	\$500/00 (Five Hundred Dollars)	-----
19	<u>Port entry permits for individuals:-</u>		
-	a- Stevedoring representative.	Yr.1500/00 (One Thousand Five Hundred Riyals)	-----
-	b- Port entry & boarding vessels permits for those the nature of their work requisites boarding vessels.	Yr.3000/00 (Three Thousand Riyals)	-----
-	c- Port entry permits for those the nature of their work requisites port entry.	Yr.3000/00 (Three Thousand Riyals)	Yr1000/00 (One Thousand Riyals) Per month or part thereof.
-	d- Permit for visitors, for one time	-----	-----
20	Work permit for (5) Ton or less Fork Lift within the port's limits.	\$500/00 (Five Hundred Dollars)	\$50/00 (Fifty Dollars) Per week or part thereof
21	Work permit for greater than (5) Ton Fork Lift within the port's limits.	\$750/00 (Seven Hundred Fifty Dollars)	\$100/00 (One Hundred Dollars) Per week or part thereof.



S. No.	License / Permit Description	Annual Rate	Rate For Periods Less Than a Year
22	Work permit for different types of lifts (cranes) (except for floating cranes) within the port's limits.	\$950/00 (Nine Hundred Fifty Dollars)	\$150/00 (One Hundred Fifty Dollars) Per week or part thereof.
23	Work permit for grain loading/unloading equipment or else within the port's limits.	-----	\$25/00 (Twenty-Five Dollars) Per Day
24	Work permit for vehicles and the like within the port's limits:-		
-	a) Transport vehicle up to 3 tons.	Yr10000/00 (Ten Thousand Riyals)	Yr500/00 (Five Hundred Riyals) Per Day
-	b)Transport vehicle 3 tons up to 6 tons.	Yr15000/00 (Fifteen Thousand Riyals)	Yr1000/00 (One Thousand Riyals) Per Day
-	c)Transport vehicle greater than 6 tons .	Yr.25000/00 (Twenty-Five Thousand Riyals)	Yr1500/00 (One Thousand Five Hundred Riyals) Per Day
-	d) Top of a locomotive with a trailer or more.	Yr.15000/00 (Fifteen Thousand Riyals)	Yr1500/00 (One Thousand Five Hundred Riyals) Per Day
-	e) Private car .	Yr.2000/00 (Two Thousand Riyals)	-----
-	f) Refrigerator truck.	Yr.30000/00 (Thirty Thousand Riyals)	Yr.3000/00 (Three Thousand Riyals) Per Day
-	g) Port entry permit for small passengers vehicle.	Yr.10000/00 (Ten Thousand Riyals)	Yr.100/00 (One Hundred Riyals) Per Operation
-	h) Port entry permit for large passengers vehicle.	Yr.20000/00 (Twenty Thousand Riyals)	Yr.200/00 (Two Hundred Riyals) Per Operation



S. No.	License / Permit Description	Annual Rate	Rate For Periods Less Than a Year
25	Work permit for floating crane of different lifting capacities within the port's limits.	\$1000/00 (One Thousand Dollars) Local Hoists	\$5000/00 (Five Thousand Dollars) For Foreign Hoists Per week or part thereof.
		\$10000/00 (Ten Thousand Dollars) Foreign Hoists	\$7500/00 (Seven Thousand Five Hundred Dollars) For Foreign Hoists For a period of 30 days to 90 days
26	Work permit for marine dredger within the port's limits. (Governmental bodies, which own sites within the port's limits are exempted from this permit in case they use marine excavators to perform works related to their sites).	\$50.000/00 (Fifty Thousand Dollars)	\$1000/00 (One Thousand Dollars) Per Day or Part Thereof.
			\$30.000/00 (Thirty Thousand Dollars) For 90 Days
			\$40.000/00 (Forty Thousand Dollars) For 180 Days



Section Two Infringement Fines

- Article (88) :** If a cargo handling agent, who is licensed by the port pursuant Item (1) of Article (87), is delayed in payment of the second and third fees installments before the beginning of installment's year, the license issued to him shall be considered rescinded from the beginning of installment's year he was failed to pay. In case, after that, the agent submitted an application for payment of the value of the installment or requesting issuance of a new license, he shall pay a delay fine of the sum of (YR 250,000) YR Two Hundred Fifty Thousands.
- Article (89) :** For licenses that are set out in the Schedule of Article (87), of this Regulation, and which have annual renewing fees that are less than the fees for issuing the license for the first time, and the person licensed by the port is delayed in renewing the license or in payment of his fees before expiration of the license, the license issued to him shall be considered rescinded. In case, after that, he submitted an application for renewing the license or payment of his fees, he shall pay full fees for issuing a new license,
- Article (90):** Subject to the procedures, penalties, fines and compensations determined in the applicable laws, decrees and regulations, a financial fine shall be payable by any person who practices any work or activity in the port without a permit /license or with expired or cancelled permit / license at the sum of (YR 300,000) YR Three Hundred Thousands for cargo handling works, at (50%) of the value of the highest toll of the permit / license for the rest of the works and activities mentioned in Article (87) of this regulation, and that is in addition to an equivalent of the fee or charge stipulated by the provisions of this Article, which has been lost due to the infringement.
- Article (91):** Subject to the procedures, penalties, fines and compensations determined in the applicable laws, decrees and regulations, and to the fees and charges defined in this regulation and their provisions, a financial fine shall be payable by any person who violates rules, systems and instructions of the ports belong to the Corporation, and that is in addition to an equivalent of the fee or charge stipulated by the provisions of this Article, which has been lost due to the infringement. In case of the violation recurring, the value of the fine shall be increased.



Value of the financial fines for violating rules, systems and instructions of the ports belong to the Corporation; and their exemption or reduction, shall be determined as follows:-

- A)** The Executive Chairman shall issue a decree for determination of the financial fines on any person who violates rules, systems and instructions of the ports belong to the Corporation, according to the provisions of the Yemen Ports Rules & Instructions By-law and these Regulations, provided that value of the fine for committing the violation for the first time should not be less than the minimum fine defined by Yemen Ports Rules & Instructions By-law; and in case of recurring the violation, it should not exceed the maximum fine defined by Yemen Ports Rules & Instructions By-law.

- B)** Pursuant to reasonable and convincing grounds, the Executive Chairman may exempt the violator from the value of the fine specified in the Executive Chairman's decree mentioned in the previous Item **(A)** or reduce the value of the fine. The exemption shall be confined to committing the violation for the first time and the reduction for else, provided that value of the fine should not be less than the value of the fine specified in the Executive Chairman's decree for committing the violation for the first time.



Chapter VI

Final Provisions

- Article (92) :** Charitable assistances and donations presented to the State shall be exempted from Port fees and charges on goods (Fees and charges to be paid by the goods owner) that specified in this Regulation, provided that the official documents of th charitable assistances and donations should be presented accompanied by their certification by the Minister of Transport.
- Article (93) :** Conditions, controls and values of rents concerning lease of the port's hangars, sheds, yards, offices and buildings shall be determined pursuant to a detailed bylaw. The bylaw shall be issued by a Minister's decree, upon proposal of the Executive Chairman of the YGAPC, approval of YGAPC Board of Directors, within maximum period of six months from the issuance of these Regulations. During the same period, the Corporation has to update the Yemen Ports Lands Rent Organization By-law for investment and projects associated with the port's activities purposes so that the updated bylaw will be issued by a Minister's decree, upon proposal of the Executive Chairman of the YGAPC, approval of YGAPC Board of Directors.
- Article (94) :** The Corporation shall pay the share of the MAA from the Navigational Aids fees prescribed in this Regulation, and that is in accordance with what has been defined in the provisions of the Ministerial Decree No. (65) of 2010, concerning subordination of lighthouses and navigational aids, which serve the international maritime routes.
- Article (95) :** The Executive Chairman shall issue the necessary decisions and instructions for implementation of the provisions of this Regulation, unless stipulated otherwise in the applicable laws, decrees, bylaws and this Regulation.
- Article (96) :** The Corporation may, from time to time, restudy the Tariff of fees, charges, fines, terms and conditions specified in these Regulations; and amend, alter or change all or part thereof or add to them pursuant to the requirements of the services and facilities that are provided by the Corporation and interest of the work. The amendment, alteration, change or addition shall be issued by a Minister's decree, upon proposal of the Executive President of the YGAPC, approval of YGAPC Board of Directors and the Minister.



Article (97) : Yemen Ports Authority's Services & Facilities Charges and Fees Tariff Regulations, which are adopted by Yemen Gulf of Aden Ports Corporation shall be cancelled, taking into account the period granted by Article (83) of this Regulation, concerning the slip docks' charges and charges of maintenance works on them. Also, the Minister of Transport Decree No. (20) of 1997, concerning the issuance of Yemen Ports Services & Facilities Charges and Fees Tariff Regulations, the amended, together with its amendments. Moreover, any provision or text in contradiction with the provisions of this regulation shall be cancelled from the effective date of this Regulation.

Article (98) : A number of values of the charges and fees prescribed in this regulation shall be effective through stages as set out in the Schedule below:-

Charge /Fee Description	Article No.		Value of Charge /Fee		
	Article	Item	From The Effective Date of This Regulation Up To 31/12/2011	From 01/1/2012 up to 31/12/2012	From 01/1/2013
Port Charges In Respect of Imported Goods	54	-	70 % of fee value	85 % of fee value	100 % of fee value
Port Charges In Respect of Exported Goods	55	--	70 % of fee value	85 % of fee value	100 % of fee value
Storage Charges on Imported Goods Stored In The Port.	63	--	70 % of charge value	85 % of charge value	100 % of charge value
Storage Charges on Exported Goods Stored In The Port	64	--	70 % of charge value	85 % of charge value	100 % of charge value

Article (99) : This regulation shall come into force from 01/03/2011 and shall be published in the official Gazette.

1432 A.H.
Corresponding to
2011

Khaled Ebrahim Al-Wazeer
Minister of Transport

Note: This is the translation of the Arabic version of this Regulation. In case of conflicts of meanings, the Arabic Version shall be applicable.



