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## **Lebanon – Logistics Capacity Assessment - 2006**

### **Sea & rivers ports**

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#### ***General Recent History Overview for Lebanese Ports:***

Before 1975 the port of Beirut was a major port for the Middle East, especially for goods bound for Damascus and Amman. In 1974 approximately 3.4 million tons of goods were unloaded at the Beirut docks, 668,000 tons were loaded, and 932,000 tons of transit goods were handled. When the Civil War began, however, the port became a major battleground. Battles also took place there in subsequent clashes between 1978 and 1987. Despite strenuous efforts to restore the port to full working order; by 1987 it had yet to regain anything like its former prominence.

The shipping industry did not fare well in 1983, the last full year in which the central government could claim to control both halves of the national capital. Although cargo unloaded recovered somewhat to about 2.5 millions tons, cargo loaded was only 105,640 tons, and transit cargo dwindled to a mere 87,415 tons.

The port was closed for five months following the division of the city in February 1984, resulting in lost revenues of around US\$30 million. The closure was the longest in the port's history. When the port reopened in July, the President (Jumayyil) government tried to improve conditions by taking over the port's fifth basin, previously controlled by the LF, and closing another LF-controlled illegal port at Ad Dubayyah. These gains were purely temporary, however. In 1986 the LF regained control of the fifth basin, which the government allowed to be run by a new company owed partly by the LF. The government also allowed the company to run the illegal port at Ad Dubayyah and the official port of Juniyah. The establishment of the new company was really little more than legalization of an essentially illegal operation since the LF already controlled the ports and was denying the government customs revenues.

Illegal, or unofficial, ports--those not under the control of the government--developed in the 1970s. By the 1980s, they had become Lebanon's principal purveyors of imports. These ports, mainly controlled by the principal militia groups,



were used for a wide variety of imports, ranging from basic necessities to military supplies from Israel and Libya. As of 1987, as many as twenty illegal ports, mostly controlled by militias, were in operation.

The volume of goods discharged at the illegal ports cannot be measured exactly. Nevertheless, two prominent Lebanese economists, Marwan Iskandar and Elias Baroudi, noted in a 1983 analysis of Lebanese port activity that the 19-percent drop in cargo unloaded at the legal Beirut port in 1981 did not necessarily reflect a drop in total imports--a large proportion of imports came through illegal ports. Observers believed an extremely effective central government would be needed to transfer or return revenues from the ports to the national treasury.

With rival militias flanking the port of Beirut and periodically forcing its closure, Lebanon's other ports might have been expected to pick up some of the slack. Traffic at Tripoli did rise steadily from 1975 to 1979 but declined thereafter. It suffered from fighting in 1983 between Palestinian and Syrian forces in the northern section of the port of Tripoli and because of the increasing effectiveness of Lebanon's illegal ports. In late 1985, however, after Syrian forces had imposed calm, traffic at Tripoli grew to 50,000 tons per month by January 1986.

Lebanon's other traditional ports at Tyre and Sidon also have had troubled histories. Tyre suffered during the Civil War, during the Israeli invasions of 1978 and 1982, and during other Israeli military actions. Sidon was similarly afflicted, escaping only the 1978 assault. Both ports have also witnessed some internal conflict. After Israel's 1984 pullout from much of Lebanon, however, Tyre appeared to enjoy a revival of its local economy. Although Sidon suffered from further Shia-Palestinian conflict, it recovered modestly, and its export trade increased in early 1987.

Israel has persistently intervened in Lebanese maritime affairs. Its actions ranged from dispatching gunboats to positions off Beirut, a fairly common occurrence, to closing ports under Israeli control, such as Tyre and Sidon in 1984. From time to time, Israeli forces searched ships bound to or from Lebanese ports. In 1984, late 1986, and early 1987, Israel also stopped several ships ferrying passengers between Larnaca in Cyprus and Juniyah, the principal port of the Maronite heartland. Israel claimed that the ships were being used to infiltrate Palestinian guerrillas into Lebanon and warned that the Larnaca-Juniyah link would be closed altogether if the vessels continued to carry Palestinian fighters.

**Lebanese Trading Vessels Fleet**

Vessel Type	Vessel Age						
	QTY.	Capacity/ MT	less than 5 years	5-10 years	10-15 years	15-20 years	more than 20 years
General Cargo vessels	36	111,900				1	35
RORO Vessels	5	16564					5
Cargo /Bulk vessels	7	207590				1	6
Animals transport vessels	25	41745					25



Petrol/ Gas vessels	1	5000				1	
Conatiners Carriers Vessels	1	3000					1
Fishing Ships	10						
Total Fleet	85						

\* NB: Source of information is ESCWA book " Information on the Current Situation for Goods Exchange"

Discharge rates:

[Fees on unloading operations, shipping, transport, loading and stowing containers from the ship to the yard and vice versa:](#)

The above-mentioned tariffs are applied to the Maritime Agent or owner of goods according to the following table:

Container Movement Operations

Operation Code	Operation Description	20' (in USD)	40' (in UD)
C1	Emptying or shipping full container from or to ship	30	40
C2	Moving full or empty container from dock to yard or vice versa	6	10
C3	Unloading or loading (inc. stowing and sorting) full container	16	21
C4	Unloading or loading (inc. stowing and sorting) empty container	8	11
C5	Emptying or shipping empty container from or to ship	14	18
C6	Moving full or empty container from inside ship to yard and v.v.	12	16
C7	Using an additional equipment for loading or unloading a full container to or from ship	8	14
C8	Using an additional equipment for loading or unloading an empty container to or from ship	4	6
C9	Loading and unloading container from or to country (merchant)	25	40
C10	Operation of sending a container to scales and returning to yard	40	50
C11	Emptying of container in warehouse (Consolidation)	54	70



C12	Customs' inspection operation including an additional seal	25	40
FC1	Fee for unloading or shipping full or empty container from or to ship by ship's own gear	6	8

1. Operations of container carriage on dock are compulsory when using the 225 Tons and 300 Tons cranes and when using the ship's own gear
2. Fees for unloading or loading ship's cargo hole covers are charged according to the code N2 of table 3

## Beirut Port

### 1.1.1.1. Description:

*Beirut Port* is considered as one of the eldest port in the world. The name of Beirut Port has been mentioned since the fifteenth century BC in the mutual letters of the Pharaohs and the Phoenicians, and during the Roman Era, it was developed into a commercial and economic center. During the Omayyad Era, the Port of Beirut became the centre for the First Arabic Fleet. As for the Crusaders Era, the Port of Beirut had an important role in the maritime trade between East and West. This role had been fortified during the Mameluke Era when it was turned into a commercial centre visited by pilgrims of the Holy Lands. By the end of the 19th century, the current Port of Beirut had been founded.

### Port of Beirut Concession:

- In 19/6/1887, the Ottoman authority gave the concession of the Port to an Ottoman company under the name of "Compagnie du Port, des Quais et des Entrepôts de Beyrouth". The concession was later fortified when the company gained from the Customs the sole rights to store and carry all the transit goods passing through the Customs. Constructions works namely a maritime dam to expand and develop the Port were accomplished and the opening on the occasion of the accomplishment of these works was celebrated by the end of 1894, basins were developed and spread between Ras Al Shamiah and Ras Al Mudawar.
- In 20/5/1925, the "Compagnie du Port, des Quais et des Entrepôts de Beyrouth" got the French nationality.
- In 13/4/1960, the company's name was changed and a 30 years concession was given to a Lebanese company called "Compagnie de Gestion et d'Exploitation du Port de Beyrouth", that worked on expanding Môle 3 and the break water, and finishing quay 14.
- In 31/12/1990, the concession ended and the government handled the port to temporary committee to handle the management of the port.

"The port of Beirut has set high goals and is making great progress toward achieving them. Since the 1996, the port has undertaken the rehabilitation of its entire infrastructure consisting of 252700 sq m of open storage area, 135834sqm of covered storage, 4555m length of quays varying from 8 to 14 m of depth, Mr. Hassan Kraytem- the president, director general of Beirut Port said".

"He added, the port also embarked on an ambitious expansion program with the construction of a new 250,000 sqm containers terminals with capacity of 700,000 TEU's per year and 600m of quay with a depth of 15.5m ca[able of receiving the largest ships in operation. This terminal is soon to be equipped with state of the art post panamax ship to shore gantry cranes and rubber tires gantry cranes, will give Beirut port as well as its customers' new weapons to compete in the fierce transportation business, the director conclude"

**Beirut port is located at longitude 035°30'E and latitude 33°54'N. This location gives the port a strategic importance for the three cotenants: Asia, Europe and Africa. During the 1970s, Beirut port was the most important trading station in the Middle East.**

***Infrastructure:***

POB total area: 1,200,000 m<sup>2</sup>

Water basin total area: 1,002,000 m<sup>2</sup>

Quay 16 water basin area: 200,000m<sup>2</sup> with 550m detached break water

Total length of quays 5,155m of which:

- 1,654m for general cargo operation: depth between 8m and 10,5m
- 1,334m for containers operation: depth between 10,5m and 13m
- New container quay (No.16) with 15,5m depth and 600m length
- 220m bulk quay with 13m depth

All quays are equipped with water outlets for ships service.



Sketch for Beirut Port

**Future Improvement Plan\*:**

-To extend the quay No. 16 another 600m length and the waves barrier with 600m. The total estimated cost for that is USD 65-70 millions.

-To supply the port with Exchange Data Information system.

To survey/ study the area located between Beirut River and al-Mawt (the death) river.



General overview for Beirut City

Publication	132	Tugs Salvage	N	Lifts	
Chart	56043	Tugs Assist	Y	200 Tons Plus	
Harbor Size	M	Quarantine		50-200 Tons	
Harbor Type	CB	Pratique	Y	25-49 Tons	
Shelter Afforded	F	Deratt Cert	Y	0-24 Tons	
Entrance Restrictions		Other		Services	
Tide	N	Communications		Longshore	Y
Swell	N	Telephone	Y	Electrical	Y
Ice	N	Telegraph	Y	Steam	N
Other	Y	Radio	Y	Navig Equip	Y
Overhead Limits		Radio Tel	Y	Elect Repair	Y
Channel Depth	D	Air	Y	Supplies	
Anchorage Depth	A	Rail	Y	Provisions	Y
Cargo Pier Depth	G	Load/Offload		Water	Y
Oil Terminal Depth	L	Wharves	Y	Fuel Oil	Y
Tide	1	Anchor	Y	Diesel Oil	Y
Maximum Size Vessel	L	Med Moor	Y	Deck	Y
Good Holding Ground	Y	Beach Moor		Engine	Y



Turning Area		Ice Moor		Repair	C
First Port of Entry	Y	Medical Facilities	Y	Drydock	
U.S. Representative	Y	Garbage Disposal	N	Railway	
ETA Message	Y	Degauss			
Pilotage		Dirty Ballast	N		
Compulsory		Cranes			
Available	Y	Fixed			
Local Assist	Y	Mobile			
Advisable	Y	Floating			

#### 1.1.1.2. Vessel specifications:

Beirut dry cargo port offers deep-water quays and entrance channels, with a maximum draft of 13 meters and 16 meters respectively. Vessels up to 60,000 DWT can be received and up to 25 ships can be accommodated at a time (Please refer to the paragraph talking about *infrastructure* above).

#### 1.1.1.3. Port cargo handling equipment:

##### Equipment and Facilities in Beirut Port:

##### 1- Port Equipment:

- 6 mobile containers shore cranes: capacity 225-300MT
- 13 mobile containers shore cranes: capacity 125- 165MT.
- 35 mobile cranes for steel: capacity 50 and 90MT.
- 12 mobile cranes for general cargo: capacity 25MT.
- 33 top loaders for containers (full) .
- 16 forklifts for empty containers.
- 30 trucks
- 78 trailers.
- 7 tractors
- 2 water cisterns.

##### 2- Storage Facilities in the Port:

- 4 warehouses for general cargo: total area 25,547m<sup>2</sup>
- 3 warehouses for groupage operation: total area 20,488m<sup>2</sup>
- 3 warehouses for cars: total area 17,958 m<sup>2</sup>
- 1 warehouse for hazardous goods: total area 5,231m<sup>2</sup>
- 1 open warehouse for cars and heavy load engines: total area 8,220m<sup>2</sup>.

##### 3- Silos:

- The total storage capacity is 120,000MT.
- The total numbers of big silos (cells) is 48 silos with 2,500MT storage capacity per each cell
- The total numbers of small silos (cells) is 50 silos with 500MT storage capacity per each cell.
- The evacuating capacity is 600MT/hour.

#### **4- The Fee Zone Area:**

- Duty Free Market: total area 11,200m<sup>2</sup> (modular shops)
- 3 Industrial buildings: total area 32,400m<sup>2</sup>:
  - 52 warehouses/bldg of which 16 on ground floor
  - Approx. 200m<sup>2</sup>/warehouse
- exhibition area for Lebanese products (Industrials Association):11,600 m<sup>2</sup>
- open warehouses: total area 28,000 m<sup>2</sup>

#### **5- Vehicles/ Trucks Yard:**

- The vehicle yard in the Free Zone with total parking capacity for 475 vehicles.
- The trucks yard with total parking capacity of 300 trucks.

#### **1.1.1.4. Container handling equipment:**

##### **Container Terminal in Beirut Port:**

- The containers yard area is 244.600sq km with estimated storage capacity up to 700,000 TEU.
- Containers supplied by cooling system with total capacity 440 TEU.
- Queue No. 16 is supplied By three forklift (Panamax: outreach 52M).  
The containers yard is supplied by 6 forklifts RTG.



Beirut Port Container Yard

#### **Fees on unloading operations, shipping, transport, loading and stowing containers from the ship to the yard and vice versa:**

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Container Movement Operations



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C6	Moving full or empty container from inside ship to yard and v.v.	12	16
C7	Using an additional equipment for loading or unloading a full container to or from ship	8	14
C8	Using an additional equipment for loading or unloading an empty container to or from ship	4	6
C9	Loading and unloading container from or to country (merchant)	25	40
C10	Operation of sending a container to scales and returning to yard	40	50
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2. Fees for unloading or loading ship's cargo hole covers are charged according to the code N2 of table 3

#### 1.1.1.5. Port cost for bulk/bagged cargo vessels:

##### **Fees due from Maritime Agencies:**

I – Fees on ships: Maritime units which dock or berths inside or outside the basins pay the following tariffs per linear meter and per day or part thereof / day calculated at 24 hours actual docking or berthing.



Table No. 1								
Category of Vessels	1st category less than 76 meters		2nd category from 76 to 125 meters		3rd category from 126 to 175 meters		4th category more than 175 meters	
Periods of time	USD meter/day	Minimum fee	USD meter/day	Minimum fee	USD meter/day	Minimum fee	USD meter/day	Minimum fee
Day 1 to day 5	1.5	250	2.25	400	3.25	600	4	750
Each day after day 5	2		3.5		4.5		6	
Berthing within bassins	1	150	1.5	250	2	350	3	550
Berthing outside bassins	0.5	75	1	125	1	175	1	225

Note:

- a) Lebanese flag ships and/or wooden ships pay 50% of applicable tariffs according to usage type whilst observing minimum fees and are exempt from docking fees within the protected area except for petroleum and oil vessels.  
b) Tourist and passenger boats as well as RORO vessels pay 65% of applicable tariffs according to usage type whilst observing minimum fees.

Vessels residing in the basins for the purpose of provisioning other sea going vessels without undertaking any other commercial activity are liable to a \$300 fixed monthly fee for each month or part thereof. Those outside the basins in the protected area and those attached to the pilot station are subject to a fixed \$200 monthly fee for each month or part thereof.

Container ship fees are applied to all ships entering the port carrying containers even if it brings in General Cargo at the same time within the same voyage.

Are exempted from the above fees:

- Military ships.
- Lebanese state ships not engaged in commercial activity.
- Ships waiting outside basins due to congestion or management delay.

II – Fees on unloading operations, shipping, loading and unloading General Cargo  
The above-mentioned tariffs are applied to the Maritime Agent or owner of goods according to the following table:

Table No. 3
-------------



Description of the operation	Loading/unloading vessels Shipping agents		Charging/discharging within parks and warehouses (traders)	
	Code	\$/ton	Code	\$/ton
Metals, palletized goods, larges sacks, packed goods, paper paste, paper rolls	N1	2	Q1	1.5
Unpacked goods and less than 3 tons (sacks, boxes, barrels, ...), timber & wood, glass & mirrors, rock blocks, bulky goods (charcoal, sand, ...)	N2	3	Q2	2
Light goods (Wool, cotton, empty cans boxes and barrels, paper tissue ...)	N3	5	Q3	3.5
Heavy goods from 3 to 30 tons, chassis, all kinds of vehicles and boats	N4	6	Q4	4
Heavy goods from 31 to 50 tons	N5	16	Q5	11
Heavy goods more than 50 tons	N6	30	Q6	20

Notes:

In the event of the noted unloading or shipping operation above mentioned being carried out by the ships' own gear a fee of 20% of the tariffs in the table is applied with exception of the following cases:

Transshipment operations from one ship to another without using docks.

Goods unloaded through silos equipment.

Bulk cargo vessels unloading by their own suction equipments are exempted from fees only if they use port support engines according to table 4

Liquid bulk carried out by the ships own suction equipments in this case a fee of 10% of the tariffs is applied

When GM225/GM300 mobile lifters are used in mentioned unloading or shipping operations under N2, N3 and N4 work is calculated on actual hour used.

The maritime agent or merchant benefiting from N6 and / or Q6 operations must pay an additional insurance of \$5 for each ton.

**IV - Rental fees for equipment outside port carriage operations**

Rental tariffs for equipment by maritime agent are set as per the following table:

Op. Code	Equipment type	Unit	\$
EQ10	Forklift under 10 tons on dock	Hour	15
EN10	Forklift under 10 tons within ship's hold	Hour	19
EAQ10	Forklift under 10 tons with receptacle on dock	Hour	22



EAN10	Forklift under 10 tons with receptacle in ship's hold	Hour	28
EN20	Forklift from 10 tons to 20 tons with receptacle in ship's hold	Hour	30
EQ20	Forklift from 10 tons to 20 tons on dock	Hour	25
EQ40	Forklift from 20 to 40 tons on dock	Hour	70
EQ40	Forklift from 20 to 40 tons in ship's hold	Hour	90
PQ1	Harrow on dock	Hour	40
PN1	Harrow in ship's deck	Hour	50
CC1	Cistern for water transportation	Trip	48
TRV	Tractor for towing vehicles as per manifest	Vehicle	3
CMQ	Transporters for moving General Cargo (dock and warehouse)	Trip	14
CMN	Transporters for moving General Cargo from and inside RORO	Ton	19
BM1	Port receptacle for grain and bulky goods	Hour	1
GM80	Mobile forklift below 80 tones	Hour	40
GM140	Mobile forklift from 80 to 139 tons	Hour	60
GM225	Mobile forklift from 140 to 219 tons	Hour	80
GM300	Mobile forklift from 220 and above	Hour	120
RMQ	Trailer with up to 40 tons capacity	Hour	15

1- In case of non-cancellation of work requested by Maritime Agencies for Sundays and official holidays before twelve o'clock of the last working day prior to the appointment for this requested work the equivalent of two hours. Rental per piece of equipment requested is payable to the Management.

2- Hours are calculated according to the actual usage of the equipment with a minimum of 2 hours per machine.

3- When renting a forklift for work inside a ship the fees for loading and unloading the equipment are considered as one operation

4 – Work fees outside official hours per request of Maritime Agency or Merchants:

Work outside the official working hours are charged as follows:

\$20 for work on dock in preparation for putting goods into space and warehouse or for the weighing station or the maritime station

\$35 to Depot door or space.

A minimum of 5 hours is chargeable on Sundays and holidays.

Overtime is charged from the end of the official working hours until the end of the actual work for the shipping agents and only for the actual hours worked for the Merchants



**VI - Employee and labourer hourly fees during or outside official working time:**

Every overtime hour worked by employees and labourers of the Management and Exploitation of the Port of Beirut for others' account and at their request is charged as follows: Employee = \$10  
Labourer = \$6

When the party concerned asks for work to be done on the goods (separating, collating or weighing...) in depots \$50 is charged for each working hour inclusive of use of an EQ10 forklift.

**VII – Management expert's expenses:**

The Management and Exploitation of the Port of Beirut charges by virtue of work execution permission a fixed \$65 fee for each expertise undertaken by its experts with insurance companies or experts delegated by the competent courts. If the Port Authority is found responsible, the \$65 fee will be returned.

**VIII – Weight fees on axle scales:**

A weight charge of \$3 is charged per loaded truck for each operation and \$1 for an empty truck for each operation.

**X – Insurance fees in case of Management's driver services provision to others:**

In the event of Management's driver services provision to others an insurance fee of \$20 is payable for every 24 hour period or part thereof.

**IX – Package repair fees:**

Damaged or suspect packages coming into depots are repaired de facto and they are weighed and its weight after repair is marked in red ink for which a \$3 charge per repaired package is made irrespective of type inclusive of sack supplied by the management.

**X – Insurance fees in case of Management's driver services provision to others:**

In the event of Management's driver services provision to others an insurance fee of \$20 is payable for every 24 hour period or part thereof.

**XI – Fees on passengers and their baggage:**

The Management and Exploitation of Beirut Port charge a fee of \$15 for each outbound or inbound passenger. Children under the age of twelve are exempt from this fee, as are military personnel and Lebanese employees departing on official business outside the country as well as tourists arriving to or leaving from Port of Beirut

Passengers passing through Port of Beirut on as a stop in a Tour pay a charge of \$5 each.

The Management and Exploitation of Beirut Port charges a fee of \$3 portage for every package on packages consigned in the passenger hall and the Management charges \$3 in lieu of storage for each package per day.

**XII – Fees for additional documentation:**

The Management and Exploitation of Beirut Port charges a fee of \$15 for a photocopy or true copy of original of each entry docket or defect report or



supervision or other report as it charges \$15 for each fees refund operation, and each request for information, and for each work execution permission cancelled upon the request of the principal in addition to the value of fiscal stamps.

**XIII – Fees for identity card:**

The Management and Exploitation of Beirut Port charges the accredited dealers with the Port a fee of \$15 for each Identity Card issued for one year or less.

Port fees on container goods (Merchant):

The Management and Exploitation of Beirut Port charges the fees outlined in the following table on incoming or reshipped goods within containers:

Table No. 5 Fees on containerized cargo				
Nature of goods			This fee includes a seal, 15 days of storage and the delivery operation	
			20 FT	40 FT
Local consumption and temporary admission	K0	Miscellaneous	150	225
	K1	Bagged foodstuff, Potato seeds, Paper	200	300
	K2	Rice & sugar (in bags), roof tiles, ceramic tiles, Industrial Warehouse Goods (Customs' declaration Type IM-74)	125	200
	K3	Timber & wood, rock blocks, ceiling and construction materials, textiles & fibers, leather, non-electrical cables, pasta, cotton, seeds, empty bags	250	400
	K4	Used electrical & electronical supplies & components, used auto spare parts, kitchenware, sanitary ware, canned foodstuff, fresh fruit & vegetables, vegetable oil, books, used clothing & footwear, personal effects, ink, pipes & tubes, sewing and shoes accessories	300	500



	K5	New electrical & electronical supplies & components, new auto spare parts, tires, engine oils & lubricants, mechanical equipments, vehicles, chassis, non-alcoholic beverages, coffee & cocoa, spices & nuts, cosmetic & cleaning products, aluminum packed foils, plants & flowers, chimneys & ovens, perfumes, carpets, cement, furniture, paints, medical products & drugs, cloths & footwear, music instruments, sports equipments, sound & photo equipments, empty ammunition shell, food for domestic pets, wallpaper and floor coverings	375	650
	K6	Alcoholic beverages including all kind of beer, art ware and antiques, huns & ammunitions, fireworks, playing cards	650	900
	K7	Tobacco and cigarettes	900	1800
	K8	Transit, free zone, export, re-export and re-import goods	30	40
	K9	Direct shipment from the land to the ship	15	20

**Note:**

Containers arriving by sea, remaining within the port area and thereafter returned by sea "Transshipment" are subject to special discounted fees of only 10 USD/20' and 15 USD/40' on condition that their stay does not exceed the fifteen days period and if they do they are subject to transit fees as per above table as from the sixteenth day of their stay.

If a container contains different goods of different natures the higher fee is applied except for promotional material and sample, which are free of charge.

FLC's being unloaded in warehouses are charged according to the fees in Table 5

**2- Additional storage:**

The Management and Exploitation of Beirut Port charge an additional storage charge for each full container irrespective of customs status as follows:

For each additional 15 day period	20' container	40' container
Local consumption, temporary admission	\$50	\$75
Transit, free zone, export, re-export and re-import	\$30	\$40

\*Part of a period is considered a full period.

**Note:** Every container whose period of storage in the yards exceeds 45 days (3 periods) is not discharged into the depots except against withdrawal permit with deposit in the total amount of the fees due on the container and its contents in addition to the pre-calculated storage fee for up to six months (12 periods) as from date of emptying container.



### 3 - Storage fees for empty containers or trailers:

Empty containers or trailers are, from the moment they are emptied of their goods or their entry empty, subject to the following storage fees:

Period of stay	20'	40'
First ten days	Free of charge	Free of charge
Second ten days	0.5/day	0.7/day
Each additional day after day 20	1.5/day	2/day

The Management and Exploitation of Beirut Port charges \$4 for seal as follows:

- For every container entering Port of Beirut
- For every additional metal seal

The Management and Exploitation of Beirut Port may conclude special agreements with Maritime Agencies to bring new maritime lines and encourage transshipment against promotional discounts on comprehensive container unloading and shipping operations.

Port fees on General Cargo:

General Cargo arriving for local consumption or similar or which is shipped in customs transit or

Free Zone or which is for export or re-export is subject to the following fees:

Nature of goods		Local consumption and temporary admission		Transit, Free Zone, Export, Re-export and Re-import		Transshipment
		US\$/ton including 15 days storage	Us\$/ton direct shipment	US\$/ton including 15 days storage	Us\$/ton direct shipment	US\$/ton within 15 days period
B1	Miscellaneous	5.5	3	3	2	1
B2	Goods in bags	5	2.5	3	2	1
B3	Bulky grains & vegetable oil, all kinds of steel	3	1.5	3	1.5	1
B4	All kind of bulk cargo	3	2.25	3	1.5	1
B5	Scrap metal	3.5	2.25	3.5	2.25	1
B6	Rock blocks, metals, potato & onions, beams &	7.5	5	3	2	1



	special metal structures, cement					
B7	Canned foodstuff, fresh fruits & vegetables, glass & mirrors, barrils & cans, chassis	15	10	3	2	1
B8	All kinds of machines & equipments, electrical supplies, all kinds of spare parts, wooden products, empty containers, clothing & footwear, plants & flowers	25	15	3	2	1
B9	alcoholic beverages, LCL cargo, K5 & K6 goods mentioned in table 5	50	35	12	8	1
B10	All vehicles weighing less than 2 tons	200 per vehicle	200 per vehicle	50 per vehicle	30 per vehicle	10 per vehicle
B11	All vehicles weighing between 2 tons and 10 tons	300 per vehicle	300 per vehicle	75 per vehicle	50 per vehicle	15 per vehicle
B12	All vehicles weighing more than 10 tons	30/ton	10/ton	100 per vehicle	75 per vehicle	25 per vehicle
B13	Motorcycles with engines less than 250cc	25 per motorcycle	25 per motorcycle	10/ton	7/ton	5 per vehicle
B14	Motorcycles with engines 250cc and more	75 per motorcycle	75 per motorcycle	20/ton	15/ton	5 per vehicle



B15	Petroleum products	-	1	-	0.5	-
B16	Cattle: big/small	-	2/0.2	-	2/0.2	-

**Note:**

Goods arriving overland loaded on trucks when cleared for local consumption are subject to a fee amounting to 40% of the dues in the above table.

Goods arriving overland on trucks which enter the port area for customs inspection and thereafter is taken out by road in transit are subject to a fee of \$10 for each truck and each day and part of a day is calculated as a whole day.

The port fees mentioned above for sheep (sheep/large/small) do not include portage which is for the merchant's account.

Transshipment cargo could be moved to the storage areas to avoid

Conventional cargo imported to Beirut with IM7-4 type of customs' declaration (industrial warehouse) are charged only at a rate of 50% of fees mentioned in table 8 while vehicles pay only 30 %.

**2- Additional storage fees:**

On incoming or re-shipped General Cargo, irrespective of customs status, which are stored in depots or put on docks, the following additional storage charges are levied by The Management and Exploitation of the Port of Beirut:

General Cargo:

Periods of stay	Tariff in US\$ per ton
Second fifteen days period	3
Third fifteen days period	4
Each additional fifteen days period after third period	6

**Vehicle equipment irrespective of weight**

Each additional fifteen days period after first period	Tariff in US\$/ motorcycle	Tariff in US\$/ vehicles
Local consumption, temporary admission, export, re-export and re-import	25	50
Transit, free zone	15	30

\*Partial period is considered full period.

**Various Provisions:**

Dock works for specified operations:

A work fee of \$0.5 per square meter per day is charged for licensed sacking operations, container or ship repairs and which necessitate placing of equipment and apparatus on dock or within the yards with a minimum of \$25 per day providing the works in each separate operation do not exceed ten days. A fee of 3000 USD is charged for the annual occupancy of an area of 50 square meter for the above mentioned works



### **Management Services charges:**

Effective 1/1/1999 The Management and Exploitation of the Port of Beirut charges merchants for each clearing operation and from maritime agencies against all receipts as one payment relating to each voyage of each ship, similarly on shipping formalities of empty containers a charge of 2% for each clearing operation.

### **Electrical supply fee:**

When maritime agencies or merchants request provision of electricity for air-conditioned containers, the Management and Exploitation of the Port of Beirut charges the following fee: Connection and consumption fee \$35 per day for 20' container \$45 per day for 40' container

Fresh water supply fee through dock supplies:

When maritime agencies request provision of fresh water to ships by way of dock supplies the Management and Exploitation of the Port of charges \$4 for each cubic meter with a \$48 minimum.

Setting the upper limit for storage fees:

The maximum storage fee is set at half the value of the goods stored outside the Free Zone.

### **Special reductions:**

The Management charges for actual services of transit fees on diplomatic goods for diplomatic missions working in Lebanon, United Nations forces, UNRWA, Supreme Relief Commission, Red Cross, Red Crescent, Caritas, UNIFIL, Lebanese Army, State security forces, Donations to official departments and establishments, Public Welfare associations instituted by decree, these goods placed in local consumption subject to their obtaining a decision from the council of ministers by which they pay the minimum customs taxes. In case of total exemption of custom taxes, the subject goods will benefit from a 50% reduction on transit fees.

b) The Management charges the transit fees on goods bound for destruction with a minimum fee of 50 USD. The goods owner pays the actual costs of the destruction.

Setting U. S. Dollar conversion rate:

The middle rate set at the beginning of each month by the Bank of Lebanon is adopted for calculation of duties.

Annulment of previous texts:

All previous tariffs applied within Management and Exploitation of Beirut Port are annulled /

## **1.1.2. Tripoli Port**

### **1.1.2.1. Description:**

*Tripoli Port* is located in Tripoli city (Tarablus- the Arabic name), a large city, extends E of Al Mina and contains numerous high-rise buildings. The port is considered the second port in Lebanon. It was re-established in 1959. The port is located at **Latitude 34° 27' N** and **Longitude 35° 50' E**.

The port complex fronts of the N shore of the city and consist of a harbour basin, protected by breakwaters at the W end, and an offshore tanker terminal at the E end. Deep-draft vessels frequently transfer cargoes to lighters in the roadstead close N of the harbour basin.



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**Winds-weather:**

Port operations in the roadstead are usually suspended for up to 20 days from December through March as a result of N gales. During the rainy season (January and February), periods of intermittent rain may last up to 11 days.

**Tides-currents:**

The tidal rise is very small, being only 0.6m at springs. Tidal currents are weak and variable and are often hidden by surface currents generated by the wind

**The seaport and the free area:**

The port was re-founded in 1959 and a modest "free zone" was added to it in 1971. The seaport consists of a harbour for ships, seven 150-meters parking lots that include large stores, a harbour for fishing boats, and a free industrial area. Tripoli's seaport can receive seven ships at a time with a maximum load of 8,000 tons. Each year, the Tripoli seaport receives 1,200 ships with a total load of 1,800,000 tons. Strategically, the port has a good geographical situation since it is linked to a highway network with the Arab countries. In addition, the harbour is safe from tides and waves all year round. Handling and lifting facilities for all kinds of cargo and containers are available. The recent implementation of computerized systems simplified bureaucratic work. Measures have been also taken recently to decrease the tariffs and fees collected at the Seaport.

As for the advantages of the Tripoli Port Free Zone, they include:

- (1)- Special encouraging legislation for investors,
- (2)- Actual area (open & closed) 150,000 m<sup>2</sup>,
- (3)- Project surface area as per plan 600,000 m<sup>2</sup>,
- (4)- Available parcels of 25000 m<sup>2</sup> and its multiples for storage, transit, trade and light assembly industries,
- (5) - modern infrastructure (electricity, water, telecommunication),
- (6)- Low fees,
- (7)- High fences surrounding the complete boarder of the free zone, and (8) 24 hours/day security.

**Depths and limitations:**

The entrance fairway is about 150 m wide and has dredged depth of 9 m. A pier, 600-1000 m long, has two berths on its W side with depths of 8 to 10 m alongside. Vessels up to 150 m in length and 6.8 m draft can be accommodated alongside. The oil terminal has five offshore loading berths, which lie in depths of 11.6 to 20.1 m. The berths consist of several mooring buyos and are connected to the shore by submarine pipelines. Berth No. 5 can handle tankers of up to 35,000 dwt with a maximum draft of 7.5 m draft; Berth No. 4 can handle tankers up to 25,000 dwt and 9.7 m draft; Berth No. 3 can handle tankers up to 87,000 dwt and 14.3 m draft; Berth No. 1 can handle tankers up to 140,000 dwt and 17 m draft; and Berth No. 2 can handle tanks up to 250,000 dwt and 18.3 m draft.

**Future plan:**

Tripolitans hope to have a devoted section in the harbour for ship repair and construction and to have a "Free Sea Zone" such as that present in Jabal Ali in Dubai (UAE). For this, some maintenance hangars, better-equipped storage



constructions, deeper sea floor, and larger harbor(s) are needed. Recently, plans to develop the port of Tripoli have been announced by the Ministry of transport, to expand the port of Tripoli by 1,200,000 square meters and to make it include refrigerated warehouses, buildings for light and assembly industries, and big size warehouses. The plan also aims at enlarging the quay length up to 2200 m and its draft up to 12 m of depth. At present, the Tripoli port authority has prepared a master plan with the leading French company (SOGREAH) to enlarge and rehabilitate the Tripoli port and its free zone.

**Aspects:**

Jabal Turbul, a round-topped peak, stands 6 miles of Al Mina. It is 681 m high and is an excellent landmark in clear weather. The tower of Barsbay (commonly known as Lions), 21 m high, stands near the root of the E breakwater. This tower is conspicuous and it is sometimes marked by a light. A prominent silo stands on the E breakwater. A radio tower, 74 m high, stands 0.3 mile WSW of the Tower of Barsbay (Lions). The Tripoli Citadel, a large castle, is situated on a hill, 60m high, in the S part of the city. Several flares, two radio towers, a signal station, and a large group of oil storage tanks are situated along the coast in the vicinity of the oil terminal. A lighted buoy is moored about 3.2 miles NE of the head of the W breakwater and marks the approach to the offshore berths.

**Pilotage:**

Pilotage is compulsory. Pilots can be contacted by VHF and board about 2 miles NE of the head of the W breakwater. Vessels should send an ETA at least 48 hours in advance through Tarabulus (Tripoli) (ODC8), and a confirmation 1 hour before arrival.

**Anchorage:**

Anchorage is provided N of the harbour area. The S part of the roadstead, with depths of 11 to 14m, lies about 0.9 miles NNW of the outer head of the W breakwater. The N part of the roadstead, with depths of 14 to 35m, is used by anchors. In NE gales, anchorage can be taken in depths of 14 to 20m, sand, SW of Al Mina.

**Cautions:**

When approaching the roadstead from the S, vessels should give the W side of Jazirat Ramkin a wide berth when rounding the islet. A restricted area, which may be best seen on maps, lays the vicinity of the offshore oil berths. Several wrecks, some dangerous, lie in the approaches to the port complex.

**Al Mina:**

(34 deg 27 min N., 35 deg 48 min E.), formed by a low promontory, is located 6 miles NE of Ras an Natur at the W side of Tripoli. The coast between is fronted by rocks and shoals which extend up to about 1 mile, in places, from the ashore. A conspicuous convent stands on a hill, 4.2 miles SSW of Al-Mina.

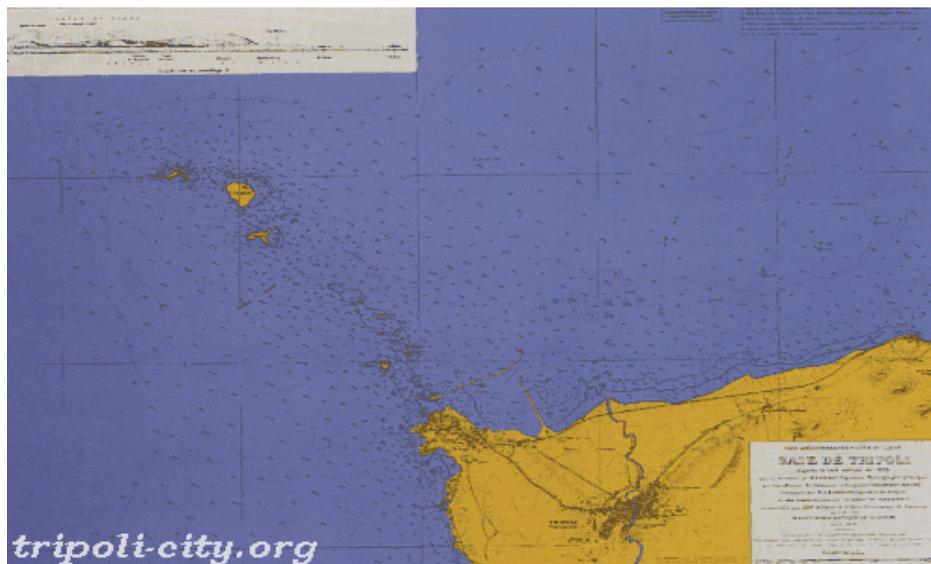
**Jazirat Ramkin:**

(34 deg 30 min N., 35 deg 45 min E.) is the outermost of a chain of islets, rocks, and shoals which extends up to 3.8 miles NW of Al Mina. A main light is shown from a structure, 5m high, standing at the W side of this islet. Sanani Channel, with a depth

of 11m, leads through this chain of dangers 2 miles NW of Al Mina. This passage has a fairway 0.3 mile wide, is unmarked, and is only used by small vessels with local knowledge.



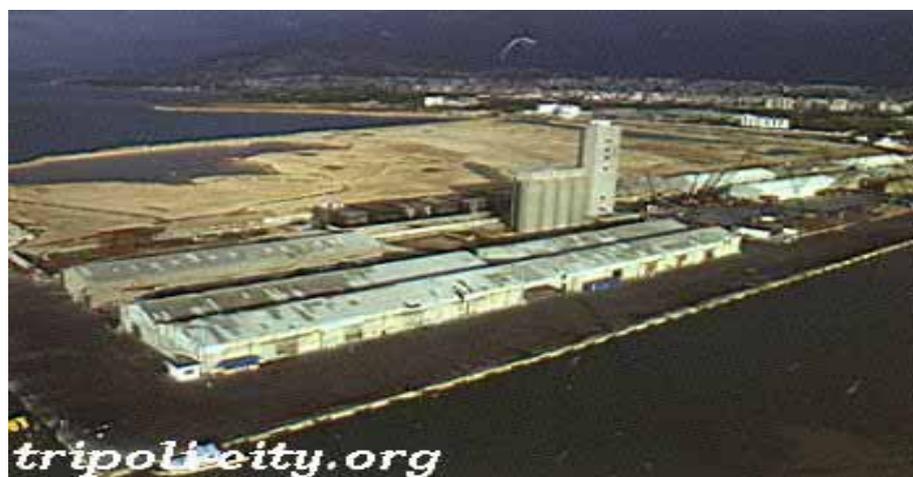
General overview for Tripoli port and city



Tripoli Ports Maritime Map



The seaport at al-mina



The seaport at al-mina

Publication	132	Tugs Salvage	N	Lifts	
Chart	56042	Tugs Assist	N	200 Tons Plus	
Harbour Size	S	Quarantine		50-200 Tons	
Harbour Type	CB	Pratique	Y	25-49 Tons	
Shelter Afforded	F	Deratt Cert	Y	0-24 Tons	
Entrance Restrictions		Other		Services	
Tide	N	Communications		Longshore	Y
Swell	N	Telephone	Y	Electrical	
Ice	N	Telegraph	Y	Steam	
Other	Y	Radio	Y	Navig Equip	



Overhead Limits		Radio Tel	Y	Elect Repair	
Channel Depth	M	Air		Supplies	
Anchorage Depth	G	Rail	Y	Provisions	Y
Cargo Pier Depth	M	Load/Offload		Water	Y
Oil Terminal Depth	E	Wharves	Y	Fuel Oil	Y
Tide	1	Anchor	Y	Diesel Oil	N
Maximum Size Vessel	L	Med Moor		Deck	Y
Good Holding Ground	Y	Beach Moor		Engine	Y
Turning Area		Ice Moor		Repair	C
First Port of Entry	Y	Medical Facilities	Y	Drydock	
U.S. Representative	N	Garbage Disposal		Railway	S
ETA Message	Y	Degauss			
Pilotage		Dirty Ballast	N		
Compulsory		Cranes			
Available	Y	Fixed			
Local Assist	Y	Mobile			
Advisable	Y	Floating	Y		

### 1.1.3. Sidon Port:

#### 1.1.3.1. Description:

Sidon is a port town and the third largest city in Lebanon, after Beirut and Tripoli. Another Phoenician city, Sidon [or Saida] is a microcosm of life in Southern Lebanon: an old fishing port, a commercial port. It is a dry cargo port with maximum draught: 15 feet. The port is located at Latitude: 33° 30' N and Longitude: 35° 21' E.



Sidon Port

**Future Plan\*:**

The development of Lebanon's ports is an integral part of the government's drive to encourage foreign exporters to use Lebanon as a transit point for goods to the Middle East, particularly once a regional peace settlement is reached. The most ambitious such plan is the construction of a new port in Sidon as part of an overall rehabilitation of the city and its coastline. The proposed port will specialize in trans-shipment and container handling with some multi-purpose terminals included.

The Sidon port project was conceived in summer 1994 and was initially intended to upgrade the existing Sidon port. A year later, the Sidon Port Authority (SPA) was contacted, reportedly through Prime Minister Hariri, by Fidelle, the holding company of the Lebanese-owned Compagnie Maritime d'Affrètement (CMA), one of the largest shipping companies in the world. Fidelle indicated that CMA was willing to invest in Sidon port and turn it into a regional trans-shipment center. The basin at the new Sidon port is to have a depth of 15 meters and will be able to accommodate the largest of cargo ships. With the interest shown by Fidelle, Hamburg Port Consultants were contracted in September 1995 to draw up a two-year feasibility study for a completely new port.

The Sidon port will be located to the south of the city on approximately 250 hectares of reclaimed land with a seafront of 1,800 meters. The port will include a 15-hectare multi-purpose terminal, a 41-hectare container terminal with an adjacent 11-hectare quay area, an 11-hectare commercial area, a 10-hectare free trade zone, and 10 hectares of green spaces. The total cost of the project is estimated at \$400m \$300m in infrastructure costs and \$100m in superstructure costs. It will be funded by a specially-established property company called Sidon Co. that will be similar to Solidere. The first stage of the study, involving the feasibility study, port design, and marine survey, is almost completed. The second stage will cover the geo-technical and engineering surveys and the preparation of tender documents by the Dar al-Handasah engineering company. The entire project is expected to be completed by 2007.

Sidon Co. will be formally established in the next few months with a capital of \$150m. This is intended to finance 50% of the \$300m infrastructure costs; the \$100m superstructure costs will be met by contracted companies. Upon completion of the



project, Sidon Co. will own the reclaimed land including the free zone, the multi-purpose terminal, and container terminal, and will be able to rent the stockyards to quay operators. Sidon Co. will also be responsible for the development of tourist facilities in Iskandar bay between the new port and the old port.

The development of the Sidon port has cut back development of the Beirut port. Plans for a fifth basin at Beirut port have been scrapped. Although, Sidon port will mainly concentrate on sea-to-sea transport, the SPA fully anticipates an increase in imported goods through the port. To this end, the government intends to build a new highway that would begin beside the port and extend, through Jezzine, to the Biqa' Valley where it would meet up with the Beirut-Damascus highway. Since the route would run through an area occupied by Israel, construction cannot begin until the issue of Israel's presence in south Lebanon has been settled.

Objections to the project have been raised by those who fear that Mr. Hariri, a native Sidonian, will use the private company and its control over some 20% of the area of the city, to expand his political and economic influence. Moreover, the ecological and social changes which construction of the new port will cause may be far-reaching. Entire neighborhoods near the old port area may be irrevocably transformed by the decision to upgrade the access roads to the port.

**Local worries aside, perhaps of greater consequence for the long-term future of the port is the competition it faces from Haifa in Israel and Aqaba in Jordan. The monopoly of access points to the hinterland of the Middle East is likely to be keenly contested once a regional peace settlement has been concluded. Many believe that goods are more likely to be transported through Israel and Jordan rather than Lebanon and Syria to reach the markets of Iraq and the Gulf. Furthermore, the Israeli government is about to embark upon a five-year plan to turn Haifa port into a deep water trans-shipment terminal. This will provide direct competition with Sidon. The Sidon port will be up and running before Haifa, however, and unlike the Israeli port it will have the advantage of being privately funded**

(NB: *Source of information is the Lebanese Center for Policy Studies, in its report no. 3 (Fall 1996)*)

Publication	132	Tugs Salvage	N	Lifts	
Chart	56044	Tugs Assist	N	200 Tons Plus	
Harbor Size	S	Quarantine		50-200 Tons	
Harbor Type	CB	Pratique	Y	25-49 Tons	
Shelter Afforded	F	Deratt Cert	Y	0-24 Tons	
Entrance Restrictions		Other		Services	
Tide	N	Communications		Longshore	
Swell	N	Telephone	Y	Electrical	
Ice	N	Telegraph	Y	Steam	
Other	Y	Radio	Y	Navig Equip	
Overhead Limits		Radio Tel	Y	Elect Repair	
Channel Depth	O	Air		Supplies	



Anchorage Depth	A	Rail	Y	Provisions	Y
Cargo Pier Depth	O	Load/Offload		Water	N
Oil Terminal Depth	E	Wharves	Y	Fuel Oil	Y
Tide		Anchor	Y	Diesel Oil	N
Maximum Size Vessel	L	Med Moor		Deck	
Good Holding Ground	Y	Beach Moor		Engine	
Turning Area		Ice Moor		Repair	N
First Port of Entry	Y	Medical Facilities	Y	Drydock	
U.S. Representative	N	Garbage Disposal		Railway	
ETA Message	Y	Degauss			
Pilotage Compulsory		Dirty Ballast	N		
Available	Y	Cranes			
Local Assist	Y	Fixed			
Advisable	Y	Mobile			
		Floating	Y		

#### 1.1.4. Jounieh Port:

Tourist port situated 15 miles north of Beirut. The port is managed by Jounieh Port Authority.

#### 1.1.5. Chekka Port:

Dry cargo port. It has 2 quays:

-1<sup>st</sup> quay: length-40 meters; water depth-30/31 feet at pier; draught-28 feet.

-2<sup>nd</sup> quay: length-45 meters; water depth-30/31 feet at pier; draught-27 feet.

Tel. contact: 00963-06-545137

#### 1.1.6. Dora Port:

There are seven private terminals at Dora (2-5 Miles North of Beirut Port) all of which are under the jurisdiction of Beirut Port Authority.

**1-Medco terminal:** Maximum draught -13 metres; Operations -discharge only

**2-MPC terminal:** Maximum draught -16 metres; Operations -discharge only

**3-Jirco terminal:** Maximum draught -16 metres; Operations -discharge only

**4-Coral Oil terminal:** Maximum draught -13 metres; Operations -discharge only

**5-Wardieh terminal:** Maximum draught -13 metres; Operations -discharge only

**6-Uniterminals terminal:** Maximum draught -13 metres; Operations -discharge only

**7-Gas Liban terminal:** Maximum draught -15 metres; Operations -discharge/load



### 1.1.7. Zouk Port:

Zouk terminal is situated 10 miles North of Beirut and 5 miles South of Jounieh. It operates under independent Customs Authorities/independent pilot station but is managed by Beirut Port Authority/Harbour master.

- Maximum draught -15 meters
- Operations -discharge only

### 1.1.8. Sewlaata -Ras Selaata Terminal:

Maximum draught -15 meters  
Operations -discharge only

### 1.1.9. Tripoli Oil Installations:

Situated 5 miles North of Tripoli Port Discharge of petroleum products:

#### A) Gasoil and Kerosene

- \* Berth no 2: No length restrictions
- \* Maximum draught 60/62 feet (winter/summer)

#### B) Fuel Oil

- \* Berth no 1: Maximum draught 56 feet
- \* Berth no 3: Maximum draught 47/49 feet (winter/summer)
- \* Operations: discharge only

### 1.1.10. Jieh –Cogico Terminal:

Situated 25 miles South of Beirut Port, it operates under independent Customs Authorities/independent pilot station but managed by Beirut Port Authority/Harbour master.

- Maximum draught -12 meters
- Operations -discharge only

### 1.1.11. Zahrani – Tapline Terminal:

Operates under Sidon Port Authority and Customs Authorities/pilot station/Harbour master.

- Maximum draught -17 meters
- Operations -discharge only

#### 1.1.11.1. Discharge rates:

**The following Tariffs are applied to Private Free Zone, as follows:**

Annual charges for engagement for the purpose of private warehouses.

**Article 1:** the management and investment of the Beirut wharf shall claim in advance annual charges for engagement of built warehouses as per the schedule given below:

Schedule No.:1 Annual charges for engagement of built warehouse in the free zone

Industrial buildings no (2-5-6)			Building no 3/Sajjad Market		
Floor	Area of the unit M2 including	Annual engagement charges for the	Floor	Unit area M2 including	Annual engagement charges \$



	joint division	warehouses \$		shared portions	
Ground	200	17000	Grand	300	37500
First	200	11000	Grand	225	29000
First	70	5000	Grand	150	20000
Second	200	11000	First	300	28500
Second	70	5000	First	225	22000
			First	150	15000
			Second	225	22000
			Second	150	15000
			Third	75	10000

**Remarks:** The management and investment of Beirut wharf has right to claim these charges in advance an equal two installments.

**Article 2:** The management charges of the warehouses mentioned above are only subject to incentive discounts in case the person who has taken third warehouses a kinds himself with baring for a period of more than three years or more according to the schedule given here under.

Schedule no 2: Discount resulting from leasing for a period of more than one year

Number of years	1	2	3	4	5
First warehouses	-	-	5%	6%	7%
Second warehouse and those above	5%	7%	10%	12%	

#### Annual leasing charges of private unroofed area.

**Article 3:** With giving preference to the industrial activities and within the maximum limit of eight units for one person who has taken them on lease. The management and investment of Beirut wharf authorities can claim in advance annual leasing charges as two instalments against private unforced spaces @ \$25 m2 during the year 2000 with regards to each year after 2000 leasing charges for each year will be calculated gear after year on the basis of increasing the charges by six percent with a possibility of contracting for a period of six years.

The unit will be considered as 500 m2 approximately and the same can be calculated according to the plans.

**Article 4:** the person who takes open unroofed private open spaces has right to construct private warehouses at his cost and responsibility provided obtains prior approval of the authority of Beirut Wharf. Under these circumstances the leasing



charges mentioned in the Article no 3 will be applicable as long as the height of the construction shall not exceed six meters.

In the exact of exceeding the height of the construction 6 meters, the Beirut Wharf sea port authority will claim an increase of 10% on each meter additional height. However the total height shall not exceed the maximum of 12 meters.

**Electrical Consumption charges:**

**Article 5:** the authority shall claim electricity consumption charges as per the actual consumption shown on meters of the leader at the rate of 150 phils per K.V plus a 10% as technical and administrations out heads for private open spaces, but it will be 20% with regards to the constructed warehouses. The said rate per kilowatt hour will be amend at the rate amended which may be applied as per the tariff of Lebanon Electrical corporation.

**Water Consumption Charges:**

**Article 6:** the authority shall claim water consumption charges on all warehouses constructed on the basis of the area and on the basis of the quantity of water consumed in the free zone (warehouses and shared division) based on the total constructed area as per the official tariff in practice at the water department of Beirut plus 10% as administrative and technical expenses.

With regards to the private open warehouses as well as the private warehouses where water consumption is required the same will be provided through private meter and the calculation will made there on the basis of the quantity registered in the meter plus 15%.

**Insurance Premium:**

**Article 7:** the authority shall claim on all lease agreements in the industrial constructions (nos: 2,5,6) a lumpsum amount of \$100 per year on each warehouse the area of which is 200m<sup>2</sup> and an amount of \$50 per year on each warehouse where the area is 70m<sup>2</sup>. With regards to the building type 3 (carpet building) the authority shall claim an amount of \$50 per year on each unit of 75m<sup>2</sup>. These charges represent share of each warehouse for covering its general insurance policy premium which shall cover damages to the neighbors and building this policy will not cover the materials stored inside the warehouses leased while the responsibility of insurance them remain an leaser and according to his estimates.

**Wharf charges on containers general goods in the free zone:**

Charges on contains

**Article 8:** Containers loaded begins inside the open space on taking them out on transit or unloading them in the warehouses are subject to the following charges:-

Schedule no 4: charges on containers

\$/container.20'	\$/container.40'
30	40

**Article 9:** The charges mentioned in the schedule 4 will cover the charges of cranes, lead locks and storing charges for a period of the first 15 days along with deliruis acceptance contains.

**Additional storage:**



**Article 10:** The authority will claim charges on additional storages on each contains filled with materials available at public open spaces as under:-

**Schedule no 5. Additional storage charges on warehouses lying in public open spaces.**

Not visible	\$/container.20'	\$/container.40'
For every 15 days of additional storage	30	40

**Article 11:** All portions of the period mentioned in the schedule no 5 will be considered as fall period.

**Article 12:** All contains surpassed the 45 days of storage in the open space (4 periods) will not be emptied with public warehouses without prior release order with insurance (Bon a enlever avec cantonnement) for complete value of the container and its contents in addition to the storage charges in advance for a period of 6 months (12 periods) from the date of release in the contains.

**Charges on the general goods**

**Article 13:** General goods lying in the warehouses which come under the free zone on clearings than will be subject to the following charges as transit charges or export charges or re-export charges.

Schedule no 6. Charges on general goods.

Items of Goods	Free zone	
	From storing 15 days \$/Ton	Direct Delivery \$/Ton
Other than those mention below	3	2
Goods which are not mention in this schedule	3	2
Pulses, vegetable oils, metals, steel, including stainless steel, buckets of all types	3	2
Bulk items of all type	3	1.5
Hard wares	3.5	2.25
Poles, towers, bridges, frames of all type weather metallic or stainless blocks sheets, square marbles, granites, clay items, and materials prepared for constructions, potatoes and onions	3	2
Tinned food items liquids, non alcoholic liquors, fruits fresh vegetables, and its derivations coco, wheel tires, glasses, mirrors, barrels, tins, bottles (empty) of all types chassis, without engine hand driven trolleys pots domestic, utensils cleaning equipments, oils, greases for the engine	3	2



Mechanical equipments and their parts, tools and equipments for constructions and agriculture and general works electrical and electronic equipments and tools with their parts and accessories batteries spares animals, plants, flowers, original flower seeds and imitated seeds, transformers, electricity generators, ovens, stove burner, wooden utensil, empty containers textiles, woven materials of all type clothes, courts caps, umbrellas, shoes, bags, coughs, and leather materials of all types.	3	2
Broken items, carriages, gloves of all types, cars, spices, cleaning and beautifying material, ladders, sticks, of all types fire fighting equipments, sweeping mat, perfumes, carpets, flooring covers, curtains, table covers, wall papers, papersment for presentation, aluminum covered papers, domestic and official furniture warnish, paints, waterproofing material, gas cylinders, petroleum goods of all items, export materials, human medicines, veterinary medicines, agricultural medicines, equipment and tools, medical items, birds feeding, animal feeds, mineral soil, musical equipments, stationeries, toys, sports goods, fish catching equipments watches, lighting equipments, cosmetics medical papers, pre fabricated packets, cassettes, CDs, cartridges empty and full, alcoholic drinks, beer of all types and its derivation, technical presentations weapons, ammunicions, fire arms, playing cards, tobacco and its derivations or any other materials filled in container	12	8
Any mobile equipments on wheel chair, chain, or on water with minimum 2 ton weight other than the loaded equipment	50\$ per piece	30\$ per piece
Any mobile equipments on wheel chair, chain, or on water with minimum 2 to 10 ton weight other than the loaded equipment	75 per unit	50 per unit
Any mobile equipments on wheel chair, chain or on water with more than 10 ton weight other than the loaded equipment	100\$ per unit	75\$ per unit
Motorcycles with engine capacity of less than 250 cm2	10	7
Motorcycles with engine capacity 250 and above	20\$	15\$



**Article 14:** General commodities and goods coming out of the free zone for local consumption shall be subject to the tariffs in force in the customs warehouses, which are applicable with the Beirut sea port authority.  
Storage for additional period.

**Article 15:** The Beirut wharf authority shall collect charges on General goods and commodities stored in the public warehouses for an additional period –

**A-** General Commodities

**Schedule no. 7:** Storage charges on general commodities in public warehouses

The periods	Tariff US Dollar Per ton
For a period of second 15 days	3 Dollar
Third 15 days	4 Dollar
Each 15 days after the third one	6 Dollar

**B-** Automobiles whatever may be the weight

**Schedule no. 8:** Storage charges on automobiles

On each additional 15 days	Tariff Dollar	Tariff US Dollar / Ton
Transit or export or re export	15	30

**Article 16:** Any part of the periods mention in the schedules no. 7 and 8 would be considered as a full period.

**Article 17:** The beneficiary (owner of the commodities or his representative) shall in the event of the materials lying in the public warehouse for a period of 3 months and one day shall pay a wharf charges immediately on expiry of this period. This procedure shall be repeated in every three months so long as these commodities remain inside the public warehouse. The directorate has right to demand payment of charges before the completion of the three months on all materials, which are liable to the damaged or lost. Third Chapter Miscellaneous rules Wages per hour during official time and beyond that

**Article 18:** The service charges against work done at the Beirut wharf and sea port in favor of the leaser or beneficiary on the basis his request are as under:

**A-** Wage 10 dollars

**B-** Worker 6 dollars

**Article 19:** Whenever the concern party request to carryout any activities on the materials (bifurcation, accumulation, weighed et ) in the public warehouses a service charges of 25 dollars per hour will be charged inclusive of employing forklifts type EQ10 with a minimum period of two hours.

**Work charges beyond the official duty period.**

**Article 20:**



**A-** Whenever the beneficiary demands working after the duty hours he shall have to pay on every hour in the public warehouse or public open sector an amount of 35 dollars per hour.

**B-** Whenever a leaser demand works after duty hours he shall have to pay on each hour work in the warehouses and private open places an amount of 16 dollars per hour.

#### Charges for providing cooling containers with electricity power

**Article 21:** Whenever shipping or merchant request providing cooling containers with electricity power the directorate shall demand charges as under: -

**A-** Charges of connection and consumption of power 35 dollars for a container or 20 feet on each day or its portions.

**B-** Connection and consuming charges 40 dollars for containers of 40 feet on each day or its portion

#### Hiring charges for equipment outside the wharf activities.

**Article 22:** The hiring charges of equipments will be fixed from the leaser or beneficiary as per the following schedule.

##### Schedule no.9: Hiring charges of the equipments

Code of the operation	Type of equipment	Unit	Rate US Dollar
EQ10	Forklift even less than 10 capacity	Hour	15
EAO10	Forklift even less than 10 capacity with cover	Hour	22
EQ20	Forklift from 10 ton up to 20 ton	Hour	25
E140	Forklift from 20 ton to 40 ton	Hour	70
PQ1	Crane	Hour	40
TRV	Trailer	One vehicle	2
CMQ	Truck for transporting various types of materials	Trip	14
GM80	Mobile lift with less than 80 ton capacity	Hour	40
GM140	Mobile lift from 80 to 139 ton capacity	Hour	60
GM225	Mobile lift from 140 to 219 ton capacity	Hour	80
GM300	Mobile lift from 220 ton and above	Hour	120
RMQ	Trailer loading capacity 40 ton	Hour	15

**Article 23:** Minimum charges will be collected for two hours for each equipment as per the schedule no. 9



### Charges for entry permit

**Article 24:** The directorate shall charge against entry permit for leasers and their permanent or temporary workers charges as under : -

On each personal permit per year	15 dollars
On each personal permit for one day	0.5 dollars

Car parking charges

**Article 25:** The directorate shall against car parking the car owner in the free zone as per the following schedule

Period	Value in US Dollars
Monthly subscription	25 dollars
For one entry during 24 hours	2 dollars

### Administrative charges

**Article 26:** The directorate shall charge an amount of 15 dollars on each document or true copy document or any other one requested by the beneficiary or leaser.

**Article 27:** The directorate shall charge an amount of 30 dollars on each register to the bringing or take out from and to of the free zone.

**Article 28:** All contract signed upto 31 December 2001 shall get a benefit of a rebate of 50 percent on any charges stipulated in the schedule no. 1 and the beneficiary of this reduction will not be entitled to take any other benefits.

**Article 29:** All tariffs mentioned above with regards to the free zone area in the Beirut seaport and wharf, which is applicable at the directorate, can be cancelled.

**Article 30:** This tariff will be applied after ratification from his Excellency the minister of Transport.

#### 1.1.11.2. Vessel specifications:

Vessels entry permission is subjected by the LOA and Draft of each port quay specifications.

#### 1.1.11.3. Port cargo handling equipment:

##### Equipment and Faculties in Tripoli Port:

##### Port Equipment:

- All equipment and cranes are privately owned.
- All warehouses/ yards are located at the free zone area.



- The free zone area is of 250sq km. There is addition area under preparedness to be added in future to the Free Zone Area.

**Port Handling Capacity:**

- The overall port handling capacity is 2 million MT/ Year.
- The current port handling capacity is **one-third** the total capacity only.
- The overall port handling is expected to be increased up to 5 million MT/ year within the improvement plan and the extended work takes place nowadays.

## **1.2. River Port Assessment**

**Description:**

Although Lebanon has no navigable rivers or major natural lakes, springs in the Bekkaa feed two small noteworthy rivers: the Litani flows south, where it is used for irrigation and hydroelectric-power generation, and then west through a gorge into the Mediterranean; the Orontes flows north and across Syria into Turkey. Many major springs can be found along the western slopes of the Lebanon Mountains. Throughout the country, many streams flow only during the winter rainy season. Combined with runoff from melting snow, these sources provide Lebanon with a plentiful supply of water, unique in the dry Middle East.