

Cir. No. 4183/2015/24

Beirut October 1<sup>st</sup>, 2015

Dear Colleagues,

Subject: translation of decree nr. 545 (pilotage dues) at Lebanese sea ports,  
issued by the President of the Republic on 15/10/2008.  
Our circular nr. 2649/2008/19 dated 30/10/2008.

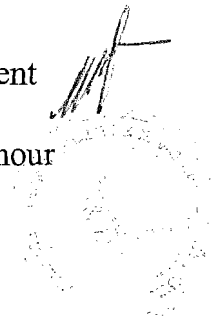
Kindly note that we have erroneously mentioned in the translation of the above decree in article 6: "item A" instead of "item 1".

Please acknowledge receipt of the revised free translation.

Best regards,

President

Elie E. Zakhour



Decree Nr. 545

**Definition of the dues and fees charged by the Pilot Station in Beirut Port, Tripoli Port and the other Lebanese Ports.**

The President of the Republic,

By virtue of the Constitution,

By virtue of the Law published on 10<sup>th</sup> June 1948, particularly article 9 (concerning the organization of Pilot Station in Beirut Port),

By virtue of the Law published on 20<sup>th</sup> December 1951, particularly article 7 (concerning the organization of Pilot Station in Tripoli Port),

By virtue of the decree no. 7424 dated 23<sup>rd</sup> October 1995 (Definition of the dues and fees charged by the Pilot Station in the Ports of Beirut, Tripoli and in other Ports), and its amendments.

By virtue of the proposal of the Minister of Public Works & Transport and The Minister of Finance,

And after consulting the State Legal Council (decision no. 22/2007-2008 dated 8/11/2007),

decrees the following:

**Article 1:**

The Pilot Station in the Ports of Beirut, Tripoli and the other Ports, shall collect the fees and dues defined in this decree:

- 1- (The dues herein expressed in American Dollars are payable in Lebanese Pounds, during official working hours).
- 2- (These dues are applicable on every movement of mooring and unmooring for commercial, governmental and war vessels, based on the length of the vessel).

**Article 2:**

Towage is compulsory in the Ports of Beirut and Tripoli for vessels which length is 80 meters and above, while in the other Ports, Towage is not compulsory and is carried out on request.

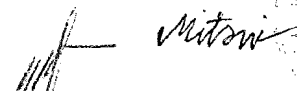
**Article 3:**

The Pilot Station must provide, for the mooring and unmooring operations, 2 pilot boats for every movement, whether inside or outside normal working hours and on Sundays and Official Holidays, 1 Piloting boat and another mooring boat with the necessary crew on board and on quay.

**Article 4:**

Every shifting inside or outside the port will be subject to the same dues as those applicable to mooring and unmooring, subject that the Pilot Station provides 2 pilot boats for every shifting, irrespective of the vessel's length. However, these dues shall not be paid for shifting a vessel along the same quay when it is carried out by the vessel's own crew and without the Pilot Station.

(free translation)



**Article 5:**

The Pilotage dues defined in this decree shall apply to vessels entering the port or sailing from it, and to vessels mooring within the areas defined in article 10 of the law issued on 10.06.1948, and in article 8 of the law issued on 20.12.1951.

**Article 6:**

The Pilotage dues defined in article 9 of this decree shall apply to all types of tankers within the legally defined pilotage areas, with an increase of 50 percent on the dues defined in item 1 of article 9, same dues apply to those vessels when their pilotage is performed outside these areas.

The General Directorate of Land and Sea Transport- Harbor Master's Office shall collect the same amount on tankers carrying crude oil, oil products and gas only, if their pilotage is performed outside the legally defined pilotage areas.

**Article 7:**

The following vessels are exempt from pilotage dues:

- 1- Foreign sail – boats with NT not exceeding 50 tons.
- 2- Lebanese motor vessels and coasters with NT not exceeding 100 tons.
- 3- All types of tug-boats, lighters and barges etc, if dedicated for improving, maintaining and supervising the port and its entrance, or owned by the Lighthouse Station.

When a vessel from above categories 1 or 2 requests a pilot, the dues applicable are those of vessels which its LOA do not exceed 80 m. regardless of its loading capacity.

**Article 8: Towage.**

The fees for towage, per tugboat and per movement are as follows:

- 1- Tugboats with a capacity not exceeding 500 HP.

Category	L.O.A.	Fees
A)	Vessels up to 80m.	US\$ 100
B)	Vessels between 80m. and 110m.	US\$ 150
C)	Vessels between 110m. and 140m.	US\$ 200
D)	Vessels between 140m. and 180m.	US\$ 250
E)	Vessels between 180m. and 220m.	US\$ 300
F)	Vessels between 220m. and 280m.	US\$ 350
G)	Vessels exceeding 280m.	US\$ 400

- 2- Tugboats with a capacity exceeding 500HP and up to 1000 HP.

Category	L.O.A.	Fees
A)	Vessels up to 80m.	US\$ 150
B)	Vessels between 80m. and 110m.	US\$ 200
C)	Vessels between 110m. and 140m.	US\$ 250
D)	Vessels between 140m. and 180m.	US\$ 300
E)	Vessels between 180m. and 220m.	US\$ 350
F)	Vessels between 220m. and 280m	US\$ 400
G)	Vessels exceeding 280m.	US\$ 450

3- Tugboats with a capacity exceeding 1000 HP and up to 2000 HP.

Category	L.O.A.	Fees
A)	Vessels up to 80m.	US\$ 250
B)	Vessels between 80m. and 110m.	US\$ 350
C)	Vessels between 110m. and 140m.	US\$ 450
D)	Vessels between 140m. and 180m.	US\$ 600
E)	Vessels between 180m. and 220m.	US\$ 700
F)	Vessels between 220m. and 280m.	US\$ 800
G)	Vessels exceeding 280m	US\$ 900

4- Tugboats with a capacity exceeding 2000 HP and up to 3500 HP.

Category	L.O.A.	Fees
A)	Vessels up to 80m.	US\$ 300
B)	Vessels between 80m. and 110m.	US\$ 400
C)	Vessels between 110m. and 140m.	US\$ 500
D)	Vessels between 140m. and 180m.	US\$ 650
E)	Vessels between 180m. and 220m.	US\$ 800
F)	Vessels between 220m. and 280m.	US\$ 900
G)	Vessels exceeding 280m.	US\$ 1000

5- Tugboats with a capacity exceeding 3500 HP.

Category	L.O.A.	Fees
A)	Vessels up to 80m.	US\$ 300
B)	Vessels between 80m. and 110m.	US\$ 400
C)	Vessels between 110m. and 140m.	US\$ 500
D)	Vessels between 140m. and 180m.	US\$ 650
E)	Vessels between 180m. and 220m.	US\$ 1000
F)	Vessels between 220m. and 280m.	US\$ 1300
G)	Vessels exceeding 280m.	US\$ 1500

Outside normal working hours, the same surcharge per category shall be payable, as set in clause 2 of article 9 of this decree. The towage fees indicated above shall be increased by 50% on Sundays and Official Holidays.

**Article 9:**

1) The Pilotage dues are defined as follows:

Category	L.O.A.	Mooring	Unmooring
A)	Vessels up to 80m.	US\$ 100	US\$ 100
B)	Vessels between 80m. and 110m	US\$ 150	US\$ 150
C)	Vessels between 110m. and 140m.	US\$ 230	US\$ 230
D)	Vessels between 140m. and 180m.	US\$ 340	US\$ 340
E)	Vessels between 180m. and 220m.	US\$ 400	US\$ 400
F)	Vessels between 220m. and 280m.	US\$ 440	US\$ 440
G)	Vessels exceeding 280m.	US\$ 500	US\$ 500

2) Outside normal working hours for each operation, the following surcharge shall be added to the dues defined above; (payable in Lebanese Pounds).

Category	Surcharge	Category	Surcharge
A)	US\$ 30	E)	US\$ 70
B)	US\$ 40	F)	US\$ 80
C)	US\$ 50	G)	US\$ 90
D)	US\$ 60		

3) Official working hours for the Pilot Station are from 07.00 hrs until 15.00 hrs, except for Sundays and Official Holidays.

4) On Sundays and Official Holidays, the dues defined in clause (1) above are increased by 50% (fifty percent).

5) Fixed dues:

- US\$ 45 for each movement of each pilot boat used for pilotage (day and night).
- US\$ 60 for each movement of each pilot boat for mooring (day and night).
- US\$ 40 for each vessel requesting pilotage from a distance exceeding 500 meters.

6) Waiting time for the pilot and his crew on board of a vessel outside normal working hours, when the vessel is delayed beyond the sailing time specified in writing by the agent, shall be charged at US\$ 45 per hour or fraction of an hour, provided that the pilot obtains a waiting certificate signed by the Master of the vessel and defining the period of waiting.

**Article 10:**

Receipts related to pilotage dues and other operations defined in this decree, must be stamped and signed by the Harbor Master concerned who keeps a copy of it.

**Article 11:**

The value of U.S. Dollar will be calculated according to the average rate of exchange of the Lebanese Pound, published by the Bank of Lebanon, on the date of which the pilotage and towage operation is carried out.

**Article 12:**

All regulations of this tariff shall apply to the Pilot Station at Beirut and Tripoli Port. These dues and fees shall be increased by 20 percent due to the small traffic of vessels at the other Ports for pilotage and towage operations licensed by the Ministry of Transport with the exception of the areas legally defined as pertaining to the Pilot Station of Beirut and Tripoli Ports.

**Article 13:**

The Pilot Station must comply with the requests of the vessels or their agents to moor or unmoor vessels, whether such operations are requested during day or night hours, and must cooperate, to this end, with the Harbor Master concerned and provide all required boats and materials.

**No. 4182/2015/23**  
**Dated 1/10/2015**

**H - 5**

Failing to do so will imply necessary actions towards the contravener who shall be held responsible for delays and failures. Certified replacement Pilots will be therefore nominated to perform the job.

**Article 14:**

Lebanese vessels shall benefit from a 25% reduction on the dues defined in this decree.

**Article 15:**

Anyone who contravenes the regulations of this decree will be subject to appropriate legal and administrative sanctions.

**Article 16:**

All texts contradicting the regulations of this decree are canceled.

**Article 17:**

This decree is published and notified where necessary.

Baabda 15 October 2008.

Signed: Michel Sleiman

Issued by the President of The Republic

President of the Council of Ministers

Signed: Fouad Sinyora

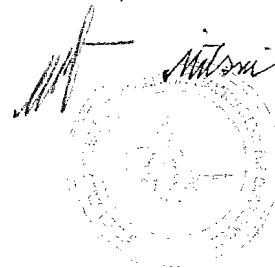
The Minister of Public Works & Transport

Signed: Ghazi Aridi

The Minister of Finance

Signed: Mohammad Chatah

(free translation)

The block contains a handwritten signature in black ink, which appears to be 'Mitsou', written over a circular official seal. The seal is faint and contains some illegible text around its perimeter.