

*In the Name of God  
Most Compassionate, Most Merciful*

# Port of Chabahar



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*Port of Chabahar*

The Chabahar industrial-commerce free zone with an area of 140 square kilometers is located in southeast of Iran, east of Chabahar Gulf and by the side of Oman Sea.

Chabahar is connected to Middle East countries and Afghanistan from north, to Pakistan from east and to Indian Ocean from south and has direct access to high seas, located off the Persian Gulf and also invulnerability in crisis time, avail a strategic situation for forming a connecting corridor among Central Asia and other countries.

Business and commercial services are main activities of Chabahar free zone.

This area contains dedicated dock, large business centers and significant tourism facilities; also it has the ability to provide general services such as electricity, gas, communication and information to merchants and investors.

The free zone's facilities meeting the economic interests of the business community for importation, comprise of:

- 1- Balance of the shipping cost from Bandar-Abbas route and Chabahar port;
- 2- Available THC expenditure; (charge for translocation of goods from vessels to free zone's warehouse)
- 3- Exemption from stock-taking fares for 3 months;
- 4- Exemption from lighter age and other side costs within free zone limits;
- 5- Balance of the land forwarding cost from Chabahar to the cargo owner's storehouse and Bandar-Abbas route.

**Marine distance of Chabahar port from certain major ports**  
(Kilometer)

<b>city</b>	<b>distance</b>
Mumbai	768
Busan	5645
Sydney	6655
London	5686
Shanghai	5268
Muscat	151
Hong Kong	4531
Hamburg	6001
Yokohama	5971
Sharjah	375
Capetown	4400
Kuwait	895
Dubai	364
Karachi	331
Oman	150
Qatar	560
Singapore	3076

Chabahar is one of the main business sea ports in Iran. The height of the Port is 8 meters from high seas, the land distance from Tehran is 1456 kilometers and distance from the first airport (Konarak) is 40 kilometers.

Chabahar historical port with a 220 thousands population enjoys a strategic position as one of the country`s non-competed gates for entering into international seas.

The minimum and maximum temperature of Chabahar port is 10.5c -34c so it enjoys one of the favorable climates among south ports of Iran.

Chabahar port as the fourth economic pivot of Iran enjoys the best transit grounds.

According to the international resources, Chabahar port accounts as the important corridor of south and north worldwide and is the only oceanic port of Iran, which possess the ability of oceanic vessels berth.

Chabahar port enjoys superior role in the world`s transit and is expected to be changed into international and regional mega port.

The port of Chabahar holds the best advantages in the universal transit among those three main routes of south and north. It is regarded even more important than the Suez Canal.

Chabahar free zone is connected to Afghanistan and India and is the nearest land distance to Afghanistan and Central Asian countries. Also transit capabilities of this port enable it to become as a base for transfer of goods with the lowest charge.

Chabahar port can be assigned as the best and most appropriate Watergate for connecting with Afghanistan to abroad.

The port of Chabahar enjoys a great significance due to its strategic position as well as being nearest access way of landlocked Central Asian countries including Afghanistan, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyzstan and Kazakhstan to open seas.

The Area witnesses many construction activities and investment, growth in the loading capacity of ocean explorer vessels, and construction of the railway to Middle East as well as establishment of international airport.

#### **Customs affairs:**

Installation of ASYCUDA system and employing the professional labor forces decrease customs formalities and make it competitive without double expenses for loading and unloading.

#### **Road transportation:**

Regarding the connection of Chabahar free zone to roads and also establishment of transportation companies, all the required capacities have been prepared to carry the imported goods.

The advantages of Chabahar port:

- The port has the shortest roadway to Sarakhs frontier;
- It is Iran`s sole port, which is connected to international high seas;
- Marine position can bring about berthing possibility of large vessels and also it would be possible to develop its capacity in the future;
- Policy makers have focused on augmentation of Chabahar port`s capacity and equipment development. There also are many national projects for enhancing the port`s capacity;
- Chabahar port has ability for providing region`s needs , especially eastern countries;
- Existence of Chabahar trade-industrial free zone feature with legal facilities and advantages of investment for foreign and Iranian firms and entities;
- It is located out of crisis area;
- Ability to establish oil terminals and other services aimed at international floating;
- Extensive capacities for fisheries activities;
- A distance of 1647 kilometers to Mashhad city as the shortest connecting route among Central Asia and Muslim countries, also to Pension Gulf countries` markets, East Africa, East Asia etc has added to its strategic role.

**The port of Chabahar`s geographic information**  
(Kilometers)

Port Name	Distance to Tehran	Distance to Province Center	Distance to the first airport	Access to Tehran and other Points		
				By Air	By Road	By Rail
Chabahar	1961	670	45	❖	❖	❖

Chabahar has two large jetties namely “**Shahid Kalantari**” and “**Shahid Beheshti**”, which contains 9 ports with cargo capacity of 1.35-million tons and berthing possibility of four ships of 45,000-tons at the same time as well as loading / unloading capacity of 250 containers within 24 hours.

**Shahid Beheshti jetty:**

This port`s sheltered warehouses are 18,000 m<sup>2</sup>, so it is able to accept the 100,000-tons vessels.

**Specification of Shahid Beheshti jetty:**

Total area: 4,400,000 m<sup>2</sup>

Total storage area: 308,000 m<sup>2</sup>

Covered stored area: 18,000 m<sup>2</sup> + 12,000 m<sup>2</sup> (under construction)

## Specification of Shahid Beheshti jetty

Row	Jetty name	Usage type	Length (meter)	Irrigable area (meter)	Factor kind	Maximum accepting capacity of per jetty(ton)
1	1	Multipurpose	150	8	Metal quick erection	25000
2	2	petrol	150	8	Metal quick erection	25000
3	3	Multipurpose	150	9	Metal quick erection	25000
4	4	Multipurpose	150	9	Metal quick erection	25000
5	5	Multipurpose	262	11	Metal spark plug, putty deck	70000

The jetties of Shahid Beheshti port have the ability of accepting 5 sail ships with 25-70 thousand-tons capacity.

**Shahid Kalantari jetty:**

Shahid Kalantari jetty's accepting capacity is 45,000-tons and it has 45,000 m<sup>2</sup> sheltered warehouses.

**Specification of Shahid Kalantari jetty:**

Total area: 340,000 m<sup>2</sup>

Open stored area: 35,000 m<sup>2</sup>

Covered stored area: 3,000 m<sup>2</sup>

Containers stations area: 90,050 m<sup>2</sup>

## Specification of Shahid Kalantari jetty

Row	Jetty Name	Usage type	Length (meter)	Irrigable area (meter)	Factor kind	Maximum accepting capacity of per jetty (ton)
1	1	IRIran Police Force	120	4	Putty candle, metal deck	.....
2	2	Multipurpose	120	5	Putty candle, metal deck	500
3	3	Multipurpose	120	5.5	Putty candle, metal deck	2500
4	4	Multipurpose	120	5.5	Putty candle, metal deck	2500
5	5	Multipurpose	225	11.80	Putty candle and deck	4500

The jetty is able to accept 5 ships with 500-45000 tons capacity coincidentally.

The capacity of Chabahar port was expected to reach 6 million-tons in the forth 5-Year Development plan of Iran, which mainly would be dedicated to transit cargoes.

## Marine and Land Equipments of Chabahar Port:

Row	Land Equipments	Numbers	Marine Equipments	Numbers
1	Trans thinner	1	Tug	4
2	Forklifts	10	Help on the boat	1
3	Lift Off	1	Thunder boats (patrol guard)	1
4	Rich Stacker	1	Search and Rescue boats	1
5	Loader	1	Parj water	1
6	Mini Loader	1	Boat Diving	2
7	Tractors	14	Boat Extremist	1
8	Truck	6	Conveyor Belt	6
9	Volar	53	Transtainer	1
10	Light Crane (20,25,35 –tons)	5	Mechanical shovel	2
11	80- tons mobile crane	1	800-ton Parj former2	1
12	Grub	21		
13	Block	4		
14	Wind Compressor	1		
15	Hopper	9		
16	60-tons heavy Crane	1		
17	Dump	1		

Warehouses area of Chabahar port in separate:  
(m<sup>2</sup>)

row	Sheltered warehouses/ area	area
1	Covered Warehouse	9000
2	Covered Warehouse	9000
3	Covered Warehouse	12000
4	Open Warehouse	160000
5	Open Warehouse	53000
6	Covered Warehouse	3200

## Vessels Transportation Statistics (2010)

Row	Description	Unit	Total figure
1	Loading and unloading amount of non-oil vessels	Ton	391517
2	Non-oil unloading amount	ton	340214
3	Non-oil loading amount	Ton	51303
4	Loading and unloading amount of oil vessels	Ton	1249794
5	Oil unloading amount	Ton	124794
6	Oil loading amount	Ton	0
7	Container moving amount	TEU	18428
8	numbers of imported non-oil vessels	Farvand	589
9	numbers of imported oil vessels	Farvand	

**Weight of loaded commodities by over 1000-tons capacity or more vessels in Shahid Beheshti and Shahid Kalantari ports**

year	Shahid Beheshti		Shahid Kalantari	
	oil	Non-oil	oil	Non-oil
1990	0	4	0	0
1995	0	0	0	0
2000	0	63	0	16
2003	0	0	0	0
2004	0	0	0	0
2005	0	0	0	0
2006	0	0	0	0
2007	0	0	0	0

**Weight of unloaded commodities by over 1000-tons capacity or more vessels in Shahid Beheshti port and Shahid Kalantari port**

year	Shahid Beheshti		Shahid Kalantari	
	oil	Non-oil	oil	Non-oil
1990	290	727	0	0
1995	310	0	0	561
2000	482	0476	0	2
2003	664	206	0	128
2004	626	139	0	166
2005	978	356	0	238
2006	1411	226	0	59
2007	1262	181	0	109

**Numbers of imported ships to “Shahid Beheshti” and “Shahid Kalantari” ports  
(Sail)**

Year	Shahid Beheshti (Chabahar)	Shahid Kalantari
1990	60	0
1995	51	0
2000	50	5
2003	30	25
2004	37	23
2005	57	27
2006	67	35
2007	63	39

**Advantages of using Chabahar free zone:**

**A) Low generic benefit**

- 1- 15-years assets and income tax exemption;
- 2- Employment regulations are based on mutual consent, also are completely flexible.

- 3- Possibility of employing foreign managers and experts amount 10 percent of total work force in each working place;
- 4- Non applicability of customs and trade regulations in free zones;
- 5- Possibility for establishment foreign companies with each amount of share;
- 6- Ability to goods re-export and transit without restrictions;
- 7- Possibility of good entrance to region without any customs payment;
- 8- Possibility of exchange each foreign currency with other currencies;
- 9- Possibility of entrance and existence of goods from region to abroad without any office formalities;
- 10- Possibility of existence the principal and interest of the sum;
- 11- Possibility of establishment the banks, brokerage and credit institutes as well as foreign and national companies;
- 12- Possibility of purchase and sale foreign goods.

**B) Identification benefits**

- 1- Enjoying two berths; “Shahid Kalantari” with a capacity of receiving 45,000-tons ships and “Shahid Beheshti” with a reception capacity of 100,000-tons ships;
- 2- Connection to the mainland which lead to alleviate the cost of loading and unloading compared to the other free zones;
- 3- Access to the international Chabahar airport (konarak) with a reception capacity for immense and far-flying airplane;
- 4- Possibility for use of two customs of Chabahar and Chabahar city`s customs;
- 5- Access to Indian Ocean;
- 6- Distance from crisis area; also enjoying the safest available marine and land terminals within country`s provinces;
- 7- Enjoying a equable weather in comparison with another littoral and port cities as well as Iranian islands of Person Gulf;
- 8- Access to 5-thousand tons cellar and the large sheltered warehouses;
- 9- Appropriate grounds to produce and process of industrial goods for export;
- 10- Neighbor of Pakistan and Afghanistan, also those consumption market consider to a comparatively great crowd of those countries;
- 11- Opening direct credit through region`s banks;



12- Access mineral, agriculture and petro chemistry raw materials from original area and process of those in order to export, without regulations and rules.

The port of Chabahar as a good transit gate of southeast of Iran and with diverse transit capacities, present varied discount and facilities for export and import to merchants.

30% port discount in comparison with other southern country's port in addition to 20% discount on commercial benefit are some of the incentive policies offered in chabahar port.

The port of chabahar has condignly role to decrease the good transit cost from east of Iran and Middle Asia, in comparison with other southern country's port;

Shahid Beheshti jetty has 240 hectors area, 16 hectors dock, 30 thousands m<sup>2</sup> sheltered warehouse in addition to 5 oil and non-oil; make it to be able to berthing ships up to 30 thousand tons.

**Some of the Chabahar port's priorities are as below:**

- The least waiting and stopping time;
- The least stock-taking and vast area to cargo warehousing;
- The least customs tariff on cargoes in comparison with other Iran's ports;
- Ability to vessels and Chabahar-panama's ship berthing;
- nearby industrial free zone;
- Nearby international airport (40 kilometers distance);
- Putting advanced port equipments into operate;
- Cheap labor forces;
- The best opportunity to transfer cargoes from the ships to the other vehicles, also shipment of cargoes from Persian Gulf ports to Afghanistan and CIS countries;
- Existence a favorable climate and the feasibility of activities all over the tears with relatively appropriate humidity;
- The ability to cargoes transit and maintenance by the fitting warehouses for each amount of demand;
- Free entrance, without customs duties on machines, automobile spare parts and capital vehicle, raw materials and construction materials for imposing production, trade, residential and services unit as well as infrastructure activities within the region;
- Suitable geographic position due to nearby open seas;
- Connection to land and possibility for land connection with Central Asian countries, Caucasia and neighboring countries;
- Port facilities to accept large vessels, also capability for future development;

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- Opening direct credit through region`s banks;
- Access to mineral, agricultural, chemical and petrochemical raw materials from origin land as well as process in order to export, out of laws and regulations have been controlled by origin land;
- the independence telecommunication system along with national and noncompetitive tariffs;
- A special discount for importers through Chabahar customs.

The port of Chabahar enjoys a high-capacity due to access high seas and nearby mountains of Mars, Golafshan, Mountains, Tiss fishing ports, Lipase wetland and favorable weather at the end of the winter.

Export and transit services of Chabahar port have been growing by 500 percent since 6 years ago. This port would be displaced till 6 million tons.

Chabahar port is developing to eastern and north-eastern neighbor countries of Iran.

Chabahar port has a pivotal role in strengthening export and transit among ECO member countries, ASEAN and also other countries.

### **Facilities & Benefits of investment in chabahar port:**

- 30% exemption for Terminal Handling Charge (THC) comparing to other Iranian southern ports;
- Income and property tax exemption for 20 years ;
- Inclusion of Administrative law for Free Trade-Industrial Zones of the Islamic Republic of Iran in Chabahar port;
- Capacity to berth vessels with 11.6 meters draft;
- Possessing Integrated Management System certificates(IMS) , including ISO 9001-2000, ISO 14001-2004 and OHSAS18001-1999;
- as a single port of Iran, it has direct access to Indian ocean (Entrance gate of the Persian Gulf)
- Airport availability;
- Entrance gate to the International North-South Corridor and Iran's Eastern Transit Route;
- Minimum waiting time comparing to other Iranian ports;
- Availability of transit road (Chabahar – Milak);
- Availability of Milak transportation terminal.