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سازمان بنادر و دریانوردی



PORT DEVELOPMENT AND SECURITY AND VESSEL TRAFFIC SYSTEMS: IRAN'S PRESENT AND FUTURE PLANS

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SYNOPSIS

Iran's (Islamic Republic of Iran) coastline abuts the Persian Gulf, the Gulf of Oman and the northern waters of the Arabian Sea and fronts the Caspian Sea in northern Iran. Dotted along the coastline are some 42 recognised commercial ports, loading facilities and terminals. An examination of the port facilities as registered with the International Maritime Organisation (IMO) reveals a mere 50 per cent are recorded as being ISPS-compliant. Such a figure begs the question of security concerns within the remaining ports in Iran.

The implementation of Vessel Traffic Systems (VTS) and the availability of electronic charting systems for these ports and their approaches are analysed in an attempt to assess the overall safety and security for marine transportation. A Traffic Separation Scheme (TSS) for the Straits of Hormuz has been in force for many decades. In traversing the Strait, ships pass through the territorial waters of Iran and Oman under the transit passage regime in accordance with the provisions contained in Part III of *United Nations Convention on the Law of the Sea*, 1982. Although not all countries have ratified the 1982 Convention, most countries, including the United States accept these customary navigation rules as codified in the Convention.

This paper examines various concerns in the context of international law and rules and regulations of numerous conventions designed to ensure safety at sea and security in ports. Iran as a signatory to the many international conventions is now implementing the proposals. There are challenges and benefits and these come at a cost to the nation. The economy of the nation is dependent, but not solely, on the efficient operations of the ports and the ships that they service. Ensuring the safety of navigation is a collective priority of the administrators and Government and commercial agencies.

INTRODUCTION

The Islamic Republic of Iran's coastline stretches from the port of Khorramshahr (Lat. 30° 26' N., Lon. 48° 09' E. on the banks of the Shatt 'al Arab, at the head of the Persian Gulf, to the town of Gwadar, (Lat. 25° 00' N., Lon. 61° 30' E.) in the bay of the same name near the Iran and Pakistan international terrestrial boundary. The coastline measures in total nearly **1,600 kilometres** and abuts the Persian Gulf, the Gulf of Oman and the northern waters of the Arabian Sea. The coastline can be stated as trending in a generally south-easterly direction from the mouth of the Shatt al Arab to the Strait of Hormuz and then in a generally easterly direction to Gwadar Bay.

In addition, there is about **700 km** of coastline fronting the Caspian Sea in northern Iran. This sector of coastline extends from the port city of Astara (Lat. 38° 30' N., Lon. 49° 00' E.) near the Azerbaijan/Iran international terrestrial boundary to the Iran and Turkmenistan boundary in the vicinity of Lat. 37° 20' N., Lon. 53° 45' E.

Dotted along these coastlines are some 42 recognised commercial ports, loading facilities and terminals. There are also numerous secondary trading ports for local trade and harbours and landing facilities for the fishing fraternity. An examination of the port facilities

as registered with the International maritime Organisation reveals a mere 50 per cent of the ports are ISPS-compliant. If the statistic is unchanged the security within the remaining 50 per cent of ports in Iran will be of concern.

To traverse the Strait, ships pass through the territorial waters of Iran and Oman under the *transit passage* provisions of the 1982 United Nations Convention on the Law of the Sea (the 1982 Convention). Although not all countries have ratified the convention, most countries, including the U.S., accept these customary navigation rules as codified in the Convention. Iran and the United States are not party to the 1982 Convention which has at 16 July 2008 some 156 instruments of ratifications. The Government of Iran made a *Declaration* on 10 December 1982, the date the Convention was opened for Signature which appears in Annex I, below.

This paper examines various concerns in the context of international law and rules and regulations of numerous conventions designed to ensure safety at sea and security in ports. Iran as a signatory to the many international conventions concerning maritime issues and is presently implementing the proposals. There are challenges and benefits but these come at a cost to the nation. The economy of the nation is dependent, but not solely, on the efficient operations of the ports and the ships that they service. Ensuring the safety of navigation is a collective priority of the Government administrators and commercial agencies.

BOOM TIMES IN IRAN'S PORTS AND SHIPPING

Along the coast of Iran are well established ports, many, in the historical context, were vital trading centres, others were constructed in the modern era, for example, the many oil terminals, many of which are located offshore. A catalogue of development projects indicates a boom for the shipping industry of Iran. The Ports and Maritime Organization (PMO) signed four deals with the private sector, valued at 612 billion rials (some \$66.8 million), for investment in the southern Imam Khomeini Port, IRINN reported Tuesday 22 July 2008. The deals which were signed in the presence of the managing director and some officials of the PMO contained the establishment of the largest terminal for exports of mineral and construction materials, thirty-two tanks for storing edible oil, eight covered storehouses, and a laboratory for metals. Ali Taheri the managing director of the PMO announced that once the projects are put into operation, Imam Khomeini Port's operational capacity will reach 4.3 million tons and 600 job opportunities will be created. Currently, over \$1.5 billion dollars worth of development plans are underway in the country's ports, he explained.

The private sector has invested over \$1.26 billion in Iranian ports over the past two years, Managing Director of Ports and Maritime Organization (PMO) Ali Taheri Motlagh stated on 24 August 2008. "This amount is more than the total amount invested in Iranian ports by the private sector over the past 10 years," the Deputy Minister of Road and Transportation noted. Iran has been transferring many of its ports to the private sector over the past months. Priority in privatization has been given to ports which are economically justifiable to be transferred.

The maritime fleet of the Islamic Republic of Iran Shipping Lines (IRISL Group) comprises 118 ocean-going vessels with the total capacity of 3.5 million tons of deadweight (DWT). The ownership structure of the fleet, Table 1, comprises 90 ocean-going vessels in IRISL and 28 different types of ships under the flag of subsidiaries, including Khazar Shipping, Valfajr as well as Iran-India Shipping Companies. The fleet is administered and manned by 6,000 Iranian personnel including shore staff, Masters, deck and engine officers as well as ratings, who work under the flag of the Islamic Republic of Iran in the Caspian Sea, Persian Gulf, international waters and various ports of the world.

Table 1: Maritime fleet of the IRISL Group

Type of Vessel	Number of Vessels	Capacity DWT	Capacity TEUs
Bulk Carriers	46	2,229,749	NA
Container Ships	11	409,194	30,848
General Cargo Ships	15	272,192	5,233
Multi-purpose Ships	15	349,086	8,127
Tanker Ships	3	119,676	NA
Total	90	3,449,897	44,208

(Source: Web site of IRISL)

The Managing Director of Engineering Coastal and Ports Department affiliated to the Shipping Lines and Ports Organization noted that through execution of a comprehensive plan the capacity of the commercial ports in the country would increase substantially. Until 2006, about 50 million tons of cargo was shipped via 13 trading port cities annually. Projections based on the ports' comprehensive plans indicate that values would climb to 93 and 160 million tons in 2009 and 2015, respectively.

Speaking at a news conference Sunday 28 July 2008, regarding the Tenth Shipping Industries Seminar planned for November 2008 in Abadan and Khorramshahr, Khuzestan Province, Mohammad Saeed Seif stated that a law to develop shipping industries was announced to the Cabinet. A fund to support development of Iran's shipping industries will be set up with an initial capital of 400 billion Rials (US\$44 million), noted the Head of Board of Directors of Iran's Shipping Engineering Association, in the hopes that it will remove concerns of companies' active in the field. Based on the law, the government will help industries attain due status, he said.

Describing the establishment of High Council of Shipping Engineering Association and Shipping Industries Organization in the Defence Ministry as among the other steps to support the industries, Saif commented that shipping industries play a significant role in the country's economy due to imports and exports by marine transportation. Iran's strategic geographical location, its rich hydrocarbon resources and nearly extensive coastline in its southern and northern shores play a crucial role in raising gross domestic product which paves the way for further success in the sectors. In February 2008, the first phase of a new container terminal is scheduled to come on stream this month at Shahid Rajaii Port in Bandar Abbas, Iran. The 1.5M TEU/year facility is the port's second container terminal and will boost capacity at the Shahid Rajaii Port Complex to 3.5M TEU/year.

Iran's fourth biggest port will soon be come on stream in Tonbak, Petro Pars Company's phase 12 project managing director announced on 15 April 2008. This port through investing \$300 million is to be constructed for the berth of 50,000 ton oil tankers.

Referring to the nine rounds of seminars on shipping industries in the past years, he also said that the tenth edition will review the problems facing the sector and seek solutions for them. Some 200 research articles have so far been submitted to the Secretariat of the

event, thereby enhancing the educational workshops and panel discussions that are on the seminar's agenda.

On 18 August 2008 it was announced that South Korea will soon deliver the 11th supertanker ordered by Iran. The giant ship is named "Danesh" with 318,000 tons of capacity worth \$128m and equipped with state of the art technology. Seifollah Jashnsaz the managing director of the National Iranian Oil Company heading a delegation traveled to South Korea on Sunday to officially sign the receiving contract. The Iranian official is to hold talks with Korean deputy energy minister on boosting bilateral ties, SHANA reported. Iran has ordered a total of 17 oil tankers from South Korea. Some 10 tankers have been delivered so far and one is going to join the country's fleet soon, three others will be delivered by late December. The National Iranian Tanker Company has planned to increase its transportation capacity to 11.2 million tons from the current 7.5 million tons by the end of the Fourth Socio-Economic Development Plan (2010). On 26 August 2008, the Managing Director of the National Iranian Tanker Co. stated that the company will be the world's third largest energy shipping company in three years. Currently the Norwegian Front Line with 80 oil vessels and a capacity of 18 million tons has the first rank followed by Japanese Mitsui O.S.K. Lines with 15 million tons. The National Iranian Tanker Company (NITC) is the fifth largest energy shipping company but the completion of projects currently underway, including orders for building new vessels by 2011, will bring the country's fleet capacity to 14 million tons making NITC the third largest energy shipping company. Iran will receive four of its ordered vessels in the first four months of 2009 while the remaining 10 vessels will be delivered between 2010 and 2011. The current capacity of Iran's energy fleet is nine million tons and the average age of the vessels is six years, Suri added. NITC transports Iranian crude to export markets and is also responsible for the distribution of oil products to Iranian ports and island ports as well as to islands located in the Persian Gulf. The company operates the largest tanker fleet in the Middle East.

IRAN AND THE INTERNATIONAL MARITIME ORGANISATION

The International Maritime Organisation (IMO) has 140 member states with Iran ranking among the top 20 maritime states. The relationship between Iran and IMO has always been harmonious and fruitful. It is a positive and constructive engagement which IMO appreciates. The role that Iran plays within the forum of IMO is established and will continue to develop and grow along the positive lines that already exist with good relationship. Iran has so far accepted 21 IMO instruments, including SOLAS, MARPOL, FAL, SAR, OPRC and STCW. Having been included on the 'White List' of Parties to the STCW Convention and having been found to give full and complete effect to the Convention, it has also completed the *Flag State Performance Self-Assessment Form*.

Iran has played a role in technical co-operation at regional level, especially in the Persian Gulf, the Caspian Sea and the Indian Ocean region. It actively participates in the activities of the *Indian Ocean Memorandum of Understanding* on port State control, the Caspian Environment Protection (CEP) project, and the Regional Organization for the Protection of the Marine Environment (ROPME). Kharg Island has been selected as one of the six demonstration sites under the GEF/UNDP/IMO Global Ballast Water Management Programme.

At the request of the Iranian Ports and Shipping Organization (PSO), IMO provided technical advisory services for the SAR and GMDSS operations in Iran through an IMO consultant's visit to the country in October 2001, leading to considerable investment in

equipping the country's Maritime Rescue Co-ordination Centres (MRCCs) with vessels and helicopters; and a national training course for port State control which was held in January 2003.

Iran, as a Member of ESCAP - the United Nations Economic and Social Commission for Asia and the Pacific - has been more involved in regional events than many other countries in the region and especially in IMO regional training activities. It is also an active contributor in the implementation of IMO's Integrated Technical Co-operation Programme. It hosted several regional meetings, seminars, workshops and training courses; indeed, since 1996, seven regional or sub-regional events have been held in Iran. IMO received a request from Iran for a national seminar or workshop on maritime security, which was held in May 2004. IMO's Technical Co-operation Division was in the process of identifying consultants and making other relevant arrangements to ensure the success of the meeting.

Such cooperation can be of tremendous benefit to the country as it expands and upgrades the maritime sector. The role that Iran can play, through its geographical and economic position in the region, its historical maritime roots and its long association with IMO and the international shipping community, as one of leadership and example. In this way, it can make its contribution, not only to the worthy goals of national and regional development which it has clearly embraced, but also to the universal goals of safe, secure and efficient shipping on clean oceans, which the international community espouses and shares.

SECURITY CONCERNS AND THE ISPS CODE

The events of 11 September 2001, namely, the bombing of the Twin Towers in New York and related destruction elsewhere galvanised transportation industries into a reaction that has enforced greater security control at ports, on ships, and in the supply chain; transformed shipment of goods and travel procedures; inconvenienced governments and the public alike and given ship and port operators many additional burdens to bear, not least of which is the cost compliance requirements of the International Ship and Port Facility Security (ISPS) Code and related regulations relating to shipment of containers and chemical and other dangerous cargo. Maritime security has centred on four core programs, along with the widespread use of enhanced detection technology. These programs are: *The 24 Hour Advance Manifest Rule*. This rule--adopted by the U.S. government in December 2002--requires the submission of an electronic manifest to U.S. custom authorities 24 hours before loading vessels destined for, or transiting through, the United States; *The Automated Targeting System (ATS)*. ATS is an electronic targeting tool administered by CBP at the National Targeting Centre in Virginia that uses risk assessment procedures to provide automated risk management of all containers shipped to the United States; *The Container Security Initiative (CSI)*. CSI authorizes U.S. Customs and Border Protection (CBP) to reach agreements with host countries allowing CBP officers to be stationed at foreign ports for the purpose of running risk assessments on cargo destined for the United States. The CBP agents can make formal requests to host officials to perform examinations of high-risk cargo before they are shipped; and *The Customs and Trade Partnership Against Terrorism (C-TPAT)*. C-TPAT is a voluntary program that rewards businesses for strengthening the security of their shipping networks ("supply chains"). Certified companies are assured faster customs processing at the port of entry. July 2008 marked four years since the ISPS Code became mandatory, with mixed opinions regarding its effectiveness. Moreover, despite the furore of its introduction with many claims that the implementation was enforced by IMO, in hindsight its assimilation into the everyday procedural quagmire of compliance that routinely faces ships, their operators and the ports, has been relatively painless although very expensive.

An ironic beneficial consequence of all this change has been an increased awareness of security that has considerable potential for progressive ports and companies to exploit to their commercial advantage by being able to market their compliance with an ISO Standard that has been developed because of the events alluded to above. However, with all of the other mandatory compliance that is often considered a necessary, but nevertheless, a cumbersome chore and an expensive item, are players likely to adopt yet another standard - and one that is not compulsory? The answer to this lies, of course, in the commercial benefits that may or may not be obtained and in the cost-effectiveness of the venture.

This notwithstanding, the subjective methodology of the approval of Port Facility Security Plans by the very contracting governments that instigated its implementation has left some scepticism about ISPS effectiveness (apropos ports rather than ships) in regions of the world where compliance is not part of the respective cultures. Furthermore, the absence of any formal requirement for ship operating companies to be audited (as for the ISM Code) with their ships, has also left an area of concern.

Of equal relevance has been the emphasis of ISPS as a ship and port system, that has not extended beyond this perimeter, whereas the very nature of the supply chain industry involves numerous entities that may be, to a lesser and greater extent, extremely vulnerable to security issues. However, in defence of ISPS, it is an IMO instrument that has been necessarily limited to ships and ports because that is the exclusive 'territory' of the IMO. Any extension, therefore, is appropriately applicable on the vehicle of an ISO standard.

So while ISPS does have its important role to play, it is by definition limited to specified areas and the need for an all-embracing standard for security in the supply chain as a whole has been identified. Any port from which ships shall sail on international voyages and for all vessels that must be compliant with SOLAS; ISPS shall be the minimum mandatory standard to which each must comply - anything extra will be a 'voluntary effort' that will be decided by individual ports and companies that shall decide how much commercial advantage any 'voluntary' Standard will provide.

The ISO 28000:2007 is aimed at organisations within, or related to the logistics industry. It is considered applicable to all areas of the supply chain from the manufacturer to the receiver of goods and in-between: the port operators, the ocean carriers plus a myriad of others, including logistics management companies, truckers, railroads, air carriers, cargo and customs agents, and so on.

An independent report conducted by Stanford University on the benefits of supply chain security found that it provided a 48 per cent reduction in cargo inspections, an improvement in inventory management of 14 per cent, a 50 per cent increase in access to supply chain data with a 30 per cent increase in timelines of shipping information, a 26 per cent reduction in customer attrition with a 20 per cent increase in new customers, a 38 per cent reduction in theft/loss/pilferage with a 37 per cent reduction in tampering, a 29 per cent reduction in transit times with a 28 per cent reduction in the delivery time window and a 30 per cent reduction in problem identification, response and resolution times.

Thus, by promoting security into a management system in its own right, rather than a discipline that many considered a necessary but expensive outlay, the concept has been presented as an ISO Standard that should fill the many sectors never covered by ISPS and with significantly better effectiveness. Moreover, those elements already under the umbrella of ISPS should be greatly improved.

IRAN'S PORT AND SHIP SECURITY

Annex II tabulates Iran's Port Facilities and the respective port security arrangement. Lloyds of London awarded Iran's shipping line with the International Ship and Port Facility Security Code (ISPS Code) in 2004 certifying 65 ships as being compliant. The International Maritime Organization (IMO) obliges the ships to install security system for vessels. Iran's national shipping line was also awarded the Swiss BID quality certificate.

Iran for its compliance with the international maritime conventions entered the Tokyo MOU white list, the managing director of Iran's Ports and Shipping Organization (PSO) stated here on Sunday. Ali Taheri added that within the past 3 years more than 175 ships flying Iran's flag have undergone technical and safety inspections related to the Tokyo MOU. The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the *Tokyo MOU*, was concluded on the first of December 1993 at its final preparatory meeting in Tokyo. The *Paris MOU*, last year included Iran commercial shipping fleet in its white list.

THE IRANIAN NATIONAL HYDROGRAPHIC OFFICE

Iran is a member of IHO since 1961. The Iranian Hydrographic activities, which are governmental, are distributed among three organisations which are active in hydrography. The objective of Iranian National Hydrographic Office (NHO) is to provide services to assist the safe and efficient navigation of ships within the Iranian coastal waters, territorial sea, EEZ and inland waters. The principal service is the provision of nautical information, including nautical charts, *Notices to Mariners*, Navigational Warnings. The provision of accurate and up to date charts offers significant economic and commercial benefits through facilitation of maritime trade and other marine activities. Its mission is to ensure the provision of adequate and timely hydrographic information for nation-wide and international marine navigation and other purposes (for example, offshore constructions, research activities, etc.), through the coordination of the local hydrographic organizations.

Its stated objectives are as follows:

- The co-ordination and converging of national hydrographic activities;
- To Unify the national nautical charts and documents;
- Mutual Co-operation with IHO and neighboring countries.

The Ports and Shipping Organization (PSO) according to national law has responsibilities of all maritime activities including: Control of Safety of navigation in Iranian territorial waters and waterways; and Hydrographic Surveys. On the other hand National Cartographic Centre (NCC) together with National Geographic Organization (NGO) which are responsible for Cartography and Hydrography. The organizations are in close cooperation in order to improve the marine based activities, especially in hydrographic fields.

The Iranian National Hydrographic Office has planned to publish the charts for the entire coast of Iran within the Persian Gulf and Gulf of Oman together in Caspian Sea. The INT (international) charts series will also be published accordingly. (See Annex IV) Deep sea surveys are also planned. All surveying activities are maintaining requirements of IHO standards for the Hydrographic surveys. As a national coordinator of Navarea IX, navigational warnings are timely promulgated in the area of jurisdiction. For safer shipping ENC set has been established and efforts are concentrated to produce ENCs in near future.

In 2006, Iranian National Hydrographic Office stated that it planned to publish the charts for the entire coast of Iran within the Persian Gulf and Gulf of Oman together in Caspian Sea. INT charts also will be published accordingly. Deep sea surveys are also planned. All surveying activities are maintaining requirements of IHO standards for the

Hydrographic surveys. As a national coordinator of NAVAREA IX, navigational warnings are timely promulgated in the area of jurisdiction. For safer shipping, ENC set has been established and efforts are concentrated to produce ENCs in near future.

VESSEL TRAFFIC SERVICE

The Anzali VTS was established in accordance with applicable national laws and international rules and regulations in order to improve the safety of navigation, maritime security, protection of life, marine environment, and property in Bandar Anzali area by using the latest technology. A *User's Guide* has been prepared to provide information related to the services provided, needed by the participant vessels that are intending to approach or depart to/from Bandar Anzali. This *User's Guide* aims to be used together with Iranian Maritime Traffic Regulations.

IRAN AND SHIPPING ACTIVITIES WITHIN THE STRAIT OF HORMUZ

Iran has often warned, as early as 1979 and as late as January and July 2008 that it would close the shipping lanes of the Persian Gulf by blocking the Strait of Hormuz easily and on an unlimited basis. This strategic sea lane which shares Iran's coastline at the entrance to the Gulf is the world's most important waterway because of the huge volume of oil exported through it daily. For example, oil flows through the Strait account for roughly 40 per cent of all globally traded oil supply, according to the U.S. Energy Information Administration (EIA). The figure fluctuates with changing OPEC output. In May 2008, the International Energy Agency (IEA) estimated 13.4 million barrels per day (bpd) of crude passing through the narrow channel on tankers, down from 16-17 million barrels before a round of OPEC production cuts. An additional 2 million barrels of oil products, including fuel oil, are exported through the passage daily as well as liquefied natural gas. Exports from the world's largest liquefied natural gas exporter Qatar also pass through the Strait en route to Asia and Europe. Nearly 31 million tonnes of cargo and about 90 per cent of oil exported from the Persian Gulf producers traverse through the Strait on ships and oil tankers annually.

CONCLUSION

The rapid rate at which the port infrastructure and shipping is being developed must be matched by the security compliance, the availability of up to date and accurate charts and related products and where, deemed necessary, the implementation of vessel traffic systems. Additionally the appropriate legislation must be in place and the rules and regulations publicised so that these may be effectively implemented by the authorities. This paper has examined the issues raised and concludes that the Government of Iran through the relevant agencies has advanced port development, enhanced security and given its blessings by inviting private enterprise to cooperate in the further development of the country and the region. These actions will bring peace and security to the regional countries and seas.

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Annex 1:

Islamic Republic of Iran

Declaration Upon signature (10 December 1982):

Interpretative declaration on the subject of straits

"In accordance with article 310 of the Convention on the Law of the Sea, the Government of the Islamic Republic of Iran seizes the opportunity at this solemn moment of signing the Convention, to place on the records its "understanding" in relation to certain provisions of the Convention. The main objective for submitting these declarations is the avoidance of eventual future interpretation of the following articles in a manner incompatible with the original intention and previous positions or in disharmony with national laws and regulations of the Islamic Republic of Iran. It is, . . . , the understanding of the Islamic Republic of Iran that:

1) Notwithstanding the intended character of the Convention being one of general application and of law making nature, certain of its provisions are merely product of *quid pro quo* which do not necessarily purport to codify the existing customs or established usage (practice) regarded as having an obligatory character. Therefore, it seems natural and in harmony with article 34 of the 1969 Vienna Convention on the Law of Treaties, that only states parties to the Law of the Sea Convention shall be entitled to benefit from the contractual rights created therein.

The above considerations pertain specifically (but not exclusively) to the following:

-- The right of Transit passage through straits used for international navigation (Part III, Section 2, article 38).

-- The notion of "Exclusive Economic Zone" (Part V). - All matters regarding the International Seabed Area and the Concept of "Common Heritage of mankind" (Part XI).

2) In the light of customary international law, the provisions of article 21, read in association with article 19 (on the Meaning of Innocent Passage) and article 25 (on the Rights of Protection of the Coastal States), recognize (though implicitly) the rights of the Coastal States to take measures to safeguard their security interests including the adoption of laws and regulations regarding, *inter alia* , the requirements of prior authorization for warships willing to exercise the right of innocent passage through the territorial sea.

3) The right referred to in article 125 regarding access to and from the sea and freedom of transit of Land-locked States is one which is derived from mutual agreement of States concerned based on the principle of reciprocity.

4) The provisions of article 70, regarding "Right of States with Special Geographical Characteristics" are without prejudice to the *exclusive right* of the Coastal States of enclosed and semi-enclosed maritime regions (such as the Persian Gulf and the Sea of Oman) with large population predominantly dependent upon relatively poor stocks of living resources of the same regions.

5) Islets situated in enclosed and semi-enclosed seas which potentially can sustain human habitation or economic life of their own, but due to climatic conditions, resource restriction or other limitations, have not yet been put to development, fall within the provisions of paragraph 2 of article 121 concerning "Regime of Islands", and have, therefore, full effect in boundary delimitation of various maritime zones of the interested Coastal States.

Furthermore, with regard to "Compulsory Procedures Entailing Binding Decisions" the Government of the Islamic Republic of Iran, while fully endorsing the Concept of settlement of all international disputes by peaceful means, and recognizing the necessity and desirability of settling, in an atmosphere of mutual understanding and cooperation, issues relating to the interpretation and

application of the Convention on the Law of the Sea, at this time will not pronounce on the choice of procedures pursuant to articles 287 and 298 and reserves its positions to be declared in due time.

ANNEX II

PORTS OF IRAN

Port	IMO-No. IR	Facility	Latitude N	Longitude E	PFS P	Date
Asalooyeh	0930001	Petrochem	27° 31'	52° 53'	Yes	26-06-04
Pars-e Jonoobi	0930002	Petrochem	27° 00'	52° 00'	Yes	17-06-04
Bandar Abbas	BND0001	Oil Refinery	27° 10'	56° 05'	Yes	18-06-04
B S Bahonar	BND0002	P/Gen/O&G	27° 01'	56° 13'	Yes	21-06-04
Bandar Abbas	BND0003	Gen/Cont. T	27° 03'	55° 58'	Yes	03-06-04
B S Bahonar	BND0004	Min& Metal	27° 10'	56° 05'	Yes	14-05-04
B I Khomeini	BKM0001	Multi use	30° 25'	49° 04'	Yes	06-06-04
I K Aluminium	BKM0002	Aluminium	30° 25'	49° 04'	Yes	28-05-04
B Khomeini	BKM0005	Petrochem	30° 25'	49° 04'	Yes	19-06-04
Mahshahr ESZ	BMR0001	Petrochem	30° 25'	49° 04'	Yes	10-06-04
Shahid Rajaie	BSR0001	Multi use	27° 07'	55° 04'	Yes	24-05-04
Bandar Anzali	BAZ0001	Multi use	37° 28'	49° 28'	Yes	15-04-04
Kharg Azarpad	KHK0001	Oil Terminal	29° 13'	50° 17'	Yes	05-02-04
Kharg T Term.	KHK0003	Oil Terminal	29° 14'	50° 22'	Yes	28-06-04
Kish Is. P.F.	KIH0001	Multi use	26° 34'	54° 00'	Yes	18-06-04
Lavan Is	LVP0001	Crude oil T.	26° 47'	53° 23'	Yes	01-06-04
B. Abadan	ABD0001	Multi use	30° 19'	48° 16'	Yes	09-06-04
B. Amirabad	092-0001	Multi use	36° 51'	54° 22'	Yes	10-05-04
B. Busherh	BUZ0001	Multi use	28° 58'	50° 50'	Yes	24-06-04
P Chabahar SB	ZBR0001	Multi use	25° 17'	60° 37'	Yes	05-01-04
P Chabahar SK	097-0001	Multi use	25° 17'	60° 37'	Yes	15-02-04
Khorranshahr	KHO0001	Multi use	30° 06'	48° 09'	Yes	12-06-04
B. Lengeh	094-0001	Gen/Pass	26° 33'	54° 53'	Yes	30-05-04
Neka Oil T.	095-0001	Oil Terminal	36° 50'	53° 16'	Yes	20-06-04
Nowshahr	NSH0001	Multi use	39° 30'	51° 36'	Yes	28-02-04
Qeshm- Kaveh	QSH0001	Gen/Cont	26° 57'	55° 59'	Yes	26-05-04
Siri Island	SXI0001	Crude Oil T	25° 53'	55° 33'	Yes	29-06-04
Soroosh T	308-0001	Sorena FSU			Yes	18-05-04
B. Mahshahr	MRX					
Forur Is.	104-					
Hengam Is	HEJ					
Hormuz Is	HOR					
Khark Sea Is T	103-					
Port Anzali	102-					
Port Asaluyeh	ASA					
Port Babolsar	BBL					
P. Bahregan	IAQ					
P. Dayyer	105-					
P. Deylam	111-					
P. Fereydun K	107-					
Port Ganaveh	108-					
Port Jask	JAK					

Port Kangan	KNR					
Port Kaveh	109					
P. Shahid Rajai	101					
P. Sirik	110					
Port Tombak	TMB					

Legend: Column 1 is the name of the port facility; Col. 2 the IMO Port facility Number; Col. 3 The Description of the port, namely whether it is an oil terminal, a container port; a passenger terminal etc. The multi use phrase is used to indicate that the port is multi-functional. Columns 4 and 5 list the geographical coordinates of the port facility; Col. 6 indicates that 5th the port Facility Security Plan has been approved and in Col. 7 the date of approval.

Annex III: PORTS AND MARINE OPERATIONS OF IRAN

Duties & Responsibilities

Planning and supervising safety of shipping routes, installation and maintenance of aids to navigation
 Monitoring dredging and Hydrographic services at Iranian ports
 Making necessary plans to supervise safety of Navigation in accordance with SOLAS, Tonnage Measurement, Load Line, and other International Conventions and implementing the related regulations on board.
 Making plans needed to monitoring safety and implementing the related regulations on board
 Making plans to define existing administrative procedures so as to improve the methods to accomplish maritime activities
 Revising and updating marine charts of the territorial waters for the benefit of mariners and reporting to international hydrographic centres
 Investigating and reporting causes of marine accidents to the senior authorities on the basis of the information received from ports
 Communication between ports and ships
 Registering vessels and authorizing the Iranian agents abroad for issuing the interim registrations
 Determining the operational features of maritime and communications equipments according to the master plan
 Assessment of the documents and ownership of vessels in order to register and nationalize as well as revoke registration and nationalisation
 Issuing the authorization to notaries public for transaction and registration of vessels
 Planning and monitoring maritime services including: towing and piloting in related ports
 To establish coastal communication stations, determine the related frequencies and study the marine satellite communication (INMARSAT)
 Monitoring the maritime affairs transferred to private sector to ensure their accomplishment
 Assessment of the documents regarding IHO and implementation of it`s regulations
 Reviewing the documents regarding IALA and implementation of it`s standards
 Assessment of the documents concerning IMO committees and participation related meetings if required
 Monitoring , planning and making policies with a view to implementation of national regulations and maritime conventions on vessels and off - shore platforms in territorial waters of I.R of Iran
 Planning and preparing required guidelines to enhance safety of navigation in territorial waterways
 Preparing instruction for periodical inspection of vessels in ports
 Planning for transmitting safety information (NAVTEX , Notices to Mariners) according to GMDSS Plan
 Considering and issuing operation licence for fixed and mobile marine communication stations
 Controlling and supervising national and international classification societies which grant technical certificates for vessels on behalf of P.S.O .

Planning and taking necessary measures for modernizing and equipping Iranian dhows with safety equipment .

Planning and holding meetings for Iranian Maritime Safety Committee (MSC) participated by maritime companies and organizations .

Setting ISM Committee to issue documents of compliance for Iranian shipping companies according to chapter 9 of SOLAS .

Implementing the regulations clarified in ILO Conventions to which Iran has acceded or will accede in the future .

Annex IV

PRODUCTS OF THE IRANIAN NATIONAL HYDROGRAPHIC OFFICE

New charts & updates:

ENCs

- Producing about 10 ENC charts.
- 10 charts under production.
- ENC Distribution is planned through agreement with Heler Rayaneh Company through collaboration.

RNCs

- Not applicable – Iranian chart production is in vector form only

INT charts

Following Iranian charts are according to INT chart scheme in the area I.

It was decided to change method of national chart numbering. IR will be shown before chart number instead of PG.

National chart IR 3001 INT 7205

National chart IR 3002 INT 7208

National chart IR 3004 INT 7207

National chart IR 3010 INT 7210

National chart IR 3017 INT 7305

National chart IR 3021 INT 73

National chart IR 3031 INT 7306

National chart IR 3040 INT 7240

National chart IR 3044 INT 7307

National paper charts

- 1989 – 1998: Producing 26 paper charts
- 1998 – 2006: Producing more than 100

New Publications

- Tide table 2006
- Tidal predication available on internet (www.iranhydrography.org)

Updated publications

Nearly up to 20 national charts are updated. Means of delivery are paper and digital format.

Professor Dr V.L. Forbes,
The University of Western Australia
5 September 2008