

Republic Of Yemen
Ministry Of Transportation



Resolution of the minister of Transportation No. (10) of 2025 Regarding the regulations for tariffs and charges for the facilities and services of the Yemen Arabian Sea Ports Corporation .

Minister of Transportation:

After checking and reviewing the law No. (3) for the cabinet and the republican

Upon resolution No. (35) for the year 1991 for the authorities and the public corporations & firms plus its amendments .

Upon the republican resolution No.(15) for 1994 regarding the maritime law .

Upon the republican resolution No.(427) for 2002 regarding the organizational regulations for the ministry of Transportation .

Upon the republican resolution No.(62) for 2007 regarding the incorporation of the Yemen Arabian Sea Ports Corporation .

Based upon the cabinet resolution No.(467) for 2008 regarding the control of expenses and harmonization between the flow of revenues and limits of expenses .

Upon the resolution of the transportation minister No.(76) for 2008 regarding the organizational plan of handling with goods at the Yemeni seaports .

Upon the transportation minister's resolution No.(108) for 2009 regarding the rules and instructions of the Yemeni Seaports .

Upon the transportation minister's resolution No.(133) for 2009 regarding the regulations for the Yemen Arabian Sea Ports Corporation .

Based upon the offer presented by the acting chairman of the Yemen Arabian Sea Ports Corporation as well as upon the authorities granted to us.

It has been Decided

Section (1)

Nomenclature, Definitions, Objectives, Scope of Application, Validity and General Provisions

Chapter (1)

Nomenclatures & Definitions:

Article 1) These regulations are named : (The regulations of the Tariffs and charges of the services & facilities of the Yemen Arabian Sea Ports Corporation) , the structure of these regulations consists of the following sections & chapters :

Section (1) : The nomenclature , Definitions , objectives , Scope of application and general provisions .

Chapter 1: Nomenclature & Definitions.

Chapter 2: Objectives & Scope of application.

Chapter 3: General Provisions.

Section (2) : The Set OF Fees and Charges Collected From The Ship:

Chapter 1: Fees & charges of the maritime facilities.

Chapter 2: Charges and fees of the seaport.

Chapter 3: Fees of Maritime Guidance.

Chapter 4: Vessel Towing Fees.

Chapter 5: Mooring & unmooring Fees

Chapter 6: Berthing Fees.

Chapter 7: Charges of Vessel loading & unloading (Stevedoring Charges)

Chapter 8: Fees of Handling of special cargo.

Chapter 9: Fees of passengers.

Chapter 10: Fees for Vessel or ship assistance Services & Departure Fees.

Section (3): The Set of Fees & Charges Collected for Cargo.

Chapter 1 : Seaport charges on the cargo

Chapter 2 : Cargo Handling Fees on the Dock .

Chapter 3 : Charges For Storage of Cargo .

Chapter 4: Other Service Charges on the Cargo.

Section (4): Other Charges & Fees.

Chapter 1: Equipment & Machinery Charges

Chapter 2: Marine Units Charges.

Chapter 3: Other Various Service Charges.

Section (5): License and permits Fees & Fines for Violations

Chapter 1: Licensing & Permits Fees

Chapter 2: Fines for Violations.

Section (6) : Conclusive & Final Provisions .

Article 2) The following terms and expressions , for the purposes of these regulations , shall have the meanings given opposite each of them , unless the context indicates otherwise :

The republic: The Republic of Yemen.

The ministry: The ministry of Transport.

The minister: The minister of Transport.

The Corporation: The Yemeni Arabian Sea Ports Corporation.

The competent maritime authority: The General Authority of Maritime Affairs.

The Board Of Directors: The corporation's Board Of Directors.

The Chief Operating Officer: The corporation's Chief Operating Officer.

The seaport authority \ The Competent Authority: The Corporation's Chief Operating Officer or their representative.

The port: Any of the corporation's Commercial Ports or what may arise from it in the future.

The port's Limits: The official maritime Boundaries of the seaport.

The administration of the seaport: the person or persons who holds the responsibility of managing the port and supervising the operational aspects therein, and this includes the person authorized by senior employees on his behalf.

The authorized person: Every person authorized by the competent authority, the port administration, the competent maritime authority, or any other concerned party (each within the scope of its competence) to exercise its power or perform duties related to a specific topic or issue due to which this term is used through the rules and instructions of the Yemeni Ports and these regulations .

The vessel \ ship: This means any type of ships, vessels or boats including floating boats or seaplanes with an air cushion used for transport on water, regardless of the drive type used in them. This word includes in its meaning the owners, operators and mortgagees of the ship, and the ship's accessories necessary for its utilization are considered part of it.

Marine Vessels Operating within the boundaries of the port: it means the tugboats, guide boats, barges Buoy, loading and unloading barges, mooring boats and motorized launches, or any marine craft constructed or prepared for floating on the water or to dive in it either permanently or temporarily, and its work is usually limited within the boundaries of the seaport.

Vehicle: It includes any vehicle that drives on railways, any mechanisms that drive on wheels on tractors tracks, trailers and caravans. This word also includes hovercraft and any other amphibious vehicles that maneuver on land.

Class (1) Vessel \ ships : it refers to general cargo ships , dry & liquid bulk cargo ships , and container ships that arrive at the port for the purposes of loading & unloading the cargo . it also includes tugboats & barges that are not authorized to operate within the boundaries of the seaport as well as any ships that arrive at the port for the purpose of refueling, water supply or receiving maintenance and medical treatment.

Class 2 Ships: it refers to passenger ships & Yachts.

Class 3 ships: it refers to the wooden ships that arrive at the port for any potential purpose.

Class 4 ships: it means the maritime vessels belonging to others and operating within the boundaries of the port with a license from the port authority.

Shipmaster: it means the person who has been entrusted to lead or actually to take over the leadership of a ship in a legal manner, even if temporarily.

Maritime Pilot: It is anyone who undertakes pilotage work with a license from the corporation and who practices ship pilotage within the boundaries of the seaport or the pilotage areas. The work of the pilot doesn't merely include the direct and indirect leadership of the ship in any case, and the capacity of the maritime pilot is deemed as an advisor to the shipmaster.

Ship owner: means any owner, partial owner, broker charterer, bank, agent or mortgagee who in which the ship is in their possession, or any other person or persons authorized to possess the ship at the current time, whether they are the official owners of the name of the ship according to the registration certificate or otherwise.

Cargo owner: it means any shipper or owner of the cargo shipped to them or the carrier or the agent with regard to the sale, receipt, affiliation, shipment, unloading or clearance of these cargo as well as any person entrusted with responsibility for the cargo or their agent in this regard.

Towing: it is the process of towing a ship from one location to another within the boundaries of the seaport as per the approval of the port's authority, or outside it with the approval of the general Authority for maritime affairs. The towing process begins when orders are received directly from the ship thus the tugboat begins to push. fasten. move or escort the ship, or to pick up ropes when they are thrown from and to the tugboat, whichever occurs first. The towing process ends when orders are issued from the ship in order to stop pushing, fastening, moving or accompanying it or upon release from the ropes, whichever occurs at last, so that the tugboat safely goes away from the ship \vessel.

Towing Contract: means a contract when providing additional and special services for towing works, and it covers all forms of moving and assisting ships or any other floating objects by means of a tug. The contract is considered to be concluded at the time when the requesting party calls for such services, and the towing contract begins when the tug ropes are loosened from the dock until they are returned to the dock.

Tugboat: including every ship, boat or marine facility that is designed or equipped to carry out tugging and salvage work.

Yards and berths that are under the management of the corporation: means the lands, exposed and covered areas, warehouses and berths belonging to the corporation.

Gross Registered Tonnage (GRT) of the ship : It is the total capacity of the vessel and the total of its blanks indicating its health clearly , as specified in the ship's certificate (GRT) .

Manifest: It is the integrated manifest of the ship's cargo, which includes the data of the consignment of the cargo separately, explaining the specifications of the consignment, its weight, size, number, and the name of the consignee, and it must be issued and approved by a responsible authority at the port of shipment or the shipmaster.

Calculation unit: A) calculation unit for cargo : it is the freight ton , which represents the weight ton = 1000kg or the volumetric ton = (Length x Width x Height) .

B) Calculation unit for the ships : it is the ship's tonnage (GRT) , which represents the registered gross tonnage (GRT) according to the ship's certificate , plus the cargo carried on the surface after converting its sizes into GRT tonnages .

Tariff of fees and charges: it means those fees and charges that are calculated and collected from ships, cargo of all kinds, agents and others in return for benefitting or using the various facilities and services provided by any of the ports of the corporation.

Seaport Charges on Cargo: this means the fee that is calculated and collected in return for the usage of the various facilities and services provided by the corporation from lighting, passing over water bodies until they reach the moorings designated for them.

Agent: it means any natural or legal person authorized by the owner of the ship or its operators or shipmaster or the cargo owner, to act on his behalf to perform duties towards the port, the competent authority, customs, other government agencies or private institutions.

Shipping agent \ vessel agent: means any legal person licensed by the competent authority to practice the business of shipping agencies on behalf of the ship's owner, operator, shipmaster, or cargo owner, for one or more voyages or permanently, and he is directly responsible before the port authority.

Cargo Handling agent: it means any natural or legal person licensed by the competent authority to carry out or perform cargo handling operations and the manual labor related to the container handling within the port's boundaries.

Loading \ Unloading: means loading, unloading, re-handling and stowage of all types of cargo to and from the vessel and it includes the cargo that are brought in parcels, bagged containerized, general or bulk cargo.

Cargo Handling: it is all the operations of the movement of cargo on the ship, ports and berths, as well as the operations of their movement from warehouses until their exit to and from the port gate.

Temporary Cargo Shifting: it means transferring the cargo that is required to be transferred to the berth or any other means and then to the ship again for the purpose of facilitating the process of unloading \ loading the ship through the seaport.

Trans-shipment: means transferring cargo from one vessel to another (Bottom to Bottom) within the port's boundaries or borders .

Cargo: Means all dry and liquid substances and live animals transported by the sea.

Dry Bulk cargo: means the dry cargo that is unloaded from the ship and loaded onto the trucks in a disassembled and unpacked condition, or unloaded from trucks and loaded onto the ship in disassembled and unpacked condition, or unloading \ loading from \ onto the ship to \ from silos in a bulk condition by means of suction and pumping tubes.

Liquid Bulk Cargo: it means liquid cargo that is unloaded from the ship and loaded onto tanker wagons in an unpacked liquid state or unloaded from tanker wagons and loaded onto the ship in the same state or unloaded \ loaded onto the ship in the state or unloaded \ loaded from \ onto the ship and to \ from the silos and warehouses via lines tubes.

General Cargo: means all unspecified conventional cargo.

Roll-on cargo: it means and includes all vehicles, mechanical equipment & other units that are operated and run on tires and are driven by self-propelled power either up or down the ship without using any pushing, unloading or towing equipment.

Hazardous cargo: means all categories of cargo in which the process of handling them is deemed to be dangerous and risky according to the international maritime classification of the hazardous cargo issued by the international Maritime Organization (IMO) .

Containers: They are units that are designated for the transportation of cargo as they can be handled in different ways or methods and they are designated specifically for the transportation of cargo on both land or at sea.

Such transporting units are designated in accordance with the specifications contained in the international container safety Convention (CSC) and they carry a valid approval plate in accordance with the requirements of the convention and they can be stored , lifted , unloaded and securely fixed by structural anchors . The term cargo container includes all special containers, including:

Flat ones, (CSC) containers conforming to the specifications of tanks that carry liquid cargo , bulk material containers , refrigerated containers , temperature –controlled containers plus the containers of medium heights .

The term shipping containers is precisely similar to with the term (cargo container) .

Atypical cargo \ imports \ exports : this means cargo that is handled without containers .

Typical cargo \ exports \ imports : this means cargo that is handled with containers .

Transit cargo: Means the cargo that is received from the carrying ship with a fee of another seaport and are stored until the arrival of the vessel on which this cargo will be re-shipped. In terms of transit cargo this will be only accepted if the agent declares them in advance before the arrival of the ship that will be in charge of unloading it, with the cargo manifest and customs clearance declaration attached.

Trans-shipment cargo: this means the cargo that reach the seaport with the payment of the port charges, and their owner stores them temporarily inside the seaport until they are re-shipped to another seaport for any potential reason.

Chapter (2)

Objectives and Scope of Application

Article 3) These regulations aim to achieve the following :

A) Completion of the financial regulations governing the activities , functions and services of the corporation in accordance with the applicable provisions of the laws , decisions and resolutions to replace the financial regulations for the interest of the Yemeni ports in any of corporation's commercial seaports .

B) Addressing the negatives and shortcomings that appeared during the implementation of the tariffs of fees and charges of the Yemeni ports authority during the previous years .

C) Achieving the principle of clarity and transparency and facilitating transactions by grouping tariffs of fees and charges for the services & facilities that are provided by the corporation into one regulation .

D) Achieving a relative balance of fees and charges that the corporation collects with the nature of the facilities provided by the corporation and with the costs of performing the services that it provides, in line with the requirements of economic performance .

E) Setting tariffs of fees and charges for the services and facilities provided by the Yemeni seaports in a structure that is compatible with the structure applied in the Yemeni Arabian Seaports Corporation in accordance with the reference framework for standard fees and charges structure prepared by the technical secretariat of the council of Arab Transport Ministers in the league of Arab States .

Article 4) The provisions of these regulations shall apply for all ships , their owners, agents , cargo handling agents , companies , individuals and corporations that enter , use or benefit from the services and facilities of any port of the corporation , unless otherwise stipulated in these regulations .

Entry, usage or benefit from the services & facilities of any port belongs to the corporation shall be deemed as acceptance of the tariffs and fees specified in these regulations and subjected to the provisions and rules contained therein.

Chapter (3)

General provisions

Article 5) Working hours in the ports of the corporation are as follows :

- 1) The working hours on official working days , the weekend and official holidays are around the clock , according to the applicable system of shifts .
- 2) The weekend starts at twelve O'clock in the morning on Thursdays and ends at six O'clock in the morning On Saturdays .
- 3) The official holiday begins at twelve O'clock in the day before the holiday and it ends at six O'clock in the morning of the day following the day or days of the holiday .
- 4) These regulations determine the charges for ordinary working hours and overtime charges for the corporation's services & facilities .

Article 6) The maritime boundaries and extension areas for the ports of the corporation shall be determined by an official resolution (Decision) of the minister in accordance with the applicable laws and decisions of the applicable regulations internationally .

Article 7) Calculation unit for the cargo is the weight or volumetric ton , whichever greater stated in the approved manifest . In case of any doubt, it will have applied in the nature, and the part of a ton is considered one ton.

Article 8) Containers that are less than (20 feet) will be treated as a general cargo , and fees and charges will be due in accordance with the fees and charge that are specified in these regulations for the type of cargo contained in these containers .

Article 9) Shipmasters , ship owners , agents and other users of the ports of the corporation must abide and comply with the rules , regulations and instructions of the port including the regulations and instructions of the Yemeni ports and the organization of work regarding the handling process of cargo in Yemeni ports .

The port's rules, regulations and instructions specify the documents required to provide services & facilities that are related to these regulations for ships, cargo, entities and individuals.

Article 10) The minimum for any invoice issued by the port is an amount of (% 10) ten US dollars for the invoices issued in Dollar currency and an amount of (1000 Yemeni Riyals) for the invoices issued in Yemeni Riyals , just in case their value was originally less than that .

Article 11) The seaport shall collect the fees , charges and fines prescribed in these regulations and they will be collected in US Dollars and in Yemeni Riyals according to the following :

- A) In US dollars for the fees , charges and fines determined in US Dollars .
- B) In Yemeni Riyals for the fees , charges and fines determined in US dollars .

C) The fees, charges and fines specified in US dollars due from government agencies may be collected in its equivalent in Yemeni Riyals as per the exchange rate announced by the central bank of Yemen on the date of the fee, charge or fine.

Article 12) Fractions of the Riyals and dollars (cents) are rounded to one correct number in the total bill only , and the complementary fractions will be deemed as miscellaneous revenues .

Article 13) The fees ,charges and fines that are stipulated in these regulations shall be paid in the name of the corporation in accordance with the applicable laws , decisions and regulations , by one of the following payment methods :

1) An accepted check issued by a bank authorized by the central bank of Yemen in the name of the Yemeni Arabian seaports corporation to be delivered to the port's financial affairs department \ accounts department .

2) Cash deposit in the corporation's bank account , and submitting the official deposit notice issued by the bank to the port's financial affairs department \ accounts department .

3) Cash deposit in the competent treasury at the port according to the deposit slip \ certificate of deposit issued by the seaport's financial affairs \ accounts department .

Article 14) The seaport's administration collects adequate financial guarantees from shipping agents and cargo handling agents licensed to operate inside the port in accordance with the regulations governing the work of shipping agents and the regulations that regulate the handling process of cargo in the Yemeni seaports .

Article 15) Agents authorized by the corporation must pay the corporation's dues within a maximum period of fifteen days (15 days) from the date they received the claims (The invoices) , the first ten days are considered as days to review the invoice , and after that the seaport's administration will be entitled to deduct the value of the claims from the guarantee deposited with it .

The agent must cover the amount withdrawn from the guarantee within one week of notifying them about the deduction. In case the agents fail to comply with what was mentioned, thus the corporation shall have all the right to take all proper measures to ensure getting its due amounts, including stopping their activities in accordance with the provisions of the applicable decisions and regulations.

Article 16) The port administration is totally entitled to request the agents to pay the fees and charges resulting from the ships or cargo in advance or to request guarantees that are equivalent to them if the value of fees and charges for port services and facilities exceeds the agent's guarantee deposited with the port .

Article 17) The port fee is calculated on the cargo that arrive at the port and were not registered in the original manifest according to the following cases :

A) In the event of the ship's arrival and a notification from the shipmaster or its agent of the desire to unload cargo that were at another port's fee and have an original manifest along with a complementary manifest , the cargo is formally treated with the approval of the customs Authority and other relevant government agencies like any ordinary cargo .

B) In the event of the ship's arrival and a notification from the shipmaster or agent of the desire to unload cargo and were not registered in any original manifest and after submitting a manifest of this cargo and the approval of the customs Authority and other relevant government agencies , cargo is permitted to be unloaded on the basis of an addition of 100 % of the determined fee .

Article 18) transshipment cargo is treated as inbound cargo upon arrival and storage and as outbound cargo upon re-shipment .

Article 19) Containers shared between two or more suppliers , shipping agencies must unload them to port's warehouses that are prepared for storing cargo within a period of no more than nine days after unloading the cargo from the ship , with the exception of dangerous materials that are to be stored in the special places that are designated for them . The fees and charges shall be collected from the cargo owners, each in the ratio of its cargo to the grouped cargo in each piece separately. In the event that such containers are not unloaded by the competent agencies, these agencies must notify the competent administration at the port immediately, and the corporation has the entitlement to take appropriate measures regarding them in accordance with the provisions of these regulations, including fines and selling the cargo packed in these containers.

Article 20) The containers that the agent wishes to deport from the port for the purpose of repair and for maintenance purposes after unloading the cargo from them , the port's administration collects the port due fees on the inbound containers before their exit is allowed in addition to the due storage fees . When the container is returned for export, it is treated as an inbound container and the port's administration collects the port's due fees on the containers in addition to any charges that are payable for storage, and to be deprived of the prescribed exemption period.

Article 21) The port's administration , in order to collect its due amounts of fees , has the right to take the following actions and measures :

- 1) Selling the cargo (including cargo packed in containers) that are stored in the port's warehouses and yards and whose owners are late in receiving them for a period longer than the specified one , in accordance with the customs law without the payment of the amounts owed by them for the storage .
- 2) Selling empty containers that belong to the shippers, consignees, shipping lines left in for more than six months without prejudice to any other provision.

In order to implement the previous clauses of this article, the port's administration agrees together with the customs authorities that have the same right of sale on the following issues:

A) Determining the sale procedures in accordance with the customs law and the funds collection law , the most important of which are those related to the announcement of the sale of cargo by public auction and the steps that must be followed before the sale process .

B) Appointing its representatives in the sales committees that are constituted by the competent authorities in accordance with the law .

C) Determining the priorities for the distribution of the funds obtained from the sale process in accordance with the applicable laws. The minutes also specify the relative distribution of the proceeds from the sale process of wasted cargo any cargo that are subject to damage before paying their customs duties.

D) The port sells the cargo that the customs have previously collected the fees for , and deposits the proceeds from the sale process directly to the port's treasury in order to meet the port's duties .

What left from the proceeds goes to the owner of the cargo and to be kept in the trusts based upon the applicable laws.

Article 22) The seaport reserves the right not to unload , transfer , ship or deal with any container whose weight and load exceeds what is determined and permitted , or contains undeclared dangerous materials , in its berths and yards .

Article 23) The port's administration will not take any potential responsibility in case that it is not possible to implement or provide the services and facilities mentioned in these regulations for reasons related to force majeure , which includes but not limited to acts of God , wars , fires , floods , major pollution accidents or explosions beyond the control of the parties concerned or power outages , provided that the port 's administration , which is under these compelling circumstances ,notifies the other party regarding basic services and facilities of the existence of these circumstances within 7 days of their incidence by circulating to all agents and being published on the notice board .

Section (2)

The Set OF Fees and Charges Collected From The Ship

Chapter (1) :

Navigational Aid Fees:

Article 24) The navigational aid fee is calculated on ships (class 1) that arrive at the port for any purpose , and this fee covers the services of providing plus maintaining navigational aid and includes the entry and exit of the ship , as follows :

Details of fee	The fee in dollars
A) Navigational Aid Fee	(5.40 \$) Five Dollars & Forty cents for every hundred tons GRT of tonnage of the vessel .
B) The minimum Fee For navigational aid	72.00 \$ Seventy two Dollars .

Article 25) The navigational aid fee is calculated on the vessels of (class 2) . This fee covers the services of providing and maintaining navigation aids, and include the entry and exit of the vessel, as follows :

Details of fees	The fee in dollars
A) Navigational Aid Fee	(3.60 \$) Three and sixty cent dollars For every hundred tons GRT of tonnage of the ship .
B) The minimum Fee For navigational aid	50.00 \$ Fifty Dollars .

Article 26) : The navigational aid fee is calculated on the ships of (class 3) . This fee covers the services of providing and maintaining navigational aids, and includes the entry and exit of the ship, as follows :

Details of fees	The fee in dollars
A) Navigational Aid Fee on foreign wooden ships	(50.00 \$) Fifty dollars lump-sum
B) the minimum limit for Navigational Aid Fee on local wooden ships	25.00 \$ Twenty five dollars lump-sum .

Article 27) Taking into account the provisions of article (54) of these regulations regarding fees and charges imposed on ships and barges , The following vessels are exempted from the navigational aid charges :

1) The Yemeni warships .

2) Yemeni Government vessels that are not designated for commercial purposes .

3) The ships waiting in the outer port for the purpose of receiving medical treatment or for sheltering from the weather in stormy weather for instance for a period that does not exceed 72 hours only .

4) The maritime units (workboats) affiliated with other Yemeni port corporations and affiliated with the general Authority for maritime affairs .

Chapter (2)

Port Fees & Charges

Article 28) The navigational aid fee is calculated on the vessels or ships of class (1) that arrive at the port for any purpose , and this fee covers the services provided by the control tower and the wireless communication services , and includes the entry and exit of the vessel , as follows :

Details of fees	The fee in dollars
A) Port Fees	(9.60 \$) Nine dollars & sixty cents for every hundred tons GRT of tonnage of the vessel .
B) The minimum Fee For navigational aid	90.00 \$ Ninety dollars .

Article 29) : The navigational aid fee is calculated on vessels or ships class (2) that arrive at the port for any purpose , and this fee covers the services provided by the control tower and the wireless communication services , and includes the entry and exit of the vessels , as follows :

Details of fees	The fee in dollars
A) Port Fee	(4.20 \$) Four dollars & twenty cents for every hundred tons GRT of tonnage of the ship or vessel .
B) The minimum Fee For navigational aid	75.00 \$ Seventy Five dollars .

Article 30) The navigational aid fee is calculated on the ships or vessels class (3) that arrive at the port for any purpose , and this fee covers the services provided by the control tower and the wireless communication services , and includes the entry and exit of the vessels or ships , as follows :

Details of fees	The fee in dollars
A) Port fee for foreign wooden ships	(100.00 \$) One hundred dollars lump-sum
B) The minimum limit for local wooden ships	50.00 \$ fifty dollars lump-sum .

Article 31) Taking into account the provisions of article (54) of these regulations regarding fees and charges imposed on ships and barges , The following vessels are exempted from the navigational aid charges The following vessels are exempted from the navigational aid charges :

- 1) The Yemeni warships .
- 2) Yemeni Government vessels that are not designated for commercial purposes .
- 3) The ships waiting in the outer port for the purpose of receiving medical treatment or for sheltering from the weather in stormy weather for instance for a period that does not exceed 72 hours only .
- 4) Marine vessels that belong to non-operating within the boundaries of the port , with a license from the port's authority .
- 5) The maritime units (workboats) affiliated with other Yemeni port corporations and affiliated with the general Authority for maritime affairs .

Chapter (3)

Maritime Pilotage Fees

Article 32) Maritime Pilotage is mandatory for ships or vessels of class (1) and class (2) upon entering or leaving pilotage areas in ports and waterways, as well as class (3) ships or vessels with tonnage of 4000 GRT and above within the port boundaries or moving within it (except for shifting with ropes) or leaving them .

Article 33) A) The fee for maritime pilotage is calculated on the ships or vessels of class (1) and (2) that arrive at the port for any purpose , and this fee covers the services of a maritime pilot and pilot boat , as follows :

Details of fees	The fee in dollars
1) Maritime Pilotage Fees	6.00 \$ Six dollars for every hundred tons GRT of tonnage of the ship per operation .
2) Ships or vessels that change their mooring place to and from outside the berths or between berths , the pilotage will be charged in full , one operation and the ship is exempted from this fee if the change is carried out in implementation of instructions of the competent administration or department at the port , or the ship was not bounded by the unloading rates for reasons related to the ship or vessel .	
3) The pilotage fee is doubled when pilotage is carried out for a ship or a vessel that is unable to move independently because its engines have stopped or because a fault in its rudder .	
4) In case that the shipmaster or its agent requests that the ship be removed from the port and the maritime pilot is delayed on board the ship due to the ship's lack of readiness to move or because of its agent , the ship shall incur the waiting charges of the maritime pilot (detention) and the charges shall be calculated for every hour or part thereof from the time the maritime pilot arrives on the ship .	112.50 USD One hundred and twelve and fifty cent dollars for every hour or thereof on hold
5) In case that the ship or vessel is required to be removed from the port and this is not possible for reasons related to the ship or its agent , the ship shall incur the charges or fees of the maritime pilot attendance .	112.50 USD One hundred and twelve and fifty cent dollars (Lump-sum)

Details of fees	The fee in dollars
6) If the ship is in the anchorage and it is requested to be brought in , and the maritime pilot arrived at the ship and was unable to drive it into the port or dock it on the dock for possible reasons related to the ship and the pilot returned to the port , the ship will incur the full pilotage charges (one operation)	-----
7) The pilotage operation lasts two hours from the time the maritime pilot arrives on the ship until the end of the operation and whatever is more than that , an additional fees will be added to the pilot charges for every hour or thereof .	135.00 USD One hundred and thirty five dollars for every hour or thereof
8) The minimum fees for pilotage .	100.00 USD One hundred dollars per operation
9) The pilotage fees are doubled when piloting ships upon request from outside the port's boundaries to inside , and vice versa .	

B) the fee for maritime pilotage is calculated for class (3) vessels with a tonnage of 4000 tons GRT and above that arrive at the port for any purpose this fee covers the marine pilot services and the following:

Details of fees	The fee in dollars
A) Maritime Pilotage fee	(4.00 \$) Four dollars every hundred tons GRT of tonnage of the ship per operation .
B) The minimum limit for local wooden ships	100.00 \$ One hundred dollars per operation.

Article 34) The pilot fees specified in the previous article (33) of this chapter are increased by 50 % if the pilotage is carried out on weekends , and by 100 % if it is carried out during the official holidays .

Article 35) The following ships are exempted from the provisions of article 33 of this chapter :

1) Ships of less than 200 tons of gross registered tonnage (GRT) , unless the port administration decides otherwise .

2) Yachts & cruise crafts .

3) Marine vessels belonging to others and operating within the boundaries of the port with a license from the port's authority .

Article 36) The following ships are exempted from the navigational aid fee :

1) The Yemeni warships .

2) Yemeni Government vessels that are not designated for commercial purposes .

3) The maritime units (workboats) affiliated with other Yemeni port corporations and affiliated with the general Authority for maritime affairs .

Chapter (4)

Ship Towing Fees

Article 37) Using tugboats shall be mandatory for all ship operations in the port , except for the movement of ships when they are near the dock or anchorage , subject to the approval of the competent administration at the port .

Article 38) The fees for ship towing is calculated on the ships (class 1, 2) arriving at the port for any purpose and this fee covers the services of tugboats , as follows :

Details of fees	The fee in dollars – Mukalla
Ships less than 301 tons (GRT)	Exempt from the fee for towing .
Ships that their tonnage between 301 to 500 tons (GRT) .	429 \$ Four hundred and twenty nine dollars per operation
Ships that their gross registered tonnage between 501 to 1000 tons GRT .	500 \$ Five hundred dollars per operation
Ships that their gross registered tonnage between 1001 to 2500 tons GRT	645 Six hundred dollars per each operation
Ships that their gross registered tonnage between 2501 to 5000 tons GRT	930 \$ Nine hundred & thirty Dollars per each operation
Ships that their gross registered tonnage GRT between 5001 to 7500 tons GRT	1215 \$ One thousand Two hundred & fifteen dollars per each operation .
Ships that their gross registered tonnage between 7501 to 10000 tons GRT	1645 \$ One thousand six hundred and forty five dollars per operation.
Ships that their gross registered tonnage between 10001 to 12500 tons GRT .	1790 \$ One thousand seven hundred and ninety dollars per operation.
Ships that their gross registered tonnage between 12501 to 15000 tons GRT .	2145 \$ two thousand one hundred and forty five dollars per operation
Ships that their gross registered tonnage 15001 to 20000 tons GRT	2860 \$ Two Thousand eight hundred and sixty dollars per each operation

Details of fees	The fee in dollars – Mukalla
Ships that their gross registered tonnage between 20001 to 25000 tons GRT	3750 USD Three thousand seven hundred and fifty dollars per operation.
Ships that their gross registered tonnage between 25001 to 30000 tons GRT	4290 USD Four thousand two hundred and ninety dollars per operation.
Ships that their gross registered tonnage between 30001 to 40000	5005 USD Five thousand and five dollars per operation
Ships that their tonnage more than 40001 tons GRT.	5720 USD Five thousand seven hundred and twenty dollars per operation.

Taking into account the following fundamental points:

1) Vessels that change their mooring place to and from outside the berths or between berths , the towing fees will be charged in full , one operation , and the ship is exempted from this fee of the change is carried out in the implementation process of the instructions of the competent administration at the port . Exemption does not apply if there was prior notification to the ship for the possibility of changing its berthing position, or if the ship was not committed to by the unloading rates for reasons related to the ship.

2) In case that a tugboat attends to maneuver with a ship and the tugboat could not do so for reasons related to the ship or its agent , the ship bears the fee for attending the tugboat in the amount of 300 USD (lump –sum) for each tug .

3) In case that the tugboat attends to maneuver with the ship and the tugboat is delayed due to the vessel's lack of readiness to move or because of its agent , the ship shall bear or incur the waiting fees of the tugboat in the amount of 200 USD for every half hour or part of it waiting .

4) Towing is a single two-hour operation that begins and ends according to what is specified in the definition of towing mentioned in these regulations , and any time exceeding this period will be subjected to an additional fee of 50 % of the towing fee for each hour or part of it.

Article 39) : The towing fees specified in the previous article (38) of this chapter do not actually include any additional services that the tugboats perform for the ships in dangerous situations and some special cases , and the chapter (two) of the section four of these regulations determines the special fees for these additional and special services .

Article (40) An additional fee of 50 % is added of the towing fees on weekends and on official holidays .

Article 41) The following ships are exempted from the provisions of article No. (37) of this chapter :

1) Ships of less than 300 tons of gross registered tonnage (GRT) , unless the port's administration decides otherwise .

2) Yachts & cruise crafts .

- 3) Marine vessels belonging to others and operating within the boundaries of the port with a license from the port's authority .
- 4) The Yemeni warships .
- 5) Yemeni Government vessels that are not designated for commercial purposes .
- 6) The maritime units (workboats) affiliated with other Yemeni port corporations and affiliated with the general Authority for maritime affairs .

Chapter (5)

Mooring & Unmooring Fees

Article 42) Fees of mooring & unmooring are calculated on class (1) and class (2) ships that anchor on the berths or change their location within the boundaries of the seaport .

This fee covers the service of the mooring boats and includes mooring & unmooring, as follows :

Details of fees	The fee in dollars
1) Mooring & unmooring Fees	8.80 USD Eighty dollars & eighty cents for every hundred tons GRT of the tonnage of the ship .
2) Ships that change their mooring place from one berth to another , the fees for the mooring & unmooring are charged , The ship is exempted from such fees if the change is carried out in the implementation of the instructions of the competent port's administration . The exemption is not applicable if there was prior notification to the ship for the possibility of changing its berth position , or if the ship was not committed by the unloading rates for reasons related to the ship	-----
3) The minimum fee for mooring and unmooring	200 . 00 USD . Two hundred dollars per operation

Article 43) : an additional fee of 50 % is added of the mooring & unmooring fees on the weekends & on official holidays .

Article 44) The fees for mooring & unmooring on class (3) ships shall be calculated as follows :

Details of fees	The fee in dollars –
1) Mooring & unmooring Fees for foreign wooden ships	120.00 USD One hundred and twenty dollars (lump - sum)
2) Mooring & unmooring fees for the local wooden ships .	60.00 USD Sixty dollars (lump - sum)

Article 45) The following ships are exempted from mooring and unmooring fees :

1) Marine vessels belonging to others and operating within the boundaries of the port with a license from the port's authority .

2) The maritime units (workboats) affiliated with other Yemeni port corporations and affiliated with the general Authority for maritime affairs .

Chapter (6)

Berthing Fees

Article 46) Berthing fee is calculated on ships of class (1) & (2) , clarified as follows :

1) Berthing fees:

Details of fees	The fee in dollars
1) The berthing fee for every hour or part of it on ships of 1-30 meters long .	0.10 USD Ten cents for each meter of the ship's length .
2) The berthing fee for every hour or part of it on ships of 31 - 60 meters long .	0.19 USD nineteen cents for each meter of the ship's length
3) The berthing fee for every hour or part of it on ships of 61 - 99 meters long .	0.38 USD Thirty eight cents for each meter of the ship's length
4) The berthing fee for every hour or part of it on ships of 100 - 160 meters long .	0.43 USD Forty three cents for each meter of the ship's length
5) The berthing fee for every hour or part of it on ships of 1-30 meters long in commitment with port's specification.	0.53 USD Fifty three cents for each meter of the ship's length
The berthing time is calculated from the time the ship's first rope is tied to the berth until the last of its ropes loosened upon departure.	
The minimum fee.	72.00 USD Seventy two dollars or 24 hour fee whichever is greater.

2) Anchorage Fee for the purpose of waiting for the ships of class (1) & (2) :

Details of fees	The fee in dollars
1) Anchorage fee for the purpose of waiting for any reason for every 24 hours or part of it (excluding wooden ships)	3.00 USD Three dollars for every hundred tons GRT of tonnage of the ship .
Minimum Fee	75.00 USD Seventy five dollars or 24 – hour fee , whichever is greater

3- Anchorage fee for the purpose of handling cargo for the ships (1) & (2) :

Details of fees	The fee in dollars
1) Anchorage fee for the purpose of handling cargo for every 24 hours or part of it .	18.00 USD Eighteen dollars for every hundred tons GRT of tonnage of the ship.

4- Anchorage fee for the ships of class (3) :

Details of fees	The fee in dollars
1) Anchorage fee for the purpose of waiting for any reason for every 24 hours or part of it for foreign wooden ships	1.50 USD One dollar and fifty cents for every hundred GRT of the tonnage of the ship.
2) Anchorage fee for the purpose of waiting for any reason for every 24 hours or part of it for local wooden ships.	1.00 USD One dollar for every hundred GRT of the tonnage of the ship.
3) The minimum fee for foreign wooden ships .	25.00 USD Twenty five dollars for every 24 hours or part of it.
4) The minimum fee for local wooden ships	15.00 USD Fifteen dollars for every 24 hours or part of it.
5) Anchorage fee for local wooden ships are to be charged upon arrival from ports of the republic Of Yemen only , and ships arriving from outside the republic of Yemen ,fees for foreign wooden ships shall be applied to them .	

5) Anchorage Fee inside the port basin for the purpose of waiting for ships of class (3) :

Details of fees	The fee in dollars
1) Anchorage fee inside the basin for the purpose of waiting every 24 hours or part of it for foreign wooden ships .	6.00 USD Six dollars for every hundred tons GRT of tonnage of the ship or part of it .
2) Anchorage fee inside the basin for the purpose of waiting every 24 hours or part of it for local wooden ships .	4.00 USD Four dollars for every hundred tons GRT of tonnage of the ship or part of it .
3) The minimum fee for foreign wooden ships .	20.00 USD Twenty dollars for every 24 hours or part of it .
4) The minimum fee for local wooden ships	10.00 USD Ten dollars for every 24 hours or part of it.
5) Anchorage fees for local wooden ships to be charged upon arrival from ports of the republic of Yemen only , and ship arriving from outside the republic of Yemen , fees of foreign wooden ships shall be applied to them .	

Article 47) Berthing fees for the ships of class (3) are calculated as follows :

Details of fees	The fee in dollars
1) Berthing fee for foreign wooden ships for every 24 hours or part of it for foreign wooden ships.	15.00 USD Fifteen dollars for every hundred tons GRT of tonnage of the ship or part of it .
2) Berthing fee for local wooden ships for every 24 hours or part of it for local wooden ships.	11.00 USD Eleven dollars for every hundred tons GRT of tonnage of the ship or part of it .
3) The minimum fee for foreign wooden ships .	40.00 USD Forty dollars for every hundred tons GRT of tonnage of the ship or part of it .
4) The minimum fee for local wooden ships	20.00 USD Twenty dollars for every hundred tons GRT of tonnage of the ship or part of it .

5) berthing fees for local wooden ships to be charged upon arrival from ports of the republic of Yemen only , and ship arriving from outside the republic of Yemen , fees of foreign wooden ships shall be applied to them .

Article 48) Ships that are arriving outside the pilotage area for the purpose of supply , requesting spare parts or changing sailors , etc ... are charged waiting fees for the period of their stay (The fees for the work of anchorage \ berthing on the anchorage) for the purpose of waiting in accordance with what is specified in Article (2\46) . Ships that arrive for the purpose of treatment or shelter from the weather in windy climates for a period of no more than 72 hours only are exempted from this fee.

Article 49) : taking into accounts the provisions of articles (54-55) of these regulations regarding fees and wages imposed on ships barges and other barges The following ships are exempt from anchorage fees for the purpose of waiting :

- 1) Marine vessels , excluding tugboats belonging to others and operating within the boundaries of the seaport with a license from the port's authority .
- 2) Yemeni warships .
- 3) Yemeni government ships not designated for commercial purpose .
- 4) The maritime units (workboats) affiliated with other Yemeni port corporation and affiliated with the general authority for maritime affairs .

Chapter (7)

Ships loading or unloading Fees

Article 50) Taking into account the provisions of article (65) , of these regulations regarding the port's fee on temporary cargo shifting and provisions of article (66) regarding port's fee for direct transport of cargo from one ship to another ship (Bottom to Bottom) , the cargo operations (except the automatic container handling) plus the manual handling of containers related to ships is carried out by the cargo handling agents licensed by the corporation .

The processes of shipping, unloading and cargo handling as well as the rights and duties of cargo handling agents are governed by the regulations governing cargo handling activities in Yemeni seaports and the rules and regulations of Yemeni ports and by these regulations.

Article 51) The corporation collects from the cargo handling agents a financial return for each ton of all types of cargo handled for the ships at the port , in return for the cargo handling agents performing this activity on behalf of the port's authorities in accordance with the provisions of the minister of transport Resolution No. 76 of 2008 regarding the regulation of organizing cargo handling work in Yemeni ports . The financial return is collected based upon the unloading data provided by the competent authority and based upon the cargo data (manifest) .

Article 52) Automated container handling operations are carried out by the port , and the fees for equipment and machinery of the port used in container handling or in the operations of shifting containers inside ships are calculated in accordance with the provisions of chapter one of section (4) of these regulations .

Article 53) Supervision fees for ships that load or unload at the docks of ports or other unloading sites within the boundaries of the seaport is calculated as a compensation to the corporation for the services and various supervisory work it provides for unloading & shipping work and related activities at various times and during holidays plus vacations of all types , clarified as follows :

Details of fees	Calculation unit	Fee value
1) For general cargo , containers , heavy cargo and cars .	Ton	25.00 Twenty five Yemeni Riyals .
2) For dry & liquid bulk materials (excluding oil and petroleum products) .	Ton	15.00 Fifteen Yemeni Riyals .
3) Hazardous & Flammable materials .	Ton	35.00 Thirty five Yemeni Riyals .
4) For vessels (tankers) of oil and petroleum products .	Ship	400.00 USD Four hundred dollars
5) For passenger ships	Ship	20.00 USD Twenty Dollars
6) For livestock ships	Ship	50.00 USD Fifty Dollars
7) For twenty empty containers (outbound & inbound)	Container	0.15 USD Fifteen cent
8) For Forty empty containers (outbound & inbound) .	Container	0.20 USD Twenty cent
9) For empty containers that are greater than 40 (outbound & inbound)	Container	0.30 USD Thirty cent
10) Supervision fees don't exempt ships from the port fees for transporting cargo directly from a ship to another ship within the boundaries of the port (Bottom to Bottom) specified in Article 66 of these regulations .		

Chapter (8)

Special Cargo Handling Fees

Article 54) taking into account the provisions of the previous chapter No. (7) of this section regarding fees of shipping and unloading of ships , the additional work related to cargo handling is performed by the port or cargo handling agents licensed by the corporation in accordance with the port's rules & regulations , which are the works of loading , unloading and handling of special cargo (dangerous , heavy , valuable and other cargo and additional loading , unloading plus handling works) .

The fees of equipment, machinery and marine workboats of the port used in any of the special cargo handling activities to and from ships and in the shifting of special cargo inside ships shall be calculated according to the provisions of the first & second chapters of section (4) of these regulations .

Chapter (9)

Passengers Fees

Article 55) A fee of 3 USD is calculated on each passenger arriving or departing . Employees who are delegated on official duties as well as crews of ships and cruise ships whose crews do not exceed five are exempted from this fee.

Chapter (10)

Fees for Ship Assistance Services & Departure Fees

Article 56) Clearance fees are charged on ships in an amount of (36 USD) in exchange for granting ships a departure permit . The period of validity of the permit is 24 hours.

In case that a ship doesn't leave during that period, a new permit will be issued with new fees similar to the fees of the first permit.

Article 57) A) Each ship is charged guard fees for every 24 hours or part of it during berthing process , clarified as follows :

Details of fees	The fee in dollars
1) Ships that their gross registered tonnage (GRT) is more than 200 tons .	30.00 USD Thirty dollars
2) Ships that their Gross registered tonnage (GRT) is between 100 tons to 200 tons .	15.00 USD Fifteen dollars
3) Ships that their gross registered tonnage is less than 10 tons (GRT)	7.50 USD Seven dollars and fifty cent

B) a cleaning fee equal to (2500\$) is collected when unloading for each coal ship.

Article 58) Ships supplied with water shall be charged with the value of water , as follows :

Details of fees	Calculation unit	Fee value
1) Supplying Drinking water on the berths .	Ton	15.00 USD Fifteen dollars
2) Supplying Drinking water in the inner port basin by a tugboat .	Ton	15.00 USD Fifteen dollars In addition to the tugboat fees
3) Supplying Drinking water in the outer harbor basin by a tugboat	Ton	15.00 USD Fifteen dollars In addition to the tugboat fees .

Article 59) Fees that are charged for each case received (On Demand) according to what is indicated next to each case in the following table and without violation to the applicable provisions of the laws and decisions .

Details of fees	The fee in dollars
1) Approval fee for each Maritime Protest.	240.00 USD Two hundred dollars
2) Fee for handling maritime cases for every hour or part of it .	120.00 USD One hundred dollars

Section (3)

The set of fees and charges on Cargo

Chapter (1)

Seaport's Charges on Cargo

Article 60) The port fee is charged on the cargo (shipments) that are imported to the port and the fees are collected from the owner of the cargo , as follows :

Details of fees	Calculation unit	Fees in Yemeni Riyals
1)Atypical imports		
A-1) Wheat	Ton	60. 00 sixty Riyals
A-2) Sugar \ Rice\others	Ton	120.00 One hundred and twenty Riyals
A-3) General cargo , metals , equipment , machinery and building materials .	Ton	400.00 Four hundred Riyals
A-4) Wood ,Cement and Steel	Ton	300.00 three hundred Riyals
A-5) Pollutant and harmful chemical substances such as lime or bitumen and other chemicals that are included in this category	Ton	600.00 Six Hundred Riyals
A-6) Dangerous & Flammable materials according to the international classification	Ton	2000.00 Two thousand Riyals
A-7) Petroleum Materials (Excluding crude oil)	Ton	250.00 Two Hundred and fifty Riyals
A-8) Crude Oil	Ton	30.00 Thirty Riyals
A-9) Cows and such like	Head	500.00 Five Hundred Riyals
A- 10) Camels	Head	600.00 Six Hundred Riyals
A – 11) Sheep and such like	Head	200.00 Two Hundred Riyals

Details of fees	Calculation unit	Fees in Yemeni Riyals
1)Typical imports (Containers)		
B-1) 20-ft container	Container	3500.00 Three Thousand and five hundred Riyals
B-2) 40-ft container	Container	6000.00 Six thousand Riyals
B-3) more than 40-ft container	Container	8000.00 Eight Thousand Riyals

Article 61) The port fee is charged on the cargo exported from the port , and the fee is collected from the owner of the shipment (cargo) , as follows :

Details of fees	Calculation unit	Fees in Yemeni Riyals
A) Exports of domestic production		
A -1) Limestone and minerals	Ton	20.00 Twenty Riyals
A -2) Salt exported using the berth	Ton	20.00 Twenty Riyals
A-3) Raw materials exported from the sea (without using the berth)	Ton	9.00 Nine Riyals
A-4) Raw materials exported from the sea (using the berth)	Ton	20.00 Twenty Riyals
A-5) Asphalt	Ton	80.00 Eighty Riyals
A-6) local Products	Ton	15.00 Fifteen Riyals
B) Scrap , factory wastes	Ton	1000.00 Five Hundred Riyals
C) Exports of foreign origin	-	The port fee is charged on them according to port fee that is imposed on the imported cargo and according to the type of the cargo .

Article 62) The port fee is charged on the transit cargo and the fee is collected from the carrier ship , as follows :

Details of fees	Calculation unit	Fees in Dollars
A – non-typical cargo (includes import and export	Ton	1.00 USD
B- Typical Cargo		
B-1) 20-ft container	Full	40.00 USD Forty dollars
B-2) 40-ft container	Empty	5.00 USD Five dollars
B-3) 40-ft container	Full	80.00 USD Eighty dollars
B-4) 40-ft container	Empty	10.00 USD Ten dollars
B-5) 40-ft container	Full	100.00 USD One hundred dollars
B-6) More than 40 –ft container	Empty	13.00 USD Thirteen dollars

Article 63) The port fee is charged on the temporary shifting of cargo and the fee is collected from the carrier ship , as follows :

Details of fees	Calculation unit	Fees in Dollars
A- For each ton (including ascending & descending)	Ton	2.00 USD Two dollars
B) 20-ft full container	Container	50.00 USD Fifty dollars
C) 40-ft full container	Container	90.00 USD Ninety dollars
D) more than 40-ft full container	Container	100.00 USD One hundred dollars

Article 64) taking into account the provisions of the article No. (J-53) of these regulations , the port fee on all types of cargo transferred from one ship to another (Bottom to Bottom) within the boundaries of the port is charged at the rate of (1 Dollar for each ton of cargo transferred .)

The fee is collected from the carrier ship (from which cargo was transferred) with the necessity of the commitment to the port's regulations and rules , including the Yemeni port's rules and the instructions regarding the transfer of cargo from one ship to another and obtaining prior permission from the port's competent authority to transfer the cargo from one ship to another within the port's boundaries

Article 65) Personal baggage accompanying the passengers as well as supplies intended to supply ships are exempt from the port's fee on cargo.

Chapter (2)

Charges for Handling Cargo on the Dock

Article 66) taking into account the provisions of article no. (50) of these regulations , cargo handling operations (excluding containers) and manual works related to the container handling at the port's berths and the related works shall be carried out by cargo handling agents licensed by the corporation .

Article 67) taking into account the provisions of article (51) of these regulations , the corporation collects from the cargo handling agents a financial return for every ton of all types of cargo handled for the cargo owner in return for the cargo handling agents performing this activity on behalf of the port's authority in accordance with the provisions of the minister of transport Decision No. (76) of 2008 regarding the regulations of organizing cargo handling work in the Yemeni ports .

The financial return will be collected based on the unloading data provided by the competent authority and based on the cargo data (The manifest) .

Article 68) taking into account the provisions of article no. (54) of these regulations , the additional work related to cargo handling process on the berth shall be performed by the port or cargo handling agents licensed by the corporation in accordance with the port's rules and regulations , which are the work of loading , unloading plus handling of special cargo (Dangerous – Heavy –Precious or valuable or other cargo)

The fees of equipment, machinery and maritime units (workboats) of the port used in any of the special cargo handling activities to and from the ships and in the shifting process of special cargo inside ships shall be calculated according to the provisions of the first and second chapters of section (4) of these regulations .

Chapter (3)

Cargo Storage Charges

Article (69) Storage fee is charged on cargo imported that is stored in the port , and the fee is collected from the owner of the cargo (shipment) , as follows :

A) Fee for storing atypical imports :

The calculation of storage fees starts from the day following the end of unloading the ship of its cargo according to the following table :

Details	Fee value in Yemeni Riyals for each ton – Mukalla	
	In covered yards	In open yards
First period : Its duration is a week or part of it and starts from the day after the end of the unloading	300.00 Riyals Three hundred riyals	90.00 Riyals Ninety riyals
Second period : 1) Its duration is fifteen days and starts from the day following the end of the first period and fees are calculated for each day . 2) As for cars and vehicles of all kinds , an additional fee is added to the storage fees during this period as follows : 50 % of storage fees in the first seven days of this period . 100 % of storage fees in the next eight days of this period .	60.00 Riyals Sixty riyals	20.00 Riyals Twenty riyals
Last period : 1) This is the period after the second period , and the fees are calculated for each day . 2) As for cars and vehicles of all kinds , an additional fee is added to the storage fees during this period at the rate of 100 % of the storage fees .	90.00 Riyals Ninety riyals	35.00 Riyals Thirty five riyals

B) Fee for storing typical imports (containers) :

The calculation of storage fees starts from the day following the end of unloading the ship of its cargo according to the following table :

Details	Fee value in Yemeni Riyals for each container		
	20 Feet	40 Feet	Above 40 feet
First period : Its duration is a week or part thereof and starts from the following day after the end of unloading the cargo from the containers in the ship .	3500 .00 Riyals Three thousand and five hundred riyals	6500.00 Riyals Six thousand and five hundred riyals	7500.00 Riyals Seven thousand and five hundred riyals
Second period : its duration is a week starts from the day following the end of the first period , and fees are calculated for each day.	2500.00 Riyals Two thousand and five hundred riyals	3500.00 Riyals Three thousand and five hundred riyals	4500.00 Riyals
Last period : This is the period after the second period and the fees are calculated for each day .	4000.00 Riyals Four thousand riyals	5000.00 Riyals Five thousand riyals	6000.00 Riyals Six thousand riyals

Article 70 : Storage fee is charged on cargo EXPORTED that is stored in the port , fee is collected from the owner of the cargo , as follows :

A) Storage fee for exports of domestic production :

A.1) an allowance period of a five days starts from the date of entry of the cargo to the port .

A.2) Storage fees shall be calculated from the day following the end of the allowance period at the rate of 50 % of the storage fees stipulated in article (69) on the imported cargo and their periods .

B) Storage fee for scrap , factory wastes and any other likes :

Storage fees are calculated for each day, starting from the date of the cargo's entry into the port, at rate of (1000) Riyals per ton, provided that a financial guarantee is paid in advance equal to the storage fees for a period of one month and the corporation has the right to dispose of it as it deems appropriate in accordance with the law if the storage period for scrap exceeds a full month.

C) Storage fee for exports of foreign origin:

C 1) an allowance period of five days starts from the date of entry of the cargo to the port .

C2) Storage fees shall be calculated from the day following the end the allowance period at the rate of 50% in accordance with the storage fees stipulated in article (69) on the imported cargo and their periods .

Article 71) Storage fee is charged on transit cargo that is stored in the port , and the fee is collected from the carrier ship , as follows :

A) storage fee of a typical transit cargo (incoming & outgoing) :

A-1) the allowance period of ten days starting from the day following the end of unloading the ship of its cargo .

A -2) Storage fees are calculated from the day following the end of the allowance period and fees are calculated for each day , as follows:

Details of fees	Calculation unit	Fees in Dollars
A-1) storage in open yards	Ton	00.25 USD Twenty cents
A-1) storage in covered warehouses	Ton	0.60 \$ Fifty cents

A – Storage fee of typical transit cargo (containers)

B-1) Storage fees start on the day after leaving containers in the yards and berths under the management of the corporation , and the fees are calculated for each day , as follows :

Details	Calculation unit	Fees in Dollars
B-1- A 20-ft container .	Full	6.00 USD
B-1b 20-ft container .	Empty	3.50 USD
B-1-C 40-ft container .	Full	12.00 USD
B -1-D 40-ft container	Empty	7.00 USD
B-1-E more than 40-ft container	Full	15.00 USD
B-1-F more than 40-ft container	Empty	10.00 USD

B-2) For containers that arrive at the port full and returned empty , the storage fee for them is as follows :

B-2-A) first period : an allowance period of 15 days from the date of unloading the container cargo or the date is returned to the port empty .

B-2-B) Second period : its period of 5 days , starting from the day following the end of the first period and storage fees are charged as follows :

Details	Calculation unit	Fees in Dollars
20-ft container	Day	3.00 USD
40-ft container	Day	5.00 USD
More than 40-ft container	Day	6.00 USD

B-2-C Third period : what is more than the previous two periods , storage fees are calculated as follows :

Details	Calculation unit	Fees in Dollars
20-ft container	Day	6.00 USD
40-ft container	Day	10.00 USD
More than 40-ft container	Day	10.00 USD

Article 72) These fees are collected from the shipping agent in return for transporting empty containers from the dry port , to the port yards as follows :

Details	Calculation unit	Fees in Dollars
20-ft container	Container	15.00 USD
40-ft container	Container	20.00 USD
More than 40-ft container	Container	25.00 USD

Chapter (4)

Fees of other services for crago

Article 73) The fees of stacking cargo in containers and unloading them in the yards and berths under the management of the corporation are calculated and these fees are collected from the owner of the cargo as follows :

Details	Calculation unit	Fees in Riyals
Stacking 20-ft container	Container	50000.00 Riyals
Stacking 40-ft container	Container	60000.00 Riyals
Stacking more than 40-ft container	Container	70000.00 Riyals

Article 74) Fees are calculated for the services listed in the following table according to what is shown next to each case and the fees are collected from the service applicant :

Details	Calculation unit	The value of a certificate fee or report for local use	The value of a certificate fee or report for external use
A) Requesting for issuing a certificate or report related to the ship or cargo .	Document	5000.00 Riyals	120 USD
B) Request a true copy of a certificate or report related to the ship or cargo .	Document	10000.00 Riyals	30.00 USD
C) Request for correction in the manifest , delivery order or any similar document .	Document	8000.00 Riyals	12.00 USD
D) Requesting the form designated for the passage of the exported or imported cargo .	Document	2000.00 Riyals	6.00 USD
E) Requesting for measuring samples of the cargo or making a measurement due to doubt in the provided data .	Document	20000 Riyals	30.00 Dollars

Article 75) In case there are no details available of the weight and measurements or the possibility of doubt or suspicion , the port administration may weigh the cargo or measure them at the expense of the one responsible for the error . But in case the measurement is not included in the manifest, but only the weight, which results in impossibility of determining the measurement, then it can be considered as three times the weight, the fees of the scale are charged as follows :

Details	Calculation unit	Fees
A) A typical cargo	Ton	500.00 Riyals
B) Typical cargo		
B -1) 20 –ft container	Container	30.00 USD
B -2) 40-ft container	Container	48 . 00 USD
B-3) more than 40-ft container	Container	60.00 USD

Article 76) A cleaning fee of twenty Riyals (20 Riyals) for each ton of cargo shall be collected from the owner of the cargo in return for removing the usual waste for their cargo in the berths , yards or warehouses for one time .

Section (4)

Set of Other Fees & Charges

Chapter (1)

Equipment & Machinery Charges :

Article 77) Fees are charged for the use of the port's equipment and machinery according to the purposes of their use in this article , clarified as follows :

A) Fees for mobile cranes while working on ships :

Details	Calculation unit	Fees in Dollars
A-1) When used for loading or unloading atypical cargo .	One hour or part of it	70.00 USD
A-2) When used in loading or unloading barges weighing five tons or more (excluding containers)	One hour or part of it	100.00 USD
A-3) When used in loading & unloading containers .	For each container	50 % of the fees for bridge cranes

B) Fees for mobile cranes while working on berths & yards :

A decision is issued by the chairman of the board of Directors regarding the fees of the crane of the corporation and according to what the private sector cranes are hired and which the owners of the cranes deal with to work inside the berths and yards.

Each hour fee is collect from each crane operating on port's berths and yards that belongs to the private sector for every 24 hours or part of it.

C) Fees For forklifts & pincers while operating on ships :

Details	Calculation unit	Fees in Dollars
C-1) For diesel Forklift when used in loading and unloading atypical cargo	One hour or part of it	40.00 USD
C-2) For electric Forklift when used in loading and unloading atypical cargo .	One hour or part part of it	60.00 USD

**D) Fees for forklifts and pincers while operating on berths & yards : **

Details	Calculation unit	The Fees
D-1) Crane with a capacity of 5 tons or less	One hour or part of it	25000.00 Riyals
D-2) Crane for 20 containers handling .	Descending \ Ascending	35000.00 Riyals
D-3) Crane for 40 containers handling .	Descending \ Ascending	45000.00 Riyals
D-4) Crane for 40 container handling and more .	Descending \ Ascending	50000 .00 Riyals

H) Fees for floating cranes :

Details	Calculation unit	The Fees
H-1) Floating crane 30-tons power : The time of the crane is calculated from the time it leaves its dock to the time it returns to its anchor .	One hour or part of it	500.00 USD
H-2) Floating crane 75-tons power .		
H-2-1) when used to lift weights in which the weight of the piece does not exceed 30 tons .	One hour or part of it	2000.00 USD
H-2-2) When used to lift weights in which the weight of the piece exceeds 30 tons .	One hour or part of it	2500.00 USD
H-2-3) The fees shown above are charged for the actual working hours that start from the time the crane is next to the ship or the dock and is ready to work until the end of work and the minimum fee for the crane is two hours .		
H-3) upon the approval of the board of directors , the corporation may rent floating canes other than what is		

mention above, for a fee to be agreed upon according to the nature of work to be performed .

F) Cranes (Container Cranes) :

F-1) The fees for bridge cranes are charged when loading , unloading and moving the containers inside the ship as shown in the table below :

Details	Calculation unit	Fees in Dollars
F-1-1) 20-ft Container	Full	110.00 USD
	Empty	50.00 USD
. F-1-2) 40-ft container	Full	150. 00 USD
	Empty	60.00 USD
F-1-3) more than 40-ft container	Full	200.00 USD
	Empty	80.00 USD

F-2) Containers that are shifted from the ship to the berth or to any other means beside the ship , for which the fees of the crane (Descending \ Ascending) shall be charged according to the fees shown in the table that is attached to paragraph (F-1) of this article .

F-3) The containers that are not uncategorized in size or weight and which are dealt with the hook , additional fee of 25 % of the fees shown in the table attached to paragraph (F-1) of this article will be added .

F-4) Additional fees shall be added as a percentage of the fees shown in the table attached to paragraph (F-1) of this article on those containers that carry hazardous materials and liquids according to the degree of hazard classification of international defined materials and liquids , as follows :

Classification Degree	Percentage of Additional Fees
1	50%
2	40%
3	30 %
4	20 %
5	15 %
From 6-9	10 %

F-5) The minimum working rate for bridge cranes is 16 containers per hour and in the case that this rate is not achieved due to the ship or its agent , the difference is calculated to complete the rate on the basis of 20 full-ft containers .

F-6) An amount of (50 USD) is charged for each cover that is shifted , whether on the ship or the berth , per movement .

F-7) The sealing boxes for containers ships are treated as being a 20-ft container , and the fees are charged on it (ascending \ descending) at the price of 220 \$.

F-8) In the case that bridge cranes are used for loading , , unloading or loads or shifting other than containers weighing more than 30 tons by hook , fees per hour or part of it are charged in the amount of 1760 \$ regardless of the number of pieces of the weights and the time is calculated separately from working time of the normal crane .

G- Straddle carrier fees:

G-1) local recipient of incoming containers shall be charged the fees for transporting one container from ship's designated yards until it returns empty to the ship's side as follow:

Details	Calculation unit	The Fees
20-ft container	Container	15000.00 Riyals
40-ft container	Container	20000.00 Riyals
More than 20-ft container	Container	25000.00 Riyals

G-2) For exporters of cargo shipped in the containers , fees for transferring one container from the designated yards to the side of the ship are charged as follows :

Details	Calculation unit	The Fees
20-ft container	Container	15000.00 Riyals
40-ft container	Container	20000.00 Riyals
More than 40-ft container	Container	25000.00 Riyals

G-3) The transferring fees charged on the containers coming to the port according to the previous clause (G-1) do not exempt from the paying transportation fees for the outgoing containers specified in the previous clause (G-2) and that in case the incoming containers are returned to the port full of exports .

G-4) Transferring Fees for empty containers from yards and berths to the ship side are charged and the ship's agent must pay the following fees :

Details	Calculation unit	Fees in Dollars
20-ft container	Container	10.00 USD
40-ft container	Container	15.00 USD
More than 20-ft container	Container	20.00 USD

H- fees for supplying refrigerated containers with electricity:

Fees are charged on supplying refrigerated containers with electric power and fees are collected from the beneficiary of the service, as follows :

Details	The fee in Riyals for every hour or part of it in case that the recipient of the cargo is the beneficiary of the service.	Fees in Dollars for every hour or part of it in case that ship is the beneficiary of the service
20 –ft container	3000.00 Riyals	2.70 \$
40-ft container	3500.00 Riyals	3.30 \$
More than 20-ft container	4000.00 Riyals	4.00 \$

The fees for supplying the refrigerated containers with electric power are charged as follows :

First period : its period is seven days , starting from the mooring of the container .

Second period : its period is seven days after the first period and additional fee is added at the rate of 25% for each hour or part of it .

Third period : its period after the first and second periods and additional fee is added at the rate of 50% for each hour or part of it .

I –Fees for tugboats and trailers :

The fees of tugboats and trailers are charged for each transport operation inside the port , as follows :

Details	Calculation unit	The fees
Tugboat	Movement	25000.00 Riyals
20-ft trailer	Movement	20000.00 Riyals
40-ft trailer	Movement	25000.00 Riyals

Chapter (2)

Maritime units (Workboats) Fee

article 78) A- The fees for the use of workboats (Boats and tugs) of the port are charged according to the purposes of their uses specified in this article . The fees for each workboat are collected in dollars for every hour or part of it, as follows :

Power of boat or tug	Emergency towing fees for ships unable to move independently (except for rescue and firefighting operations)		Fee of towing barges or equivalent		Transportation Fee	
	Inside the port limits	Outside the port limits	Inside the port limits	Outside the port limits	Inside the port limits	Outside the port limits
Horsepower 90 -100	----	-----	-----	-----	100.00 \$	150.00 \$
Horsepower 101-240	-----	-----	100.00 \$	-----	200.00 \$	300.00 \$
Horse power 241-300	-----	-----	-----	-----	300.00 \$	400.0 \$
Horsepower 301-750	1000.00\$	2000.00 \$	300.00 \$	450.00 \$	350.00 \$	600.00 \$
Horsepower 751-2000	4500.00 \$	5000.00 \$	600.00 \$	1300.00 \$	750.00 \$	900.00 \$
Horsepower more than 2000	4500.00 \$	5000.00 \$	750.00 \$	1200 .00 \$	750.00 \$	1000.00 \$

B- Workboats fees are collected when supplying petroleum products as follows :

Details	Fees in dollar	
	Inside the port limits	Outside the port limits
Up to 20 tons (minimum)	2000.00 USD	2600.00 USD
More than 20 tons -40 tons	3000.00 USD	4000.00 USD
More than 40 tons -60 tons	4000.00 USD	5000.00 USD
More than 60 tons -80 tons	5000.00 USD	6000.00 USD
More than 80 tons – 100 tons	6000.00 USD	7000.00 USD
More than 100 tons	6500.00 USD	7500.00 USD

C- maritime units (Workboats) fee are collected when carrying out water supply operation as follow:

- 1- supplying ships with water within the port limits 3000 dollars (three thousand dollars).
- 2- supplying ships with water outside the port limits 4000 dollars (four thousand dollars).

Taking into account the following :

A – The calculation of the working period of maritime units (workboats) starts from the time the ropes of the workboats are loosened from its berth until it returns to it and the minimum fee is one hour .

B) Fees for the use of the maritime units workboats according to the nature of work specified in the above table of this article are charged during the day or at night and during the weekends and official holidays for every hour or part of it of the work period and no increment is added to it except for the following cases , taking into account the provisions of paragraph (C) of this article for each case :

B-1) Fees for emergency towing for ships that are unable to move independently (due to the complete \ partial stopping of their engines or due to a fault in their rudders) outside the port boundaries specified in the above table of this article related to the towing operations of emergency towing for ships unable to move independently that do not require a period of work more than 48 hours . In that case the emergency towing operation requires a period of work that exceeds that, then the operation shall be agreed upon and contracted and paid to the corporation upon the approval of the board of directors and with the addition of the daily fees of the staff members of each maritime units workboat to the fees of the operation in both cases according to the following :

- 1) The sailors fees (60 \$) for each day or part of it .
- 2) The technician fees (75 \$) for each day or part of it .
- 3) The officer fees (100 \$) for each day or part of it .
- 4) The chief engine fees (120 \$) for each day or part of it .
- 5) The shipmaster fees (150 \$) for each day or part of it .

B-2) In the event that Maritime Units (workboats) are used to provide assistance extinguishing on ships , the fees specified in the tables above of this article is doubled to three times for every hour or part of it , with the addition of the daily fees of the crew members of each Maritime Units workboat to the operation fees according to the following :

- 1) The sailor fees (200 \$) for each day or part of it .
- 2) The technician fees (250 \$) for each day or part of it .
- 3) The officer fees (350 \$) for each day or part of it .
- 4) The chief engineer fees (450 \$) for each day or part of it .

5) The shipmaster fees (500 \$) for each day or part of it .

B-3) Salvage operations of ships in a state of danger shall be agreed upon and contracted along with the fees with the corporation according to the nature and requirements of each operation , provided that the salvage operation fees are not less than the fees of emergency towing for ships that are unable to move independently outside the port boundaries specified in the above-table of this article with the addition of daily fees for the crew members specified in the previous paragraph (B-2) related to the fees of assistance in extinguishing fires .

C-) In the operations of emergency towing of ships unable to move independently , salvage operation of ships and their cargo or fire extinguishing operations and other various maritime operations that take place in the Yemeni territorial waters of the Republic outside the official borders of the ports , it is necessary to obtain a license from the general authority for maritime affairs to carry out these operations by the port , and to pay the fees of the authority determined for that , which are added to the actual value of the contract for the operation fees and referred to in its provisions In emergency cases and without violation to what is regulated by the laws , decisions , regulations applicable , agreements and relevant international treaties , the salvage or fire extinguishing operations can be started immediately after the authority is notified in writing of this by any of the official means of communication (Fax \ E-mail) and the commitment to perform all obligations towards the authority without violation to the completion of procedures obtaining official licenses from the authority and paying the fees .

Chapter (3)

Other Various Services Fees

article 79) The diving fee is charged in return for the ports provision of diving services to others , and the fee is collected from the beneficiary of the service as follows :

Description	Fee in dollars for every hour or part thereof
A) Diving Fee	150. 00 USD
B) Fee for the assistance boat in the diving work	150.00 USD
C) The fees mentioned in clauses (A & B) above mentioned shall be increased by 50 % while performing the service on weekends and on official holidays .	

Article 80) Fees are charged for the provision of hydrographic services and marine surveys and fees are collected from the applicant , as follows :

Description	Fee in dollars for every hour or part of it
A) The fee for hydrographic services for every hour or part of it includes the following work: 1) Survey to determine depths . 2) Supervising excavation & building berths . 3) Mapping & projecting plans . 4) Dealing with navigational buoys and mooring buoys plus examining DAMAGES RESULTING from marine accidents .	145.00 USD (Daytime) 225.00 USD (Night time)
B) Fees of marine engineering surveys .	240.00 USD per visit
C) A fee for inspecting and maintaining life jackets . lifeboats and life rafts for every hour or part of it .	25.00 USD
D) The fees mentioned in clauses (A , B and C) above mentioned shall be increased by 50 % while performing the service on weekends and on official holidays .	
E) In the work of hydrographic services and marine surveys of all kinds that take place in the Yemeni territorial waters of the republic Of Yemen and outside the official borders of ports , it is necessary to obtain a license from the general authority for	

maritime affairs to carry out these operations by the port, and to pay the prescribed fees of the authority.

article 81) Entities that are provided with electricity and water services inside the port according to electricity or water consumption meters are charged (except for governmental agencies) fees for administrative services for electricity and water consumption , as follows :

Details	Calculation unit	The fees
A) water	Bill Value (Bill Value + Related fees)	Additional 50 % of the bill value
B) Electricity	Bill Value (Electricity value +Related fees)	Additional 40% of the bill value

Section (5)

Licensing & Permits Fees and Fines For violations

Chapter (1)

Licensing Permits Fees

Article 82) all individuals , companies or private establishments wishing to conduct business within the port's boundaries must submit a request to practice these works to the port , taking into account the works that require prior authorization from the general authority for maritime affairs . The fees for licenses and permits issued by the port to conduct business and activities within the port's boundaries are charged according to each work or activity, as follows :

Details of licenses	The previous Annual Fees	Annual Fees
1) A license to conduct cargo handling business		2500.00 USD
2) Shipping agency license for ships : (Note : The validity of the license expires at the end of December of each year)		3000.00 USD (for issuance of the license)
		1500.00 USD (For annual renewal
3) Shipping agency license for wooden and sailing vessels : (note : The validity of the license expires at the end of December of each year)		1500 USD (For issuance of the license)
		750.00 USD (For annual renewl)
4) Licensing of the ship operators with foodstuffs within the ports borders .		1000.00 USD (For issuance of the license)
		500.00 USD (For annual renewal)

5) Licensing of bunkering contractors within the ports boundaries approved by the Yemeni oil company (Oil derivatives distribution Company) and holders of a capacity certificate from the general authority for maritime affairs .		2500.00 USD (For issuance of the license)
		1250.00 USD (For annual renewal)

Details of licenses	Annual Fees	Annual Fees
6) Licensing of contractors to collect waste oil fuel (waste oil) from ships authorized by the general authority for maritime affairs		1000.00 USD (For issuance of the license)
		500.00 USD (For annual renewal)
7) Laundry Services License		100.00 USD (For issuance of the license)
		50.00 USD (For annual renewal)
8) licensing for ship garbage collection contractors authorized by the general authority for maritime affairs.		1500.00 USD (For issuance of the license)
		1000.00 USD (For annual renewal)
9) Licensing a passenger boat for those authorized by the general authority maritime affairs		1000.000 USD (For issuance of the license)
		500.00 USD (For annual renewal)
10) Clearance license for offices & companies		500.00 USD (For issuance of the license)

		250.00 USD (For annual renewal)
11) Clearance license for individuals		100.00 USD (For issuance of the license)
		50.00 USD (For annual renewal)
12) Diving license for others within the port boundaries .		300.00 USD (For issuance of the license)
		300. 00 USD (For annual renewal)
13) Permit for service boat for those authorized by the general authority for maritime affairs .		200.00 USD
14) A license to practice the activity of independent marine surveying for ships and cargo within the port's boundaries for surveys accredited by the general authority for maritime affairs .		500.00 USD (for issuing the license)
		250 . 00 USD (For annual renewal)
15) A license for an engineer to practice the activity for repairing navigational devices and communications on ships within the port's boundaries .		500.00 USD
16) A license for engineer to practice the activity of repairing (excluding navigational devices & communications) on ships within the port's boundaries .		700.00 USD
17) A license for marine tugboat within the boundaries of the port for holders of an inspection certificate from the general authority for maritime affairs .		2000.00 USD
18) Entry permits for individuals to the port		

18) A – For loading and loading workers		2000.00 Riyals
18) B – Permits to enter the port and board ships for whose work nature requires entry to the port .		5000.00 Riyals .
18) C- Permit to enter the port and board ships for those whose work nature requires entry to the port .		4000.00 Riyals
19) A work permit for a forklift with a capacity of 5 tons or less within the port's boundaries .	600.00 USD	150.00 USD for a period of 30 days or less .
		10.00 USD per day .

Details of licenses	Annual Fees	
20) Work permit for crane from 10 tons to 30 tons within the boundaries of the port	Work on wooden ships or yards : In the morning period : 10000 Riyals . In the evening period 10000 Riyals . Working on foreign ships or companies : An hour or part of it is 1500 Riyals .	
21) Work permit for crane (cranes) more than 30 tons within the boundaries of the port	3000.00 USD	750 . 00 USD for a period of 30 days or less .
		50.00 USD per day .
24) Work permit for cars and what Likes the cars within the port's boundaries .		
25) A – Transport vehicle up to 3 tons .	8000.00 Riyals	200.00 Riyals per day
26) B \ Transport vehicle from 6 tons up to 6 tons	10000 Riyals	500.00 Riyals per day .
27) C\ Transport vehicle from 6 tons to 9 tons	15000.00 Riyals	1000.00 Riyals (Per day)
28) D \ a tugboat with one or more trailers	20000. 00 Riyals	1000.00 Riyals (Per day)
29) E\ Tugboat only	10000.00 Riyals	500.00 Riyals (per day)
30) A private car for all kinds	2000.00 Riyals	100 . 00 Riyals (Per day)
31) I \ Car refrigerator	20000.00 Riyals	1000.00 Riyals (per day)
32) J \ Any vehicle entry permit to transport passengers inside the port .	10000.00 Riyals	100.00 (Per day)

Chapter (2)

Financial Fines For Violations

article 83) if the cargo handling agent licensed by the port in accordance with the clause 1 of article 82 delays paying the value of the license during the first three months of the license , then the license issued to him is considered cancelled , and in that case the agent submits after that a payment request of the license or request to obtain a new license , a delay fine will be imposed of 250.000 Riyals .

article 84) The licenses mentioned in the table of article 82 of these regulations and have annual renewal fees less than the fees of issuing the license for the first time and the licensee by the port delayed renewing the license or paying his fees before the license expiry date , then the license issued is considered cancelled , If he subsequently submits a request to renew the license or pay its fees , he will fully pay the fees for issuing a new license .

Article 85) Without the violation to the procedures , penalties and compensations specified in the applicable laws , decisions and regulations , a fine is charged for everyone who carries out any work or activity in the port without a license or permit with an expired or cancelled license or permit at the amount of 300.000 Riyals for cargo handling works and at a rate of 50 % of the value of the highest fee for licenses or permits for the rest of businesses and activities specified in article 82 of these regulations , an amount equivalent to the fee stipulated in the provisions of these regulations shall be added to these fines and the license lost due to the violation .

Article 86) Without the violation to the procedures , penalties and compensations specified in the applicable laws , decisions and regulations , and the fees and charges specified in these regulations and its provisions , a fine is charged for everyone who violates the rules , regulations and instructions of the ports affiliated with the corporation in addition to the equivalent of the fee or charge stipulated in the provisions of these regulations and the license was lost due to the violation . In case of repetition of the violation, the fine value will be increased. The value of the fines is determined for violations of the rules, regulations & instructions of the corporation's port and exemption from or reduction in it according to the following :

A) The CEO shall issue a decision determining the value of the fines for anyone who violates the rules , regulations and instructions of the ports belonging to the corporation in accordance with the provisions of the Yemeni ports regulations and instructions and these regulations , provided that the value of the fine in the case of committing the violation for the first time is not less than the value of the minimum fine specified for the violation in the regulation and the instructions of the Yemeni Ports and that the value of the financial penalty in case of repeated violation shall not exceed the value of the maximum fine specified for violation in the regulation of Yemeni ports rules and instructions .

B) The CEO has the right , under acceptable and presented justifications to exempt the violator from the violation fine specified in the violations , in decision of the CEO mentioned in the previous paragraph , or to reduce the value of the fine . Exemption is only in case of the first violation, and the reduction is in other cases, provided that the value of the fine after the reduction shall not be less than the value of the fine specified in the decision of the CEO for the violation committed for first time.

Section (6)

Final Provisions

Article 87) Charitable aid and the aid provided to the country shall be exempted from port fees and charges on the cargo (fees and charges collected from the owner of the cargo) specified in these regulations , provided that official documents for these aid and charitable aid are presented with the approval of the minister of transport for them .

Article 88) The conditions , controls and values of leases for renting hangars , covered yards , yards , offices or buildings belonging to the port are determined according to a detailed regulation , The Regulation is issued by a decision of the minister based on the proposal of the CEO of the corporation and the approval of the board of directors and the minister within the period not exceeding six months from the date of issuing such regulations . In addition, the corporation must, during the same period, update the purposes governing the leasing of lands belonging to Yemeni ports for investment purposes is issued by a decision of the minister based upon the proposal of the CEO of the corporation and approval of the board of directors.

Article 89) The CEO shall issue the decisions and the instructions necessary to implement the provisions of these regulations , unless otherwise stipulated in the applicable laws , decisions . regulations and these regulations.

Article 90) The corporation may at any time re-study such tariffs , charges , fees and fines plus such conditions and terms that are specified in these regulations and amend , change or make additions in accordance with the requirements of the activities and facilities provided by the corporation and the interest of the work . A decision by the minister of transport shall be issued for the amendment, change, alteration or addition based on a proposal from the CEO of the corporation and the approval of the board of directors and the minister.

Article 91) The minister of Transport 's decision No . (224) of 2020 regarding the issuance of the amended regulation for fees and revenues for Yemeni port services and facilities and its amendments shall be cancelled as well as any provision or text that contradicts the provisions of these regulations as of the date of implementation of this regulation.

Article 92) These regulations shall be implemented and valid from April 1st , 2025 and to be published in the official newspaper and gazette .

Issued at the general Office of the ministry of Transport in Aden

Date : 12 \ 2 \ 2025

Seal of the ministry of Transport