



**TARIFF FOR THE LEVYING OF  
NAVIGATION AIDS DUES IN THE  
MIDDLE EAST GULF AREA**



**MIDDLE EAST  
NAVIGATION  
AIDS SERVICE**

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## TARIFF FOR THE LEVYING OF NAVIGATION AIDS DUES IN THE MIDDLE EAST GULF AREA - 1ST JULY 2006

Navigation Aids Dues are payable to Middle East Navigation Aids Service (MENAS), a Company incorporated in England with the object of providing a service of Aids to Navigation in the International Waters of the Middle East Gulf and the Approaches thereto. MENAS is a not for profit making company with its registered office at 8-9 Lovat Lane, London EC3R 8DW (Company Registration No. 477145) and its operational base in the Middle East Gulf at Manama, Bahrain. MENAS acts as the Acting Sub Area Co-ordinator for the International Maritime Organisations NAVAREA IX (Middle East Gulf Area) providing Maritime Safety Information (MSI) over NAVTEX and is an associate member of the International Association of Lighthouse Authorities (IALA).

For MENAS purposes, the MIDDLE EAST GULF AREA covers at present all waters lying within:

**Latitudes 24°N and 30°30'N**  
**Longitudes 47°E and 56°30'E**

but excluding the port limits of the various ports in the MIDDLE EAST GULF AREA and the waters of the Sultanate of Oman within the above area, where Port Authorities and/or Industrial and Commercial Bodies have established their own Aids to Navigation.

### **(A) VESSELS LIABLE FOR PAYMENT OF MENAS NAVIGATION AIDS DUES:**

All vessels except those in the EXEMPT categories listed below which:

- (1) Enter the MIDDLE EAST GULF AREA as defined above on a trading voyage.
- (2) Are permanently based and engaged in trade with the MIDDLE EAST GULF AREA are liable for payment of MENAS Navigation Aids Dues.

### **(B) VESSELS EXEMPT FROM PAYMENT OF MENAS NAVIGATION AIDS DUES:**

- (1) Warships unless carrying cargo or passengers.
- (2) Vessels entering the MIDDLE EAST GULF AREA for bunker fuel, stores or provision solely for their own use onboard.
- (3) Vessels entering the MIDDLE EAST GULF AREA from stress of weather, or for the purpose of repairing or because of damage, provided they do not discharge or load cargo other than cargo discharged with a view to such repairs and afterwards reshipped.
- (4) All sailing ships irrespective of tonnage.
- (5) Sea-going tugs and all ships of less than 15,000 Net Tonnes (NT).

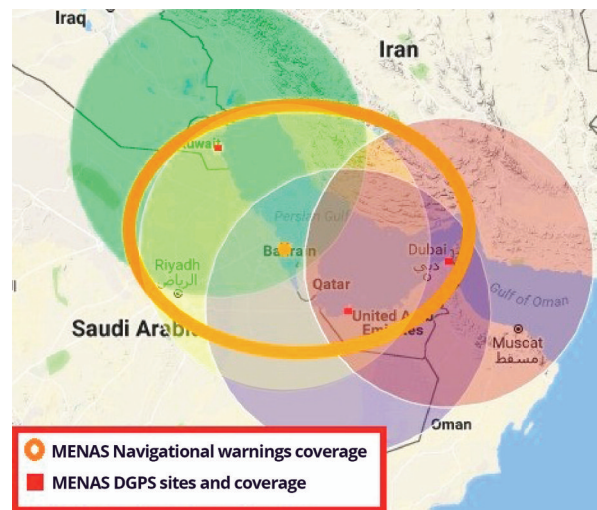
### **(C) RATE OF MENAS NAVIGATION AIDS DUES:**

- (1) Vessels up to 40,000 NT entering the MIDDLE EAST GULF AREA on a trading voyage, US\$1.65 per 100 NT, to cover the round voyage into and out of the MIDDLE EAST GULF AREA.
  - (2) Vessels of 40,000 NT and above, the rate is capped at US\$660.00 (U.S. Dollars Six Hundred and Sixty Only) per round voyage into and out of the MIDDLE EAST GULF AREA.
  - (3) Vessels permanently based and engaged in trade within the MIDDLE EAST GULF AREA, US\$1.65 per 100 NT Registered Tons, up to the maximum rate of 40,000 NT i.e. US\$660.00 chargeable for every 60 days or part thereof.
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#### (D) METHOD OF PAYMENT OF MENAS NAVIGATION AIDS DUES

Navigation Aids Dues covering both entry into and departure from the MIDDLE EAST GULF AREA are normally payable at a vessel's first port of call in the MIDDLE EAST GULF AREA at which MIDDLE EAST NAVIGATION AIDS SERVICE is represented, irrespective of whether the vessels works cargo or merely bunkers at the port, but provided that the vessel is engaged on a trading voyage within the MIDDLE EAST GULF AREA. MENAS reserves the right to bill dues at the second or subsequent port of call if this is administratively more convenient, always ensuring that only one Gulf Trading Voyage is billed. The Dues Certificate issued by MIDDLE EAST NAVIGATION AIDS SERVICE Collecting Agent will remain valid until the vessel departs from the MIDDLE EAST GULF AREA. The Dues of vessels permanently based in Middle East Gulf Ports will be paid at the port at which a vessel is normally based.

**NOTE:** MIDDLE EAST NAVIGATION AIDS SERVICE reserves the right, with or without prior notice, to alter these rules including rates of dues payable as may be deemed necessary.



Further information may be obtained from:  
Middle East Navigation Aids Service  
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Telephone +973 17828541 Fax +973 17727765  
Email: info@menas.com.bh  
Website: www.menas.org



**MIDDLE EAST  
NAVIGATION  
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## GENERAL INFORMATION

The Middle East Navigation Aids Service (MENAS) was established in Bahrain in 1950 but the origins of the service date back to 1911 when operations began from Basra. MENAS was set up at the request of the British and Indian Government in cooperation with the littoral states, as an independent, not for profit company, limited by guarantee. It has no shares, owners, partners or sponsors and is also not part of any government ministry or agency.

### Core purpose and Services

MENAS was formed with the primary purpose of establishing and maintaining maritime Aids to Navigation (AtoN) in the Arabian Gulf, in areas that are outside port limits and outside the direct responsibilities of the littoral states – areas known as the ‘international waters’ of the region.

MENAS owns and maintains some 70 AtoNs in the Gulf, comprising buoys, beacons, racons, AIS units and lighthouses. It undertakes additional services to the international shipping community such as being Acting Sub Area Co-ordinator of the IMO Global Navigation Area IX (NAVAREA IX) for the broadcast of the mandatory NAVTEX Warnings Service to shipping.

Since 1997, MENAS has operated its free-to-air Differential Global Positioning System (DGPS) throughout the Gulf to enhance the accuracy and integrity of GPS in the region.

All ships that transit the Gulf from Fujairah to Iraq, use and benefit from the services provided by MENAS with the core purpose and business remaining the same but becoming increasingly more important as shipping traffic in the Gulf has grown.

### Governance

MENAS has a board of non-executive directors, most of whom represent major international shipping and oil companies whose vessels sail in the Gulf and use the services. Current directors represent Maersk Line, NYK Line, BP Shipping, KOTC and Shell.

### Professional Memberships

MENAS is an associate member of the International Association of Light House Authorities (IALA) and a member of the International Marine Contractors Association (IMCA). It also has associate membership of INTERTANKO and BIMCO.

### Strategy

The principle aim of MENAS is to provide the essential services listed previously, at the lowest possible cost, without detracting from quality and efficiency and to extract maximum value from its navigation aids provision. All monies collected by MENAS go towards funding the core services and to its reserves. No funds are spent on dividends, profits, payments to sponsors or to taxation. MENAS operates on a commercial basis and the high-level control of the service rests with the board. This means that the ship owners and operators influence the way the service is run and how much they pay to meet the costs.

### Conclusion

The costs to shipping for the MENAS operated services are among the lowest in the world for this type of business. This clearly displays a determination by MENAS to provide the service with the interests of the ship owners and operators uppermost. Any conceivable alternative arrangement in the region, ie a service operated or sponsored by governments would, in all likelihood, result in higher costs to the users, a fragmented service with no representation or control on the part of the shipowners.

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