

イスラエル運輸事情(イスラエル)

1. 行政機構

(1) 行政機構全体の概要: 別添1

共和制であり、国家元首はリヴリン大統領。政治制度は、一院制(120名)で全国一区の完全比例代表の議会(クネセト)。

2019年4月から2020年3月に計3回の総選挙を経て、2020年5月に第35次内閣(緊急事態挙国一致内閣)・第5次ネタニヤフ連立政権が発足。政権発足から18か月間は、リクード党・ネタニヤフ氏が首相を務め、後半18か月は「青と白」・ガンツ首相代理兼国防相が首相を務める。

なお、2020年11月までは、「国家緊急事態内閣」としてコロナ対策と関係がない法律は、採択されない。行政機構は、議院内閣制。財務省、外務省、運輸・道路安全省、観光省等28府省から構成されている。

(2) 運輸関係行政機関の概要

① 担当省庁・関係局・部レベル(可能であれば課レベル)の組織とその所管事項: 別添2(運輸・道路安全省及び観光省の組織図)

② 中央(連邦)政府と地方政府(自治体)の役割分担の概略: 国土面積は、約2.2万㎡(四国と同程度)。基本的に中央政府及び政府企業等によって立案されるインフラ計画に基づいて整備が進められる。

③ 組織の沿革、最近の組織改正の概略等

●運輸・道路安全大臣

2009年～2019年: イスラエル・カッツ(リクード党)

2019年～2020年: ベザレル・スモートリツヒ(ユダヤ人の家党)

2020年5月～ : ミリ・レゲヴ(リクード党)が就任。

就任から18か月後に外務大臣に就任することが予定されている。

2. 運輸の概況

(1) 輸送実績: 別表1、別表3参照

① 国際・国内・輸送機関別旅客輸送量

② 国際・国内・輸送機関別貨物輸送量

(2) インフラ投資額

・輸送機関別投資額及び民間部門比率: 別表2参照

(3) 運輸事情

① 主な政策課題

建国されてから70年。その歴史において、国が自らインフラの整備を行ってきたが、国家予算に占める財政負担割合が大きいことから、2009年、カッツ元運輸・道路安全大臣(現財務大臣)は、イスラエル港湾会社、ナタ社、ネティベイ・イスラエル社等の政府企業によって、PPP発注方式でインフラ建設・管理を国内及び海外の民間企業へ発注している。

国家の安全保障上、イスラエルの土地の95%は国有となっており、OECD諸国で最も高い合計特殊出生率(3.09(2018年))により、将来に渡っての人口の増加が予想されている。そのため、コロナ禍による不況にも関わらず、国内の住宅需要は、増加を続けている。また、近年の著しい観光客の増加によって、観光客向け短期アパートメントの需要増加し、これまで

は、長期アパートとして賃貸されていた物件が旅行者向けの短期アパートに改築、さらなる土地価格・住宅価格、賃貸価格の高騰を招いた。しかしながら、コロナウイルス大流行による旅行者の減少により、旅行者用短期住宅を再び長期住宅とする傾向が拡大している。

公共交通機関の整備の遅れ、交通手段の自家用車への依存、急速な自家用車購入台数の増加等によってもたらされる深刻な交通渋滞は、イスラエルにおいて、大きな社会問題の一つとなっている。イスラエル第2の都市テルアビブでは、新規の高層建築物を建設する際に、従来義務付けられていた駐車場の設置要件が、2020年に緩和された。これにより将来に渡って、都市部の駐車場の減少することになるが、これは、政府当局による公共交通の利用促進政策の一環として実施されている。

イスラエルの国土周辺は、対立しているアラブ諸国に囲まれており、物流の98%は、海上輸送が利用されている。そのため、地政学上イスラエルは「島国」と言われており、港湾が国家の安全保障上、重要なインフラと認識されている。2020年8月～9月、アラブ首長国連邦(UAE)及びバーレーンとの国交が正常化、今後、状況が大きく変わることが予想される。UAEは、国交正常化に伴い実質的には形骸化している、イスラエルと関係する企業を不利に扱う「アラブボイコット」の撤廃を公式に宣言した。

将来に渡る人口の増加及び経済発展等から、10年ごとにコンテナトラフィックが倍増すると予想されている。しかしながら、現在の港湾設備では、この需要の著しい増加に対応できないと考えられており、新港建設の必要性が高まっている。一方、地中海沿岸は、既設港湾、発電所、工場施設、淡水施設、軍事施設、国立公園等として利用し尽くされ、新港湾建設に適した土地は、残されていない。そのため現在、人工島建設の具体的な検討が進められており、オランダ・Haskoning DHV 社によってフィジビリティスタディが2019年から実施されている。

② 運輸の特徴

周辺のアラブ諸国と対立関係にあるため、旅客輸送の9割は、航空が利用される。同様の理由により輸入の98%は、海上輸送を経由する。米国ユダヤ人との関係の他、欧州・ロシアからの移民が多く、また経済的にも中東よりも欧米とのつながりが深いことから、信号システム、車輛などは欧米企業(独・シーメンス社、仏・アルストム社等)により整備が行われている。

(4) 全国・主要都市の交通計画の概要と課題

2020年8月に公表された「Infrastructure for Growth 2020」には、閣議了解が得られた、2020年から2024年までに入札が予定されている1億シェケル(約2900万ドル)以上のプロジェクトが233件、総額2300億シェケル(約670億ドル)掲載されている。2300億シェケルのうち、約60%がLRT 新設・延伸、鉄道の電化及び高速道路の延伸・複線化のプロジェクトである。

なお、本誌には、2020年末の閣議決定が行われる予定であり、史上最大の予算規模となるテルアビブ地下鉄新設プロジェクト(1500億シェケル(約440億ドル)(一部報道は2000億～2500億シェケル(約580億ドル～730億ドル)規模のプロジェクトになると予測))は、含まれていない。

他の OECD 諸国と比較して、交通関連インフラの整備が遅れ、渋滞が大きな社会問題となっているイスラエルでは、今後、本格的に交通インフラ整備への投資が予定されているところ。

① 全国の道路・鉄道

2010年にカツ元運輸・道路安全大臣(財務大臣)が決定した、主要幹線交通整備計画に基づき実施される。本計画の大部分は、イスラエルの都市間道路と鉄道ネットワークの維持と開発を担当する政府企業「Netivei Israel-National Transport Infrastructure Company Ltd.(旧国道庁公共事業局)」によって実施される。

主な鉄道計画は、(A)テルアビブ＝エルサレム高速鉄道、(B)テルアビブ＝エイラート高速鉄道がある。(A)は、2001年に着手し、2008年の完成を目指していたが、消防・警察の許認可、エルサレム LRT との調整、環境問題、住民対応、パレスチナ問題により営業開始が2018年となった。電化工事は、引き続き継続しており、2020年4月にはテルアビブ市サヴィドル中央駅までの電化が完了。(B)は、総延長350km、想定最高時速300km/h、駅数16駅を予定し総工費推定1200億ドル。本線と同路線で、国際貨物鉄道の整備が検討されており、中国が「一帯一路」の推進という観点から強い関心を寄せている。しかしながら、国防省等からの反対及び多額の費用が予想されることを理由に、実現の見通しが立っていない。

② エルサレム市

JMTM 社により、一部供用中のレッドラインを含め、全5路線からなる LRT が計画・発注されている。2012年、レッドラインの部分的な供用が開始された。2019年、レッドラインの延伸及びグリーンラインの新設工事がスペイン・CAF 社、イスラエル Shapir Engineering 社等によるコンソーシアムが受注、2025年に完成を予定する。日立レール・イタリア社は、本案件の PQ に参加し、通過した後に辞退。3番目の路線となるブルーラインは、2020年4月に PQ が告示、11月締切り。2022年着工、2028年の完成を目指す。

イスラエル最大の都市エルサレムでは、BRT 及び LRT が整備中であるが、完成した区間の部分的な供用が開始されている。しかしながら、住民の32%は、依然として徒歩を主たる移動手段としており、公共交通が人々の生活に浸透していない。残りの住民68%のうち、75%は、自家用車を主な移動手段とする。また、1000人当たりの車の保有台数は、10年前は100台程度であったが、現在は200台程度と倍増し、2030年までに300台を超えることが予想されている。現在の制度上、イスラエルでは、車庫がなくとも自家用車を購入できるため、多くの市民は路上に駐車している。

③ テルアビブ市

エルサレムと同様に慢性的な渋滞が深刻な社会問題となっている同市では、NAT 社により、同市及びその近郊にて、LRT 及び地下鉄建設が計画・発注されている。現在、進捗が見られるのは(A)レッドライン、(B)グリーンライン、(C)パープルライン、(D)メトロ3路線。(A)は、2006年、イスラエル・アフリカイスラエルインベストメント社、中国・中国土木工程集团有限公司(CCECC)、ドイツ・シーメンス社等によるコンソーシアムによって着工。2021年10月に完成を予定していたが、2022年11月に延期された。総工費は30億ドル程度と推定。

(B)及び(C)は、2019年7月にグリーンラインのトンネル及びパープルラインの線路敷設、システム、電化、車両納入の設計施工管理を含む25億ドル程度の入札が告示。しかしながら、レッドラインの建設スケジュールの遅延から、入札締切りが2021年8月まで延期された。結果、5コンソーシアムが入札に参加、うち3コンソーシアムに中国企業が参加している。

(D)は、現在、3路線が計画されている。FS はシトラス社(仏)が実施。2020年末の政府承認が予定されている。総延長145km、テルアビブ市周辺の23の地方自治体を經由する100もの駅が建設される。総費用は、公式に450億ドルと積算される。しかしながら、一部関係者からは総費用が580億～730億ドルに達するとの意見がある。

④ ハイファ市

TransIsrael 社によって、都市間を連結するトラムと鉄道の複合システムが計画・発注されている。市内では、路面電車のように動作し、郊外になると列車として機能し時速80km以上で走行する。路線長は41km、32台の電車が1時間最大で4台運行する。入札は、2021年に発行予定。

電化、信号システム、制御システム及び車両購入、運行システム等構築、運用、保守を行う官民パートナーシップ(PPP)。2027年に開通を予定。

同市は、歴史的な重工業地域であり、イスラエル主要3港湾の一つであるハイファ港がある。2014年から新港湾の建設が進められている。総工費130億ドル、竣工予定は2021年。水深17.5mの岸壁はEEE級コンテナ線の受入れが可能となるとのこと。完成後25年間、中国・SIPG社により運営・管理される。現港湾はハイファ港湾会社(政府企業)により管理されているが、近い将来、民間企業による管理が検討されている。

また、2021年から25年間、中国の上海国際港務股份有限公司(SIPG)が管理・運営することに対して、アメリカが強い懸念を表明。また、ハイファ新港のみならず、現港を中国企業が管理することは、現下、国家の安全保障の面において難しいと考えられている。

(5) その他(交通分野における環境面での政策・法制度等)

鉄道の電化を進めているとともに、自動車のディーゼルエンジン排出規制、電気バスの導入(中国企業も参入)などは、環境保護省の政策として進められている。

3. 航空

(1) 概要

① 輸送量: 国際・国内・旅客・貨物別輸送量: 別表3

② 空港概要

・空港数: 4(ベン・グリオン国際空港、ラモン国際空港、ハイファ空港の3空港は、定期便を有するが、ロシュピナ空港は臨時便のみとなる)

・主要空港: ベン・グリオン国際空港

・面積: 空港の敷地面積は不明

・空港施設: ターミナル1及びターミナル3から構成される(2は解体済み)。コロナ禍以前は、ターミナル1が国内線及び国際LCC用、ターミナル3が国際線用として使用されていたが、コロナウイルスの大流行による大幅なフライト減少により、ターミナル1は無期限で閉鎖された。滑走路は3本。ほとんどの着陸は、西から東に向かう3,112mの滑走路が利用される。その他、北から南に向かう2,772m、東から西に向かう4,062mの滑走路が整備されている。2020年8月、コロナ対策のためのPCR検査場建設及び運営に関する入札が告示され、イスラエルの企業が落札。運用開始は、同年11月ごろとされる。

・離発着数: 152,904便,

・取扱旅客数: 24,358,000人(前年比7.56%増)

・貨物量: 333,184t(前年比0.07%減)

・都心からの距離・所要時間: テルアビビ市南東に約20kmに位置し、車で約40分、電車(テルアビブ＝エルサレム鉄道)で約15分程度。

・空港・旅客ターミナルの設置・運営主体: イスラエル航空局(Israel Aviation Authority)

③ 管制概要

・管制業務の実施主体: イスラエル航空局

(2) 法制度

① 航空及び空港に関する事業規制、資本規制、行為規制等: 以下、URL参照(イスラエル民間航空局のウェブサイト)

http://en.caa.gov.il/index.php?option=com_content&view=article&id=407&Itemid=271

② 運航、運賃に関する許認可制度: 未確認 ※特に許認可項目、手続きフロー

③ 規制当局組織の概要:安全規制組織、空域規制組織、経済規制組織等

当地空港の保安規則及び要件は、イスラエル保安庁(ISA)及び警察庁が制定する。空港における保安要員は、すべてイスラエル航空局職員が担う。

(3) 政府の航空政策・最近の動向

① 政府補助

新規直行便への空港使用料減額及びプロモーション経費として直行便に対する補助金

(1年間週3便まで最大75ユーロ、別添3参照)。

イスラエルのナショナル・フラッグであるエル・アル航空が、コロナ禍により経営難に陥り、現在、国営化の検討を含めた同社の救済案が検討されている。主な案は、1億5000万ドルの株式、銀行からの融資2億5000万ドルのうち75%を政府保証が保証。その他、イスラエルの航空会社に対しては、5000万ドルの資金援助を実施済み。

② 空港・航空保安施設(無線・灯火)・管制施設の整備計画等:2020年8月に公表された「Infrastructure for Growth 2020」では、新規の空港関連プロジェクトが12件掲載されている(2019年、空港関連プロジェクト0件であった)。(A)ベン・グリオン空港のターミナル 3 の地上構造の拡張、第 5 アームの建設、(B)検査装置の新世代装置への交換、新装置の搬送および仕分けシステムの調整、ならびに HBS システムの変更および調整、(C)XDI 回折技術によるデバイスの開発と購入、(D)ベン・グリオン空港の乗客数の増加に伴う、既存の HBS システム適合、(E)ベン・グリオン空港の自動化及び通信システムとレーダーシステム更新(新しい構造物の建設を含む)、(F)貨物ターミナル側の B 航空機駐車場の改修及びアップグレード、ICAO 規格への適合、(G)ベン・グリオン空港全体に散在するネットワーク管理ユニットを統合する本社ビルの建設、(H)ベン・グリオン空港に大型エンジンを稼働させるための追加の航空機駐車場及び舗装、(I)ターミナル 3 西部サポートコンプレックスに食品工場設立、(J)空港管理情報システムの高度なソリューション取得、最新の統合型 ERP シェルフ製品実装、(K)ソデ・ドヴ空港の閉鎖に伴う、ハイファ空港への小型飛行機受入れ体制整備、(L)近年の旅客輸送の加速の増加応じるため、アレンビー・ターミナルの新旅客ターミナル計画及び建設。

③ 民営化の動き:なし。

④ 主要国際空港における発着枠配分手法及び国別発着枠シェア

配分は不明。2019年の発着便は、152,904便。

国別発着便は、イスラエル:44,372便(29.0%)、ロシア:17,531便(11.5%)、トルコ:10,717便(7.0%)、ドイツ:4,854便(3.2%)、フランス:4,638便(3.0%)、イタリア:4,166便(2.7%)。

⑤ 国際航空事業における航空機燃料税

2004年に燃料価格の変動補償のため航空機燃料税が導入されたが、多くの消費者が支払を拒否、消費者保護法違反として消費者保護庁がそのような課税を取り締まる。

⑥ 航行援助施設利用料:別添4

(4) 航空産業の状況

・主要航空企業とその動向等

政府企業であるイスラエル航空宇宙産業(IAI)が中心となり、軍事産業由来の民間企業が航空産業を支えている。2020年9月の当地報道によると、IAIの民営化プロセスが概ね決定されたとのこと。

イスラエルは、ハイテク産業の振興が著しい。航空産業分野のハイテク関連企業として、航空機及び空港関連施設へサイバーセキュリティ技術を提供するアルガス社及びアップストリーム社が

有名である。

エル・アル航空がインキュベーターとして出資するコックピット・イノベーションは、デジタル旅行、航空、航空宇宙関連技術における革新的な起業家をサポートし、投資することを使命とするベンチャーファンド。

(5) 主要路線

路線図(可能であれば): なし

(6) その他

① 航空に関する公租公課等(種類・料金): 別添4

② 操縦士

・操縦士養成に関する政府の基本政策・最近の動向

イスラエル最大手エル・アル航空は、空軍を経験したパイロットを雇用してきたが、近年のパイロット不足を受け、民間パイロット養成学校をフロリダに設置。

・業務に従事している操縦士数の総数

全体の統計数値なし。最大のエル・アル航空が操縦士650名、しかしながら、昨今の厳しい状況により、うち71名に退職要請が行われている(2020年6月)。

③ 国際協力に関する動向: 他国へ又は他国からの技術支援等の状況

米国からの軍事支援を受けているが、近年中国との協力関係が報じられている(イスラエル航空宇宙産業(IAI)が中国海南航空グループの航空機エンジン修理などを受注)。最近では、ボーイング社の旅客機を貨物機として改造するプログラムを提供している。

4. 鉄道

(1) 概要

① 輸送量

乗客69,001千人(前年比:101.9%)

貨物8,482千トン(前年比:100.9%)

② インフラ

・総延長距離1,462km

・電化率:1.9%(テルアビブ=エルサレム高速鉄道のうち、ベン・グリオン空港~サヴィドル中央駅間が2020年4月に電化工事完了)

・地下鉄所在都市: なし。ただし、テルアビブ及びその周辺地域においてメトロ3路線の建設が計画。FSは、フランス・シトラス社が実施。2020年末までに本計画の政府承認が得られる予定。路線の総延長は145km、100駅が設置される。路線は、周辺23地方自治体を結びつけることになる。地下鉄に加えて、テルアビブ及び周辺地域では、LRT1路線(レッドライン:24km、内11kmは地下路線)が建設中、2路線(グリーンライン:39km パープルライン:28km)が入札手続中。

・高速鉄道:なし。ただし、以前からテルアビブ=エイラート高速鉄道計画が検討されている。総延長は約350km。想定最高時速約300km/h。駅数は16駅。電化した場合の総工費は、約1200億ドル。同時に並行する国際貨物鉄道(Ashdod-Be'er sheva-Eliat ルート)整備も議論されている。中国が関心を示すとともに、膨大な工事費や国防大臣等からの反対により見通しが立っていない。

③ 運営主体:事業者名、官民出資比率、収益、営業路線数及び距離等

イスラエル鉄道株式会社(政府出資100%)

(2) 事業規制等鉄道に関する法制度: 未調査

(3) 政府の鉄道政策・最近の動向

① 政府補助 政府出資企業による発注・管理が行われている。

② (高速)鉄道の整備計画等(列車最高速度)

エルサレム高速鉄道(初の電化路線)を整備中(最高速度160km/h)。ベン・グリオン空港からサヴィドル中央駅までの電化が完了。現下、ヘルツェリアまでの電化について、具体的な目処が立っている状況。

(4) 鉄道産業の状況: 主要企業、その動向等

車両、信号は、欧州企業により整備されているため、基本的に欧州の仕様に準じている。現在、テルアビブ、エルサレム及びハイファ＝ナザレにおいてライトレールの整備・検討が進められている。詳細は2.(3)参照。

(5) 主要路線: 路線図を添付: 別添5

(6) その他: 特になし

5. 自動車

(1) 事業規制等自動車旅客・貨物輸送に関する法制度概要(参入要件、検査体制、運賃制、更新制など): 未調査

(2) 政府の基本政策・最近の動向: 自家用車保有台数が増加し続けている。渋滞が増加し、また路上駐車スペース確保に限界があることから、公共交通機関の整備を推進している。渋滞解消のために推進されている注目すべき施策は、以下のとおり。

① ファスト・レーン: 国道1号(エルサレム＝テルアビブ間)のうち、テルアビブ周辺約13 kmの区間に有料の別車線を追加。料金は、交通量によって随時変更される。さらには、近郊のインターチェンジ付近に約2000台収容可能な駐車場を建設、一般市民に無料駐車場として提供する。テルアビブ市内までは、無料のシャトルサービスが提供されてる予定。これにより、テルアビブ市内への乗入れる自家用車の削減、路上駐車削減、渋滞の緩和を図る。2021年、工事が完了予定。

② テルアビブ、エルサレム及びハイファのライドシェアリングサービス: スマートフォンアプリから運送を予約、小型バスを使用したライドシェアリングサービス。バスのように定められたルートは無い。利用者のニーズに基づき、独自に開発されたアルゴリズムにより随時、ルートが更新される。申込みの際に、アプリ端末から、乗降場所が指定される。価格は15シェケル程度で、時間帯によって変動する。料金は、1回15シェケル(約4.4ドル)。テルアビブのバス料金(7シェケル)と比較すると2倍程度高額。このサービスは、政府から年間5000万シェケル(1460万ドル)の助成金を受け取る。今後サービスが拡大することで、自家用車の利用が減り、市内の交通渋滞を緩和することが期待されている。

(3) 自動車旅客・貨物輸送産業の状況: 主要企業とその動向等

旅客輸送産業: 自家用車以外の主要公共交通手段としてバス、乗り合いタクシー及びタクシーがある。また、イスラエル最大の都市エルサレムでは、32%もの住民の主たる移動手段が徒歩、残り68%のうち、75%の人々は、自家用車を主な移動手段とする。LRT やバス等の公共交通が住民に親しまれていないという問題がある。

バスの営業は、イスラエルの主要企業であり、世界第2位の営業規模を誇るエゲット社が主に担っている。従業員数6,117人、営業バス3,303台（メルセデスベンツ、ボルボ、MAN 等）、定期路線数1,000以上、不定期路線を含めると約4,000路線を有している。1日あたりの運行本数は約45,000本、営業キロ数は約59万 km。路線は、イスラエル全土をカバーし、都市間バス、観光バスのほか、キブツ、ヨルダン側西岸のユダヤ人入植を結んでいる。テルアビブ都市圏ではダン社、カディモン社もバスを運行している。

タクシーは、小規模な企業、個人営業者が多く、イスラエルのハイテク企業 Gett 社によって開発されたタクシーの予約・配車アプリ「Gett」が多く活用されている。

(4) 自動車の車検・点検整備について（※いずれも当館ドライバー情報）

① 車検制度（定期的に自動車の検査を義務付ける制度）の概要

- ・車検制度：有
- ・一般的な乗用車の車検期間：1年
- ・車検の実施主体（国、民間、専門機関等）：検査協会が民間の車検機関を指定・監督
- ・検査項目：車検証記載事項、ブレーキ、排ガス、タイヤアラインメント、ディーゼル車の NOx
- ・検査不合格の場合の処理（欠陥が軽微である場合等の再検査の要否）：修理期間（車検期間内又は期限切れから7日）に修理後再検査

② 点検整備制度の概要

- ・自動車の保守管理責任とその根拠法令：メーカーの推奨で義務ではない
- ・点検整備の項目及び実施時期：メーカーによる
- ・点検整備を怠った者及び整備不良車（不正改造車等）に対する罰則等：なし

(5) 自動車整備士制度について

整備工場が車検機関として登録を受け、整備士自体を登録する制度はない。

(6) 次世代自動車分野の国際標準化戦略の進捗状況

国連自動車基準調和世界フォーラム（UNECE/WP29）に対する取り組み状況：別添6

(7) リコール制度の概要：未調査

(8) 自賠責保険制度

- ① 自賠責保険またはそれに準ずる保障制度の概要：強制保険への加入は義務。
- ② ひき逃げ・無保険車事故の救済制度の概要：未調査

(9) 自動車登録制度

- ① 制度概要と根拠となる法令：別添7
- ② 実施機関：運輸省自動車整備局

(10) その他

Intel などの半導体企業や多くの自動車メーカーが研究所を構えていることでも知られるイスラエルでは、500社以上もの電気自動車や自動運転技術、スマートモビリティに関連する企業が、最先端の技術を開発している。

例えば、画像処理半導体、自動車センサーを開発しているモービルアイ社は、インテル社に約1兆7500億円で買収された。自動車同士のみならず、自動車と様々な道路関連施設との高速通

信技術(V2X)を開発するオートトックス社には、三井物産系ファンドが投資しており、また自動車部品大手デンソーは、同社製チップの採用を決めている。自動車のサイバーセキュリティ技術で有名なアルガス社、ドライバーモニタリングシステム用のソフトウェアを開発したジュンゴ・コネクティビティ社なども、各分野で世界をリードする企業である。

これらのハイテク企業は、日産、ホンダ等日本の自動車メーカーのみならず、マイクロソフト、グーグル等の世界的なハイテク企業と連携し、自動運転技術等関連技術の開発を行っている。

6. 港湾整備・運送

(1) 港湾の概要

① 主要港運営組織(出資比率等)

イスラエルの主要3港湾(ハイファ港、アシュドット港、エイラット港)の計画、(予測されるトのラフィックを処理するために必要となる港湾インフラの戦略的開発マスタープラン。現在、2048年までのマスタープランを港湾エンジニア、経済学者、環境スペシャリストらと立案中)、建設・改築の発注及び港湾財産管理は、政府企業であるイスラエル港湾開発資産会社が実施している。各港湾の管理・運営等は、政府企業であるハイファ港会社、アシュドット港会社及び(2005年閣議決定された港湾改革計画に基づき)民営化されたパポ・マリタイム社(2012年から)によって運営されている。

② 港湾配置図:別添8

(2) 事業規制等港運に関する法制度

① 港運の参入規制の有無、悪質事業者排除のための具体的方策、未規制時の実質参入障壁(利用制限、貸付制限等):未調査

② 港運の料金規制 規制の有無、料金決定メカニズム:別添9-1、9-2

これらの価格を監視するための規制等は、以下の URL の資料6ページ目に掲載されている。

http://asp.mot.gov.il/SPA_HE/tzav-pikuah-tikun2019.pdf

なお、資料はヘブライ語で記述されているため、以下、関係部分を抜粋して翻訳。

商品およびサービス価格の管理指図(港湾サービス)(修理)、5719-2019

A) 港湾船接岸の最高価格: 港への入港日からイスラエル国外の港への出発までの係船料の最高価格は、船長1メートル当たり200シェケル(約58.4ドル)。

B) サブセクションAとセクション27の規定にかかわらず、入港してから出航するまでの30日間又は、任意の期間の港建設用港湾船係留料の最高価格は、船長1メートル当たり、以下に明記。なお係留期間中、港の建設に参加することを条件とする。

1) For being a ship near the wharf – 50 NIS, to be paid to a supplier

The rights of the wharf to which the vessel is attached;

2) For maritime transport management services – NIS 20,

To be paid to the competent corporation providing these services. ”

(3) 政府の基本政策・最近の動向

① 管理者、財政計画、環境整備等

ハイファ港では、2014年から新港建設が行われており2020年末に完成を予定している。完成後は、上海国際港務股份有限公司(SIPG)が25年間これを管理する。さらに、2~3年以内に

ハイファ現港湾を民営化すべく検討が進められている。港湾民営化計画の担当者に、中国企業による現港湾管理の可能性について確認したところ、国際商取引の98%が港湾を経由するイスラエルにとって、一外国企業または他国が、重要港湾であるハイファ港全体を管理することは、安全保障の面から問題があると認識しているとのこと。

アシュドット港では、2014年から新港建設が行われており、2021年完成予定する。建設は中国の地中海工程有限公司社(PMEC)が実施、完成後の運営管理は、オランダのターミナルインベストメント社が25年間、これを行う。アシュドット港会社の経営担当者が把握している当面の課題は、過剰となる国内港湾のコンテナ処理能力である。現下、ハイファ港及びアシュドット港におけるコンテナ処理能力では、増加し続けているコンテナ輸送の要求を十分に満たすことができていない状況。しかしながら、両港湾においてコンテナ新港が建設されることにより、コンテナの奪い合いが発生、競争が激化すると予想している。そのため、アシュドット現港では、自動車輸送の取扱いを増やすことを検討している。

② 運営時間及び休日荷役実施の有無: 休日荷役実施時の特別条件の有無

週7日24時間体制で管理されている。

③ 外国資本参入の実態

イスラエルの主要3港湾のうち、アシュドット港では、2014年から中国企業・泛地中海工程公司によって新港の建設が行われている。建設中のハイファ新港は、完成後25年間、中国企業・上海国際港務股份有限公司(SIPG)によって運営される。中国は、「一帯一路」を進める上でハイファ港を欧州・アフリカ市場進出のための足掛かりとして重視している。一方、米国は、このような中国の動きを強く警戒。イスラエルの様々なインフラプロジェクト(交通インフラのみならず、脱塩プラント、電気事業など)への中国企業の参入について、イスラエル政府に対して圧力を強めているところ。また、米国海軍第6艦隊が寄港する軍港に近接するハイファ新港を中国企業が管理・運営することについて、強い懸念を表明している。

アシュドット新港の運営は、オランダのターミナルインベストメント社が完成後25年間、これを行う。

現在、両現港湾の管理は、政府企業により行われているが、イスラエルの港湾計画に基づき、近い将来に国内外の民間企業に運営を委託するための検討が進められている。ハイファ現港民営化は、具体的な検討段階にある。本プロジェクトの担当者(イスラエル港湾会社 ノア・オーレン 建設局長)から、日本の経験豊かな港湾関連企業に是非、競争に参加して欲しい旨の申し出があった(2020年7月6日にハイファ港の視察及び意見交換を実施。議事内容は、公電にて外務省経由国交省港湾局へ転達依頼)。一方、アシュドット現港民営化は、港湾を管理する政府企業(アシュドット港湾会社)の港湾管理体制は、既に民間企業との競争に備えたものであり、民営化について急ぐ必要がないとのこと。(アシュドット港会社エリィ・バー・ジョセフ副社長発言、2020年8月10日アシュドット港の視察及び意見交換を実施。議事内容は公電として、外務省経由国交省港湾局へ転達依頼)

④ 客船及び貨物ターミナルの保安体制、設備設置、運営状況、補助金等: 未調査

⑤ 港湾セクターにおける課題: 港湾労働者の高すぎる賃金及び労働組合。自動荷役等のハイテク技術の活用により、合理化されるハイファ新港及びアシュドット港コンテナターミナルに対抗するため、現港湾の合理化が急務とされるが、労働組合の強い反対により進まない。

(4) その他

イスラエルの周辺は、対立しているアラブ諸国に囲まれており、物流の98%は海上輸送により行われる。この状況から地政学上、イスラエルは「島国」と言われており、港湾が国家の安全保障上、重要なインフラと認識されている。

将来の人口増加、経済の発展などから、10年ごとにコンテナトラフィックが倍増すると予想されているが、現在の国内の港湾設備では、この需要の著しい増加に対応できないと考えられており、新港建設の必要性が高まっている。一方、地中海沿岸は、港湾、発電所、淡水施設、軍事施設、国立公園等として利用され尽くされ、新港湾建設に適した土地が残されていない。そのため、人工島建設の具体的な検討が進められており、オランダ・Haskoning DHV 社によってフィジビリティスタディが、2019年より行われている。

2020年7月6日、イスラエル港湾会社との意見交換において、イスラエル港湾計画立案の担当者の一人である、同社ノア・オーレン建設局長から人工島建設について、日本の港湾関連インフラ企業の進出を促す提案があった。人工島建設は、発案当初はテルアビブ沖、ヘルツェリア沖が有力な候補地として考えられていたが、検討を進めた結果、ハデラ沖(テルアビブ から北に50km ほどに位置する)に建設する案が有力となっているとのこと。

イスラエルのインフラプロジェクトの受注実績が必要ならば、近い将来に告示が予定されている港湾内の海中パイプライン建設工事、防波堤延伸・改良工事について、事前の情報等を提供することが可能であるので、相談して欲しいとのこと。(議事内容は、公電似て外務省経由国交省港湾局へ転達依頼)

7. 海運(外航・内航)

(1) 概要(企業数、主な船会社、従業員数)

企業数及び従業員数: 主な企業はジム社(従業員数約4, 200人)、マノ・マリタイム社(従業員数不明)

(2) 政府の基本政策・最近の動向

欧州からハイファ港を経由し、陸路経由で中東諸国まで繋げる物流構想を進める動きがあるものの、安全保障上及び多額の費用という面から実現の目処が立っていない。

(3) 当該国の内航海運の外資規制の有無及び程度

米国海軍が出入りするハイファ海軍港に近接し建設している新港の25年間の管理運営を中国企業が受注、アメリカが懸念を示している。

8. 船員

(1) 船員数: 総数、外航・内航別、資格(職員・船員別)、自国籍船員数、外国人船員数: 自国籍船員数: 110人、外国人船員数315人

(2) 船員教育機関、監督行政機関の組織図(既存資料でも可): イスラエル港湾局海事教育・訓練部

(3) 船員教育機関の概況: 以下、URL 参照(海事大学)。

① 設置目的、教育目標、設置学科、入学資格、設立訓練コースと取得資格

<https://www.imta.org.il/en/a-marine-career/>

以下、必要と思われる部分を抜粋し翻訳。

大陸間を航行する船を指揮するためのキャリアを学ぶ。職種には、数億ドルに相当する管理責任が含まれる。海事のオフィサーになるということは、現代の高度な物流施設の一端を担うことを意味する。国際的な専門スタッフを監督し、国際機関と連絡を取りながら、最新の高度な船舶機器

を管理する。

・シニアデッキオフィサー

デッキの訓練は、貨物と乗組員で目的地まで安全に航行することから、多くの責任を持つオフィサーにつながる。貨物の積み下ろし、船のメンテナンス、ブリッジの監視、乗務員の管理。

・シニアエンジニア

エンジニアオフィサーは、船の動力であるエンジンの責任を負う。

●入学資格

1. 33歳まで。ただし、特別な事情がある場合には、39歳まで。

2. メディカルチェックを通過すること

3. 高校卒業(12年間の学歴)

4. 海上での業務に適しているかについて、予備テストに合格すること

5. 既に資格を有するエンジニアは、特別な短期トレーニング及びランク昇格が認められる。デッキオフィサーは、大卒受入可能。

② 乗船履歴の付与に利用する練習船があればその要目: 不明

③ 海技資格を取得するまでのキャリア(可能であればフロー図で作成願います): 航海、機関、無線の教育訓練課程、乗船履歴及び海技資格試験の流れ: 別添10

④ 船員教育に関する政府の基本政策・最近の動向

以下、2018年報道を要約

政府は、海事教育に対して財政援助を提供しているが、十分に有効とは言えない。イスラエル政府は、船員訓練14か月コースに資金を提供するが、これは、海事関連に従事する者を増やすのに十分な支援ではない。この分野への参加を希望する多くの人々に対して、奨学金・助成金を提供する必要がある。

海運分野における政府の支援は、イスラエル企業への財政援助と言う意味を持つ。イスラエルの海事関連に従事する労働力が減少した理由の1つは、海事訓練に対するインセンティブがないことがある。イスラエルの海事職業訓練は、政府と海運会社によって設立されたエーカー市の海洋訓練所でのみで実施される。これは14か月間、週5日、1日8時間計2200時間の訓練となる。国は、訓練に資金を提供するが、海事関連業務に従事したいと望む若者の中には、訓練期間中は、働くことができないため、また、奨学金も得られない。彼らは生活のための資金を得ることができない。授業料の免除、完全な奨学金、所得税の免除が必要。これにより人々は海事関連の仕事を得られる事になる。

(4) その他: 特になし

9. 造船業及び船用工業

(1) 概要: イスラエルで唯一の造船企業は、イスラエル・シップヤード社。東地中海で最大の造船会社の一つ。海軍船舶、商業船舶及び港湾設備等の陸上設備を製造する。イスラエルで唯一民間でハイファ港ターミナルを所有している。

(2) 生産及び輸出入の動向、企業数、従業員数: 不明

(3) 造船業・船用工業に関する法制度: 不明

(4) 政府の基本政策・最近の動向: 不明

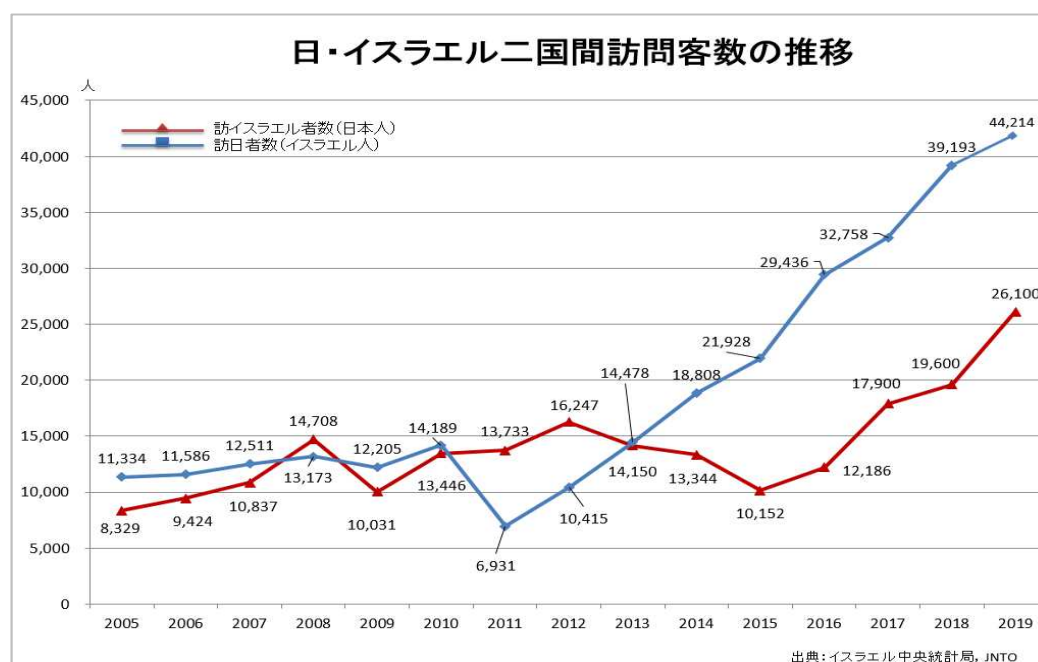
(5)その他(海洋開発案件にかかる情報等):2020年9月、イスラエル・シップヤード社を所有し、エイラット港の権利の一部を保有するイスラエルのドヴァ・タワー社は、UAE の DP デベロップメント社とビジネス協定を締結。

10. 観光

(1) 概要

① 入出国者数(交通手段別、入国日本人旅行者数/訪日旅行者数を含む)

2019年にイスラエルへ入国した外国人観光客数は、456万人。うち日本人旅行者数は2万6千人(0.57%)(別添11)。なお、アジア地域からの入国者は、46万1千人(11.2%)。



一方、イスラエルからの海外に出国する者の数は、年間約850万人。イスラエルの総人口が900万人であることを考えると、いかにイスラエル人が海外旅行を好むかを読み取ることができる。また、コロナウイルスの影響によって海外旅行ができない現下、紅海沿岸のリゾート地であるエイラット市のホテルは、満室状態が続いている(現地報道)。イスラエルの国土周辺は、対立しているアラブ諸国に囲まれ、地政学上イスラエルは「島国」とも言われている。そのため、イスラエルへの入国者の92%が空路利用。

2020年8月、イスラエルと UAE の国交が正常化。これに伴い、様々な分野における、経済協力が検討されている。観光分野においては、直行便の就航、メディカルツーリズムの促進、UAE のホテルでのコーシェル料理(ユダヤの戒律に従って調理された料理)の提供及びヘブライ語教育の普及について、両国間の協力促進が検討されている。

② 観光担当政府機関、政府観光局の組織体制(予算・人員(可能であれば政府全体に占める割合、独自の財源なども含む)):観光省がイスラエルの観光を担当(組織図 別添12)、2019年予算額は3億5200万シェケル(1億200万ドル)、職員数157人、世界17カ国(米4箇所)に政府の海外観光事務所を設置している。

エル・アル航空による東京直行便就航に伴い、東京に観光事務所を設置する予定であったが、昨今のコロナ禍により計画が中断、計画の再開は、今のところ不透明。

③ 観光収支:72億200万ドル(GDP比1.95%)

④ 国内宿泊旅行者数(自国民・外国人)、国内旅行者数、国内旅行回数

・国内宿泊者数

イスラエル人:4,134千人、14,482千人泊(一人当たり3.5泊)

外国人:10,540千人、13,017千人泊(一人当たり1.2泊)

滞在日数は、9日以内の旅行客が全体の73%、滞在日数1日未満は6%。

旅行者1人泊の平均宿泊費は129.9ドル。

⑤ 国際会議、国際見本市、展示会等MICEの開催件数及びMICEに係るその他主要統計等

2015年(最新公表データ)、イスラエル国内では、166件の国際会議等が開催された。会議のために入国した人数は、33,728人。国際会議等の開催目的としては、科学技術関連が最多で61件、医療関連が37件、金融・投資が10件。なお、旅行関連 MICE は4件開催された。

(2)観光に関する法制度※特に外資系旅行会社・ホテル等に対する規制、MICE振興に関する法制度等

旅行代理店規則:過去に観光業に従事し、旅行サービスの提供を行うすべての企業は、観光省からライセンスを登録しなければならなかった。2002年2月に観光省の免許を発行せずにすべての人や団体が旅行代理店業務に従事し、管理することができるよう変更された。しかし、本事業に従事することを選択した場合、破産または破産の場合に顧客の支払いの保険を確保するだけでなく、提供されるサービスに関する必要な情報を明らかにする義務を負う。現在、7,449人の有資格ガイドが登録されている。

2019年の観光客数は、過去最高を更新。ホテル不足を解消するため、資本投資促進法に基づく手続を改正し、新規ホテルの建設または既存ホテルの拡張、ホテル仕様の復元及び転換の投資には20%の補助金を手当、低価格ホテルには2段階の追加補助(20%補助に8%補助を追加、最初の18ヶ月期間で観光客からの収入が25%以上あれば年末に5%(初回の36ヶ月まで))がある。

ホテル産業への投資収益を増加し、建築計画期間を短縮するため、建築計画法の改正も実施している。しかしながら、昨今のコロナウイルスの大流行によりホテル及び短期住宅の需要が著しく減少し、再び長期住宅として賃貸するケースが急増した。

(3)政府の基本政策・最近の動向

① 主要施策の概要:オープンスカイ協定締結後、直行便就航に対し最初の1年間、PR経費として一定金額の補助金を拠出(別添5)

② MICE誘致・開催に関する施策の内容:体制、予算、税制、施設整備等:不明

③ その他施策

MICE誘致・開催に対する政府助成:不明

当該国が参加する観光関連の国際機関、国際協力枠組の名称(UNWTO・APEC等):
UNWTO

(4)観光関連産業の状況

観光関連消費額(国内旅行、海外旅行消費額(国内分)、外国人旅行消費額)及びGDPに占める割合:2018年におけるイスラエル人観光の関連消費額は、140億7400万ドル。うち国内旅行消費額は73億1100万ドル、海外旅行消費額は、67億6300万ドル。GDP比で2.6%が観光に消費されているところ。5年前の観光消費額と比較して、29億2000万ドル増加している。

① 観光関連の雇用者数及び総雇用に占める比率

観光関係雇用者数:22万7千人(全労働者数の5.7%)

※参照 World Travel & Tourism Council、Economic Impact 2019 Israel

② MICE関連産業団体の概要等：不明

(5) その他

① 休日・休暇に関する制度（祝日の設定法、学校休業日の設定法、有給休暇取得率等）

ユダヤ暦に則り祝日を決めているため、年によって祝日が異なる。毎週金曜・土曜が休日であり、ユダヤ教の安息日（金曜日没～土曜日没）に沿って定められている。イスラエル労働法によると、1週間42時間の労働時間を設定

最近のトレンド、各統計や調査事項における出典名等

観光省統計 <https://info.goisrael.com/en/research-information>

World Travel & Tourism Council、Economic Impact 2018 Israel

<https://hi-tek.io/assets/tourism-statistics/Israel2018.pdf>

※ 10. 観光に記載した数値・統計は、特段の注意書きがない限り、「Tourism 2018」（2019年12月 観光省発行）を参照

11. 運輸に与えるコロナの影響とその対応について：別添13参照

別表 1

	International Air transport		Water transport(1)(2)			Railways		Buses on scheduled routes
	Passengers	Aircraft Movement (Landing & Takeoff)	Freight handled	Passengers	Ships arriving(3)	Freight	Passengers	Kilometers travelled
	Thousands	Number	Thousand tons	Thousands	Number	Thousand tons	Thousands	Thousands of km
2010	11,571	40,512 (only Landing data available)	43,412	583	6,197	7,023	35,877	38,177
2011	12,343	85,492	45,072	460	6,421	6,229	35,930	40,396
2012	12,515	85,228	46,466	462	6,827	6,265	40,511	41,877
2013	13,559	91,842	48,751	409	6,316	6,667	45,137	42,699
2014	14,339	99,399	53,296	222	5,703	7,539	48,541	45,313
2015	15,717	106,237	53,772	210	5,893	7,501	52,811	46,392
2016	17,446	115,126	57,049	190	6,519	9,232	59,544	49,858
2017	20,463	131,610	57,936	176	6,383	9,107	64,603	53,031
2018	22,646	145,634	58,716	168	6,301	8,404	67,696	55,523
2019	24,358	152,904	57,693	280	5,749	8,482	69,002	58,565

Data based on: Buses on scheduled routes and railways: Bus corporations and Israel Railways
(<https://mayfiles.tase.co.il/rpdf/1286001-1287000/P1286021-00.pdf>).

Ports and International air transport: Ministry of Transport and Road Safety.

1. As of 1982, incl. unloading of coal at the Hadera port. Since 1993, incl. fuel. As of 2005, the data are from the Ministry of Transport.

2. As of 2014, incl. freight loaded and unloaded offshore.

3. Until 2005 - ships departing.

Sources:

<https://www.cbs.gov.il/he/publications/doclib/2020/yarhon1219/p3.pdf> - passengers in airports

https://old.cbs.gov.il/publications20/rt0220/pdf/t03_24.pdf - passengers in airports - not including Ramon

https://old.cbs.gov.il/publications20/rt0220/pdf/t03_25.pdf - airplanes traffic + passengers in Eilat (Ramon)

https://old.cbs.gov.il/publications20/rt0220/pdf/t03_22.pdf

https://old.cbs.gov.il/publications20/rt0220/pdf/t02_14.pdf; - buses

https://www.cbs.gov.il/he/publications/doclib/2012/rt0412/pdf/t02_09.pdf - buses

https://old.cbs.gov.il/publications20/rt0220/pdf/t03_17.pdf - port freight

https://old.cbs.gov.il/publications20/rt0220/pdf/t03_19.pdf - port passengers

https://www.cbs.gov.il/he/publications/doclib/2020/19.shnatontransportandroadsafety/st19_07.xls - port ship arrivals

別表 2

GROSS DOMESTIC CAPITAL FORMATION IN INFRASTRUCTURE

(NIS million)

	2019	2018	2017	2016	2015	2014	2013
GRAND TOTAL(1)	37,992	38,607	34,909	29,198	26,456	26,710	32,787
Transport(2)	18,699	17,955	16,796	14,334	12,706	11,328	13,211
Thereof: roads	8,763	8,324	8,175	7,079	7,016	7,032	7,739
Communications	2,835	2,898	2,439	2,376	2,694	3,037	2,709
Energy(3)	13,018	14,114	12,198	9,243	8,075	8,949	12,944
Water(4)	2,726	2,914	2,834	2,694	2,532	3,042	3,684

Data based on: Central Bureau of statistics https://old.cbs.gov.il/publications20/macro0419/pdf/t04_03.pdf

1. Incl. the value of infrastructure development by the government (land reclamation, electricity and sewage systems, etc.) that cannot be distributed among different industries.
2. Incl. roads, railroad, sea and airports, etc..
3. Incl. electricity, petroleum and gas.
4. Incl. water, desalination of water and sewage.

別表 3

MOVEMENT OF AIRCRAFT, FREIGHT AND PASSENGERS

	2019	2018	2017	2016
AIRCRAFT MOVEMENT - TOTAL	152,904	145,634	131,610	115,126
PASSENGERS - TOTAL (THOUSANDS)	24,358	22,646	20,463	17,446
Arriving	12,155	11,327	10,235	8,725
Departing	12,203	11,319	10,228	8,721
UNLOADING AND LOADING - TOTAL (TONS)	333,184	334,039	326,148	303,102
Unloading	193,443	190,071	182,925	164,578
Loading	139,741	143,968	143,223	138,524

Data based on: Israel Airports Authority.

https://www.cbs.gov.il/he/publications/doclib/2020/19.shnatontransportandroadsafety/st19_08.xls



イスラエル行政組織図



別添1

首相府 Prime Minister's Office



※イスラエル首相府HPより



イスラエル国 運輸・道路安全省 組織図



別添2

運輸・道路安全大臣 Minister of Transport and Road Safety

次官 Director General

経営管理 Executive Management

法律顧問

経済計画(情報公開法含)

会計

チーフサイエンティスト

交通安全

監査・オンブズマン

報道・国際関係対応広報官

管理・人事

システム管理

土地局 Land Administration(LA)

土地局上級次官補

交通計画部

公共交通部

カーゴ運送部



人や物資の安全な移動を促進するために、効率的な陸上輸送システムとサービスを確保しています。輸送設備連結、交通設計、公共交通機関、タクシー及び個人ハイヤーの監督

交通局 Traffic Administration (TA)

交通局上級次官補

ライセンス部

自動車維持サービス部



運転免許及び車両登録、運転教習所、運転手の訓練。車両および部品の輸入、標準化および製造、環境問題; 車検ステーション、ガレージ及び保守サービス; 機械設計設備

インフラ開発部 Infrastructure and Development Department (IDD)

インフラ開発部
上級次官補

都市間道路インフラ及び交通インフラ計画、開発

民間航空庁 Civil Aviation Authority (CAA)



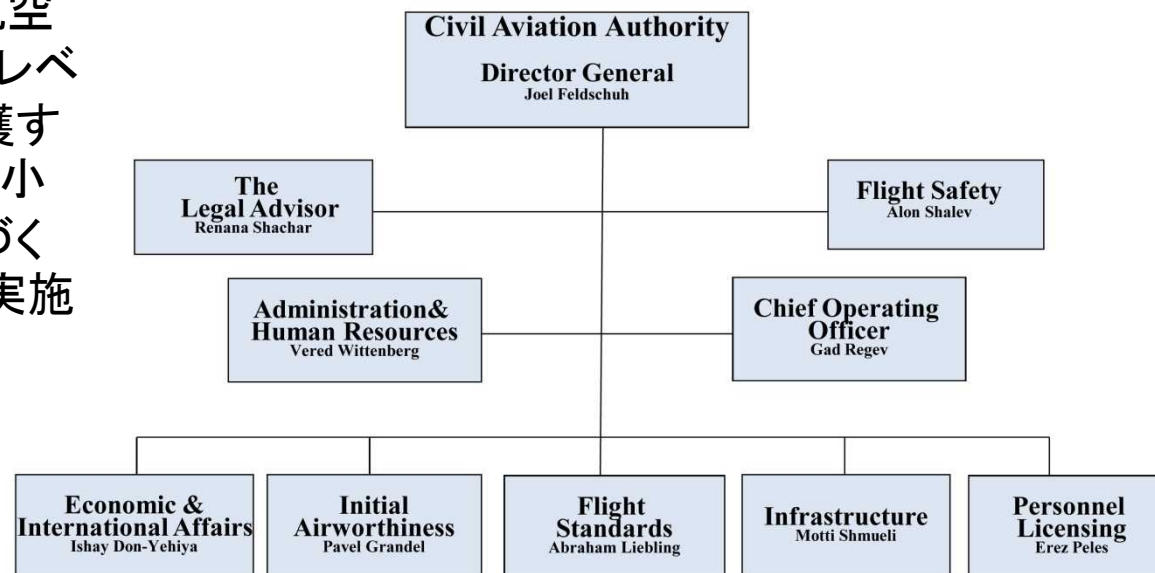
運送港湾局 Administration of Shipping and Ports(SPA)



イスラエル 気象サービス Israel Meteorological Service(IMS)

民間航空庁(CAA)

法律, 基準及び国際条約に準拠し, 民間航空部門を規制する機関。航空安全性, 開発, 航空輸送サービスレベルの最大限向上, 航空会社を保護する責任を負う。環境への影響を最小限に制御, 運輸大臣の指示に基づく民間航空に関する政府の方針の実施



運送港湾局(SPA)

海上交通, 係留施設, 港, 船舶および運航業者を担当。船舶認可及び登録, 船員及び船員証明書取得。安全でセキュリティが確保された持続可能な輸送インフラの常時確保: 船舶の規制と政策の策定と監視, 海上交通, 港湾, 係留施設の監督。国際的な規制と条約の推進と維持。

イスラエル気象サービス (IMS)

イスラエルの社会経済のあらゆる分野を対象とした包括的な気象・気候・これに付随するサービスの提供・監督, 応用研究, 国際協力

January 25, 2018

Director General Directive number 4A/2017

Directive for participation in marketing activities for
flights from new destinations to Ben Gurion
International Airport (TLV)

The Israel Ministry of Tourism wishes to encourage direct flights between new destinations and Ben Gurion International Airport (TLV), in the framework of its efforts to promote tourism to Israel.

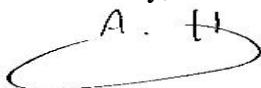
The Ministry views cooperation with the international tourism industry as invaluable, and the tourism trade professionals as strategic partners in advancing the efforts to increase tourism to Israel.

The Ministry recognizes the potential of Flight Operators to influence tourism traffic, and therefore is interested in encouraging them to open new routes to Israel, and to promote these routes, in order to increase tourism to Israel. For this purpose, the Ministry will participate in the marketing activities of those Flight Operators that will initiate flights from new destinations to Israel's main airport - Ben Gurion International Airport (TLV).

This Directive applies to new flights starting to operate from 1.11.2017 until 31.10.2018.

The execution of this Directive is subject to the availability of proper budget.

Sincerely,



Amir Halevi
Director General

Director General Directive number 4A/2017

Directive for participation in marketing activities for
flights from new destinations to Ben Gurion
International Airport (TLV)

1. Purpose:

The Israel Ministry of Tourism wishes to encourage direct flights between new destinations and Ben Gurion International Airport (TLV), in the framework of its efforts to promote incoming tourism to Israel.

The Ministry recognizes the potential of Flight Operators to influence tourism traffic, and therefore is interested in encouraging them to open new routes to Israel, and to promote these routes, in order to increase tourism to Israel.

For this purpose, the Ministry will participate in the marketing activities of Flight Operators that will initiate flights from new destinations to Ben Gurion International Airport (TLV), according to the terms and conditions of this Directive.

2. General Terms:

"TLV" - Ben Gurion International Airport.

"Flight" – an international flight from a destination outside of Israel to TLV.

"Flight Operator" or "Operator" – airline or any other entity that owns or leases an entire aircraft, and operates international flights to TLV.

3. Directive Period

3.1. This Directive applies to new flights starting to operate in the period from 1.11.2017 until 31.10.2018 (hereinafter – the "**Directive Period**").

3.2. The new flights should be operated for at least one year (12 consecutive months) (hereinafter – "**Yearly Flights**").

4. Threshold Conditions for the Ministry's participation:

4.1. The Flight Operator complies with all Civil Aviation Authority of Israel (CAAI) directives for operating flights to Israel.

4.2. The flights are **direct flights to TLV** from an Airport, as defined in article 5.

4.3. The aircraft has at least **140** passenger's seats.

- 4.4. Operating at least **one weekly flight for at least 49 weeks** during the year of operation (hereinafter – "**Yearly Weekly Flight**").

5. Airport Included in this Directive:

Airport in which all the following conditions exist:

- 5.1. No **Scheduled direct flights** or Charter Flights which operate in a similar way to Scheduled Flights (operated in a fixed weekly frequency during several months, seat only sales, etc.) are presently operating from this airport to TLV, or have been operated at least 1 year before the publication of this Directive.
- 5.2. Located at least **100 Km** (air distance) from an airport which has or had direct flights to TLV, as defined in article 5.1.
- 5.3. **Has a potential of bringing tourists to Israel, according to the Ministry's sole discretion.**

6. The Ministry's participation in the Operator's marketing activities for the new flights

- 6.1. The Ministry will participate in the marketing activities of an Operator to promote the new flights to TLV (hereinafter - "**Marketing Plan**").
- 6.2. The maximum amount that will be allocated to the Operator's Marketing Plan from each airport shall be **€250,000** for each **Yearly Weekly Flight**, up to 3 flights per week (€750,000).
- 6.3. If an Operator operates new flights from more than one airport, it may apply for participation in all the proposed Marketing Plans from all the new airports.

7. Special Bonus:

- 7.1. For every 6 new flights, the Operator will be entitled to a special bonus of 20% over the amount stipulated in article 6.2 for these flights (hereinafter – "**Special Bonus**"), under the following two conditions:
- 7.1.1. The 6 new flights are 6 Yearly Weekly Flights the Operator starts operating in the Directive Period from at least 2 new airports that comply with all the conditions of this Directive (hereinafter - "**the 6 New Flights**").
- 7.1.2. The overall number of yearly flights operated by the Operator from any airport to TLV in the Directive Period is 12 or more. The additional flights in excess of the 6 New Flights may be from any airport, even if they do not comply with the conditions of article 5, and can be new flights or existing flights, as long as they are operated for at least one year and start/continue to operate within the Directive Period.
- 7.2. If the Operator starts operating another set of 6 New Flights (altogether 12 new flights), and the overall number of yearly flights it operates to TLV in the Directive Period is 24 or more, the Operator will be entitled to the Special Bonus also for the additional 6 new flights.

8. Criteria for Preference:

If the allotted budget for this Directive is not sufficient for all Operators' requests, preference will be given to Operators that have signed first the "Letter of Approval" with the Ministry, as stipulated in article 11.5.

9. Submission of Proposals:

9.1. Proposals should be submitted in English according to the submission form attached as **Appendix A**. The proposals should be delivered via E-mail to the following address: Pinis@tourism.gov.il

9.2. Proposals must be submitted to the Ministry no later than **31.07.2018**.

9.3. Proposals should include the following:

9.3.1. The Marketing Plan – details regarding the strategy of the Marketing Plan, the target audience, and all the planned activities to promote the new flights to Israel, as detailed in Appendix A. The Marketing Plan should **not include activities aimed to promote the flights to the Israeli public or performed in Israel**.

9.3.2. Details regarding the planned flights - Airport of origin, period of flights, aircraft type & number of seats, leasing agreement of the aircraft if relevant, and any other relevant details, as specified in Appendix A.

10. Managing Committee

10.1. A managing committee shall be established in order to operate this Directive (hereinafter – "**the Committee**").

10.2. The Committee will include the following members:

- Head of Marketing Administration, or his representative
- Chief Legal Advisor, or his representative
- The Ministry's Comptroller, or his representative
- Committee Coordinator from the Marketing Administration

10.3. The Committee will be authorized to approve exceptions to the requirements of this Directive under special circumstances (Force Majeure), which justify the approval. The Committee will explicate its decisions in writing.

11. Evaluation of Proposals and Approval:

11.1. Proposals will be examined by the Committee in accordance with the conditions of this Directive:

- Proposals that their Marketing Plan have potential of bringing tourists to Israel, and the value of the planned marketing activities is adequate to the planned flights, will be approved.

- Proposals that do not comply with the threshold conditions of this Directive, or do not have potential of bringing tourists to Israel, will not be approved.
- 11.2. If necessary, changes to the Marketing Plan will be coordinated between the Ministry and the Operator, with the aim of reaching an **Approved Marketing Plan**.
- 11.3. The Approved Marketing Plan will be authorized in a special letter by the Ministry, and reaffirmed by the Operator.
- 11.4. The budget allocation for each Approved Marketing Plan will be in accordance with the provisions of article 6.
- 11.5. The Ministry will issue a **Letter of Approval** to Operator that its proposal was accepted, and its Marketing Plan was approved. The letter will be signed by both the Ministry and the Operator. Signed Letter of Approval will be a condition for the Ministry's reimbursement according to this Directive.

12. Execution of the Approved Marketing Plan

Any changes to the Approved Marketing Plan must be submitted to the Ministry for approval, before the execution of such changes.

13. Performance Report & Payment:

- 13.1. Upon completion of all marketing activities according to the Approved Marketing Plan and execution of all the flights, the Operator shall submit a Performance Report, signed by its Director General and Marketing Director.
- 13.2. The Performance Report shall include:
 - 13.2.1. Marketing report – a detailed report regarding all the marketing activities executed in the framework of this Directive, from each airport.
Each marketing activity should be accompanied by **proof of execution** (clipping of media, copy of advertisement, report from the broadcasting media, photo of OOH, copy of newsletter & dates of sending, printout of screen containing the banner/advertisement, digital system campaign reports, and any other proof for executed marketing activity).
 - 13.2.2. Flights report - details regarding the flights that were executed according to this Directive with the details concerning each flight, such as Airport of origin, dates, aircraft type & number of seats, number of bookings by none-Israel nationals/passport holders to TLV from the flights origin, and any other relevant details.
- 13.3. The actual number of executed flights shall be determined in accordance with the Israel Airport Authority (IAA) flight operations records.

13.4. Operator shall be entitled to the Ministry's participation under the following conditions:

13.4.1. The Operator has executed its Approved Marketing Plan, as stipulated in article 11, and 12 if relevant.

13.4.2. The Operator complies with all the threshold conditions stipulated in article 4 and all other requirements of this Directive.

14. General conditions:

14.1. The execution of this Directive is subject to the availability of proper budget.

14.2. For further information please contact:

Mr. Pini Shani

Pinis@tourism.gov.il

Tel: 972-2-6664357

Appendix A - Proposal submission form

Please fill the below chart in print, and add cells and information, as needed:

A. General Information

1.	Name of the Company:	
2.	Company's Director / Owner:	
3.	Contact Person (Name, tel., e-mail etc.)	
4.	Date of Establishment:	
5.	Selling Israel Product? If yes, please specify	
6.	Company's Website address:	
7.	Number of daily entrances to the company's website	
8.	Number of members in the Company's E-mail Distribution list	
9.	Company's Facebook/Instagram/other social media – Please add the link	

B. Details regarding the planned flights

1.	Airport of origin	
2.	Period of flights: - Date of first flight to Israel - Date of last flight to Israel	

	- Number of weekly flights	
3.	Aircraft type & number of seats	
4.	Leasing agreement of the aircraft if relevant (Please mention the company name and attach the agreement)	
5.	Any other relevant detail	

C. Details regarding The Marketing Plan

Please specify in the chart below the general details regarding the Marketing Plan to promote the new flights to Israel, and **attach the detailed Media Plan:**

1.	Marketing Strategy	
2.	Target audience	
3.	Geographic scope of the Marketing Plan	
4.	Dates of the suggested Marketing activities	
5.	Advertisements in the printed media (newspaper, magazines, etc.)	
6.	Advertisements in Television	
7.	Advertisements in Radio	
8.	Advertisements in OOH	
9.	Brochure printing	

10.	Direct mailing/Newsletter	
11.	Advertisements in Online Media (search engines, social media etc.)	
12.	Promotion in company's website and social media	
13.	Events	
14.	Any other relevant activity	
15.		
16.		

D. Additional Remarks / Information

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August 2, 2017

Director General Regulations no. 1A/2017

Directive for Reimbursement of Flight Operators
operating Direct Flights to Eilat

The Israel Ministry of Tourism wishes to encourage direct flights between different countries and Eilat, in the framework of its efforts to promote tourism to Israel.

Eilat enjoys warm temperatures all-year-round and low humidity, as well as lovely beaches and beautiful natural landscapes thanks to its Red Sea locale. Situated on a sole land bridge between Asia and Africa, Eilat is the southernmost point of Israel. A beautiful coral reef runs along the Red Sea's shores and serene granite mountains form the impressive backdrop of the city.

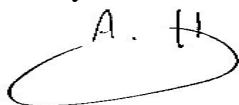
A short drive from Eilat, between the Red Sea and the Dead Sea, lies the Desert Land. The area consists of diverse attractions and nature reserves, such as the Timna Valley with its King Solomon's Pillars and the nature phenomenon of Ramon Crater. The Desert Land provides endless possibilities of nature, relaxation and extreme sports activities.

Eilat's economy relies heavily on tourism. Therefore, the Ministry is interested in promoting direct flights from other countries to Eilat, in order to increase the number of foreign tourists arriving to the city.

For this purpose, the Ministry will participate in the costs of operating direct flights to Eilat, as detailed in the following Directive.

This Directive applies to flights operated from September 1, 2017 until May 31, 2018, with the exception of October 4-12, 2017 and March 30 – April 6, 2018.

Sincerely,



Amir Halevi
Director General

Director General Regulations no. 1A/2017

Directive for Reimbursement of Flight Operators **operating Direct Flights to Eilat**

1. Purpose:

The Israel Ministry of Tourism (hereinafter - "the Ministry") wishes to encourage direct flights between different countries and Eilat, in the framework of its efforts to promote tourism to Israel.

Eilat is located in the southernmost part of Israel, and its economy relies heavily on tourism. Current circumstances and experience regarding international air traffic to Eilat indicate that minimum provision of international air services to Eilat satisfying fixed standards of continuity, regularity, pricing and minimum capacity will not be assumed by air carriers if they were solely considering their commercial interest. Therefore, the Ministry is interested in promoting, as a public service obligation, direct international flights to and from Eilat in order to support the city's vital tourism industry.

The current international airport serving Eilat is Ovda Airport (VDA), but in the near future, a new airport will start operating as the international airport serving Eilat – Ramon Airport (ETM). This Directive applies to both airports.

The purpose of this procedure is to establish criteria for the reimbursement of flight operators, which operate direct flights to Eilat.

2. General Terms:

"Flight" – an international flight from a destination outside of Israel to Ovda.

"Flight Operator" or **"Operator"** – airlines, tour operators and any other entity that owns or leases an entire aircraft and operates international flights to Ovda Airport.

"Ovda" – Ovda airport (VDA), or Ramon airport (ETM).

"Rotation" - a roundtrip flight to and from Ovda.

3. Threshold Conditions for the Ministry's Reimbursement:

- a) The Flight Operator complies with all Civil Aviation Authority of Israel (CAAI) Directives for operating flights to Israel.
- b) The flights are **direct flights** from a destination outside of Israel to Ovda.
- c) The flights are operated in a series of at least **16 rotations** from each destination.

4. Terms of the Ministry's Reimbursement:

- a) This Directive applies to flights operated from September 1, 2017 until May 31, 2018, with the exception of October 4-12, 2017 and March 30 – April 6, 2018 (hereinafter – the "**Directive Period**").

Please note - Flights operated during the dates of the two exceptions detailed above will not be reimbursed.

- b) The Ministry will reimburse the Operator for every paying passenger flying to Ovda on flights approved under this Directive (hereinafter – "**Passenger**") in the amount of **€45**.
- c) The Ministry's reimbursement for flights of a single Operator from one city will be limited to 75 rotations.

5. Criteria and Principles for Preference:

In case the allotted budget for this Directive is not sufficient for all Operators' requests, preference will be given as follows:

- a) Priority will be given to Operators that commit to the largest amount of seat capacity on flights to Ovda in the Directive's Period.
- b) If the same number of seat capacity is committed by more than one Operator, priority will be given to the Operator which operates flights to Ovda from more countries.

6. Submission of Proposals:

- a) Proposals must be submitted to the Ministry by **15.8.2017**.
- b) Proposals should be delivered in English via E-mail to the following address: ronaw@tourism.gov.il
- c) Proposals should include the following details regarding all the planned flights of the Operator to Ovda: city & country of origin, dates, aircraft type, number of passengers, leasing agreement of the aircraft if relevant, and any other relevant details.

7. Managing Committee

- a) A managing committee shall be established in order to operate this Directive (hereinafter – "**the Committee**").
- b) The Committee will include the following members :
- Head of Marketing Administration or his representative
 - Chief Legal Advisor or his representative
 - Chief Accountant or his representative
 - Committee Coordinator from the Marketing Administration
- c) The committee will be authorized to approve exceptions to the requirements of this Directive under special circumstances (Force Majeure), which justify the approval. The committee will explicate its decisions in writing.

8. Evaluation of Proposals and Approval :

- a) Proposals will be examined by the committee in accordance with the conditions of the Directive.
- b) If accepted, the Ministry will send a letter of approval to the Operator for signing. Signed letter of approval will be a condition for the Ministry's reimbursement according to this Directive.

9. Performance Report & Payment:

- a) Upon completion of the flights, the Operator shall submit a performance report regarding all the flights that were executed according to this Directive, with the following details concerning each flight: city & country of origin, dates, flight number, aircraft type, number of seats, number of passengers and any other relevant detail.
- b) The Reimbursement of the Ministry shall be made upon completion of all the flights, and only for passengers that flew to Ovda on flights that comply with the threshold conditions and all other requirements of this Directive.
- c) If the allotted budget was sufficient for all Operators' requests according to this Directive, the Ministry may, in its sole discretion, agree to make an interim payment on account of the final payment, provided the Operator has completed at least 50% of its committed flights from each destination, and no less than the minimum requested in article 3(c).
- d) The final amount of the Ministry's Reimbursement will be determined based on Israel Airports Authority (IAA) flight report.
- e) In case the Operator does not meet his commitment of flights as per his proposal, a written explanation should be attached to his report. The matter will be considered in the Committee, and the Ministry holds the right not to participate in the flights, partly or fully.

10. General conditions:

- a) The execution of this Directive is subject to the availability of proper budget.
- b) For further information please contact:

Ms. Rona Waldman
ronaw@tourism.gov.il
Tel. 972-2-6664237

Appendix 5

Fees and charges for the use of equipment and services for international flights at Ben Gurion International Airport

The fees and charges are in US dollars and are effective from 01.01.2020.

Charge Type	Billing Method	US \$
Landing Fee - Landing Charge by MTOW (regulation No' 3)	Up to 1,500 Kg	19.44
	From 1,501 kg, for every additional 1,000 kg or part thereof, an additional amount of	12.98
Aircraft Parking Fee (regulation No' 6)	Up to 3 hours	Free
	More than 3 hours of parking, for every 24 hours or part thereof	25 % of Landing Fee
Passengers Boarding Bridge - PLB (Service)	The charge is based on the duration the aircraft is connected to the bridge during servicing and the number of seats on the aircraft	
	Up to 140 seats for the first 3 hours	277.90
	Up to 140 seats for every additional hour or part thereof	28.50
	Between 141 and 210 seats for the first 3 hours	413.20
	Between 141 and 210 seats for every additional hour or part thereof	42.70
	Between 211 and 280 seats for the first 3 hours	555.70
	Between 211 and 280 seats for every additional hour or part thereof	57.00
	Between 281 and 350 seats for the first 3 hours	712.40
	Between 281 and 350 seats for every additional hour or part thereof	71.20
	Between 351 and 420 seats for the first 3 hours	819.30
	Between 351 and 420 seats for every additional hour or part thereof	78.40
	More than 421 seats for the first 3 hours	897.60
	More than 421 seats for every additional hour or part thereof	85.50

Charge Type	Billing Method	US \$
Service for the supply of electricity to the aircraft	The charge is based on the duration the aircraft is connected to the service during the servicing and the number of seats on the aircraft	
	Up to 225 seats, for the first hour, for every additional full hour, up to 3 hours. proportion charge for every 15 minutes or part thereof	57.00
	Up to 225 seats, for the fourth full hour. proportion charge for every 15 minutes or part thereof	38.50
	Up to 225 seats, from the fifth hour for every full additional hour. proportion charge for every 15 minutes or part thereof	18.60
	More than 225 seats, for the first hour, for every additional full hour, up to 3 hours. proportion charge for every 15 minutes or part thereof	64.20
	More than 225 seats, for the fourth full hour. proportion charge for every 15 minutes or part thereof	42.70
	More than 225 seats, from the fifth hour for every full additional hour. proportion charge for every 15 minutes or part thereof	21.40
Service for the supply of air conditioning to the aircraft via the passenger bridge	The charge is based on the duration the aircraft is connected to the service during the servicing and on the number of seats on the aircraft	
	Up to 225 seats, for the first hour, for every additional full hour proportion charge for every 15 minutes or part thereof	78.40
	More than 225 seats, for the first hour, for every additional full hour, proportion charge for every 15 minutes or part thereof	106.90

Charge Type	Billing Method	US \$
Air Traffic Control (regulation No' 11)	for landing as per MTOW	
	up to 5,700 Kg	5.28
	Between 5,701-20,000 Kg	17.73
	Between 20,001-50,000 Kg	53.42
	Between 50,001-100,000 Kg	88.88
	Between 100,101-200,000 Kg	142.29
	Between 200,001-300,000 Kg	213.33
	Above 300,000 Kg	302.20
Transit Air traffic control (regulation No' 11a)	For each transit flight per the MTOW of the aircraft	
	Up to 50,000 Kg	110.54
	Between 50,001 - 100,000 Kg	131.27
	Between 100,001 - 150,000 Kg	172.73
	Between 150,001 - 200,000 Kg	200.36
	Between 200,001 - 300,000 Kg	234.91
	Above 300,000 Kg	283.27
Cargo Handling (regulation No' 9)	for each 10 Kg or part thereof	0.47
Fees Per Passenger		
Charge Type	Billing Method	US \$
Departing Passenger Fee (regulation No' 13)	For an infant up to 2 years old	Free
	Passenger departing for Egypt	20.87
	Passenger departing from Terminal 3	27.26
	Passenger departing from Terminal 1	12.56
Incoming Passenger fee (regulation No' 10)	For each incoming passenger	5.38
Passengers Baggage Handling (regulation No' 8)	For each passenger at Terminal 3	5.48
	For each departing passenger at Terminal 3 Between 04:00-08:00 UTC	8.78
	For each passenger at Terminal 1	3.27
	For each departing passenger at Terminal 1 Between 04:00-08:00 UTC	6.57

Optional/Ancillary charges		
Charge Type	Billing Method	US \$
Cleaning services Fee, optional (Regulation no. 12)	Charge is per the MTOW of the aircraft	
	Up to 35,000 kg	197.28
	From 35,001 and up to 45,000 kg	325.64
	From 45,001 and up to 75,000 kg	360.04
	From 75,001 and up to 115,000 kg	409.33
	From 115,001 and up to 150,000 kg	434.14
	Above 150,000 kg for each additional 1,000 kg or part thereof	2.32
Tarmac transportation	Charge per direction based on the number of seats in the aircraft	
	Up to 140 seats	82.60
	Between 141 and 210 seats	124.00
	Between 211 and 280 seats	178.10
	Between 281 and 350 seats	245.10
	Between 351 and 420 seats	300.70
	More than 421 seats	340.60
Special Transportation	Charge per direction, peak hours 04:00-07:00/14:00-17:00	
	Bus	67.00
	Bus during peak hours	126.90
	Midi-bus	52.80
	Midi-bus during peak hours	101.20
	Transport of passengers of a private aircraft (up to 4 passengers) to/from the terminal, transportation in a special service vehicle to VIP rooms to/from the aircraft	18.60
Drinking water supply	Up to 99 seats	85.50
	From 100 to 225 seats	145.30
	More than 225 seats	181.00
	To private or cargo aircrafts	85.50
Waste disposal	Up to 99 seats	96.90
	From 100 to 225 seats	168.10
	More than 225 seats	226.60
	For private or cargo aircrafts	96.90

Charge Type	Billing Method	US \$
Special Services	Garbage removal	88.30
	Disposal of waste in the sewer	78.40
	Storage of containers - charge for excess container per day	1.50
	Tractor - per hour or part thereof	55.70
	Forklift - per hour or part thereof	60.30
	Conveyor, Mulag vehicle - per hour or part thereof	65.30
	High loader - per hour or part thereof	186.50
	Apron cleaning	171.80
	Hot fire watch refueling	103.00
	Fire watch at fire department station	17.70
	Work hours of cleaning worker in aircraft - per hour or part thereof	37.10
	Work hours of handling worker - per hour or part thereof	37.10
	Manual loading/unloading - full team	222.40
	Special manual loading/unloading - 1/2 hour	111.20
	Full loading/unloading	343.40
	Coffin transportation	135.00
	Return of cargo to cargo terminal	92.70
	Special baggage sorting	74.10
	Transportation of baggage from the gate to the aircraft	54.00
	Dispersion of absorbent material	37.10
	Transportation by ambulance to the hospital	77.30
	Use of mechanical sweeper - per hour or part thereof	131.10
	Baggage cartage - up to 12 hours	7.40
	Passenger steps - up to 3 hours	171.50
	Special steps to aircraft - up to 3 hours	171.50

<p>1. Discount for size for Regulations 3, 6, and 8 to 12 (Regulation no. 14)</p> <p>2. Discount for size for services for the passenger bridge, supply of electricity, and air conditioning to the aircraft via the passenger bridge</p>	<p>The mechanism for discounts that allows a discount for size based on the actual monthly charges to the airline. The maximum discount amount is 20% based on the following levels:</p> <p>A reduction of 5% on condition that the owner of the aircraft's share constitutes 10% to 20% of the amount owed to the authorities for the group of fees or services mentioned.</p> <p>A reduction of 10% on condition that the owner of the aircraft's share constitutes 20% to 25% of the amount owed to the authorities for the group of fees or services mentioned.</p> <p>A reduction of 15% on condition that the owner of the aircraft's share constitutes 25% to 30% of the amount owed to the authorities for the group of fees or services mentioned.</p> <p>A reduction of 20% on condition that the owner of the aircraft's share constitutes more than 30% of the amount owed to the authorities for the group of fees or services mentioned.</p>
<p>Discount for size for Regulations 3, 6, 11, and 12 for fees for cargo flights (Regulation no. 15)</p>	<p>The mechanism for discounts that allows a discount for size based on the actual monthly charges to the airline. The maximum discount amount is 20% based on the following levels:</p> <p>A reduction of 10% on condition that the owner of the aircraft's share constitutes 20% to 30% of the amount owed to the authorities for the group of fees or services mentioned.</p> <p>A reduction of 20% on condition that the owner of the aircraft's share constitutes more than 30% of the amount owed to the authorities for the group of fees or services mentioned.</p>
<p>General</p>	<p>You are requested to pay the invoices submitted to you for international air travel fees and services within 15 days from their issue. Late payment will incur interest charges.</p> <p>In case of a dispute, the version of the regulations of airport authorities (fees), 5752-1991 shall prevail.</p>

Appendix 7

Fees and charges for the use of equipment and services for international flights at Haifa international Airport

The fees and charges are in US dollars and are effective from 01.01.2020.

Charge Type	Billing Method	US \$
Landing Fee - Landing Charge by MTOW (regulation No' 3)	Up to 1,500 Kg	19.44
	From 1,501 kg, for every additional 1,000 kg or part thereof, an additional amount of	12.98
Aircraft Parking Fee (regulation No' 6)	Up to 3 hours	Free
	More than 3 hours of parking, for every 24 hours or part thereof	25 % of Landing Fee
Air Traffic Control (regulation No' 11)	for landing as per MTOW	
	up to 5,700 Kg	5.28
	Between 5,701-20,000 Kg	17.73
	Between 20,001-50,000 Kg	53.42
	Between 50,001-100,000 Kg	88.88
	Between 100,101-200,000 Kg	142.29
	Between 200,001-300,000 Kg	213.33
	Above 300,000 Kg	302.20
	Fees Per Passenger	
Departing Passenger Fee (regulation No' 13)	For an infant up to 2 years old	Free
	Departing passenger	12.56
Incoming Passenger fee (regulation No' 10)	For each incoming passenger	5.38
Exempt from charges	According to IAA (Fees) regulations and the hour directive published on the 22 January 2019, Commercial flights exempt from fees 3, 4, 10,11 and 13 charges for three years starts from 1 February 2019. Parking fee will be charge according to IAA (fees) regulation.	

	Optional/Ancillary charges	
Charge Type	Billing Method	US \$
Special Transport	Charge per direction, peak hours 04:00-07:00/14:00-17:00	
	Bus	67.00
	Bus during peak hours	126.90
	Midi-bus	52.80
	Midi-bus during peak hours	101.20
	Transport of passengers of a private aircraft (up to 4 passengers) to/from the terminal, transportation in a special service vehicle to VIP rooms to/from the aircraft	18.60
Special Services	Apron cleaning	171.80
	Hot fire watch refueling	103.00
	Fire watch at fire department station	17.70
	Dispersion of absorbent material	37.10
	Use of mechanical sweeper - per hour or part thereof	131.10
General	You are requested to pay the invoices submitted to you for international air travel fees and services within 15 days from their issue. Late payment will incur interest charges.	
	In case of a dispute, the version of the regulations of airport authorities (fees), 5752-1991 shall prevail.	

Appendix 6

Fees and charges for the use of equipment and services for international flights at Ramon international Airport

The fees and charges are in US dollars and are effective from 01.01.2020.

Charge Type	Billing Method	US \$
Landing Fee - Landing Charge by MTOW (regulation No' 3)	Up to 1,500 Kg	13.19
	From 1,501 kg, for every additional 1,000 kg or part thereof, an additional amount of	8.76
Aircraft Parking Fee (regulation No' 6)	Up to 3 hours	Free
	More than 3 hours of parking, for every 24 hours or part thereof	25 % of Landing Fee
Air Traffic Control (regulation No' 11)	for landing as per MTOW	
	up to 5,700 Kg	3.17
	Between 5,701-20,000 Kg	10.64
	Between 20,001-50,000 Kg	32.05
	Between 50,001-100,000 Kg	53.33
	Between 100,101-200,000 Kg	85.37
	Between 200,001-300,000 Kg	128.00
	Above 300,000 Kg	181.32
Fees Per Passenger		
Departing Passenger Fee (regulation No' 13)	For an infant up to 2 years old	Free
	Departing passenger	12.56
Incoming Passenger fee (regulation No' 10)	For each incoming passenger	3.23
Exempt from fees charges	According to IAA (Fees) regulations and the hour directive published on the 22 January 2019, Commercial flights exempt from fees 3, 4, 10,11 and 13 charges for three years starts from the opening of Ramon airport. Parking fee will be charge according to IAA (fees) regulation.	

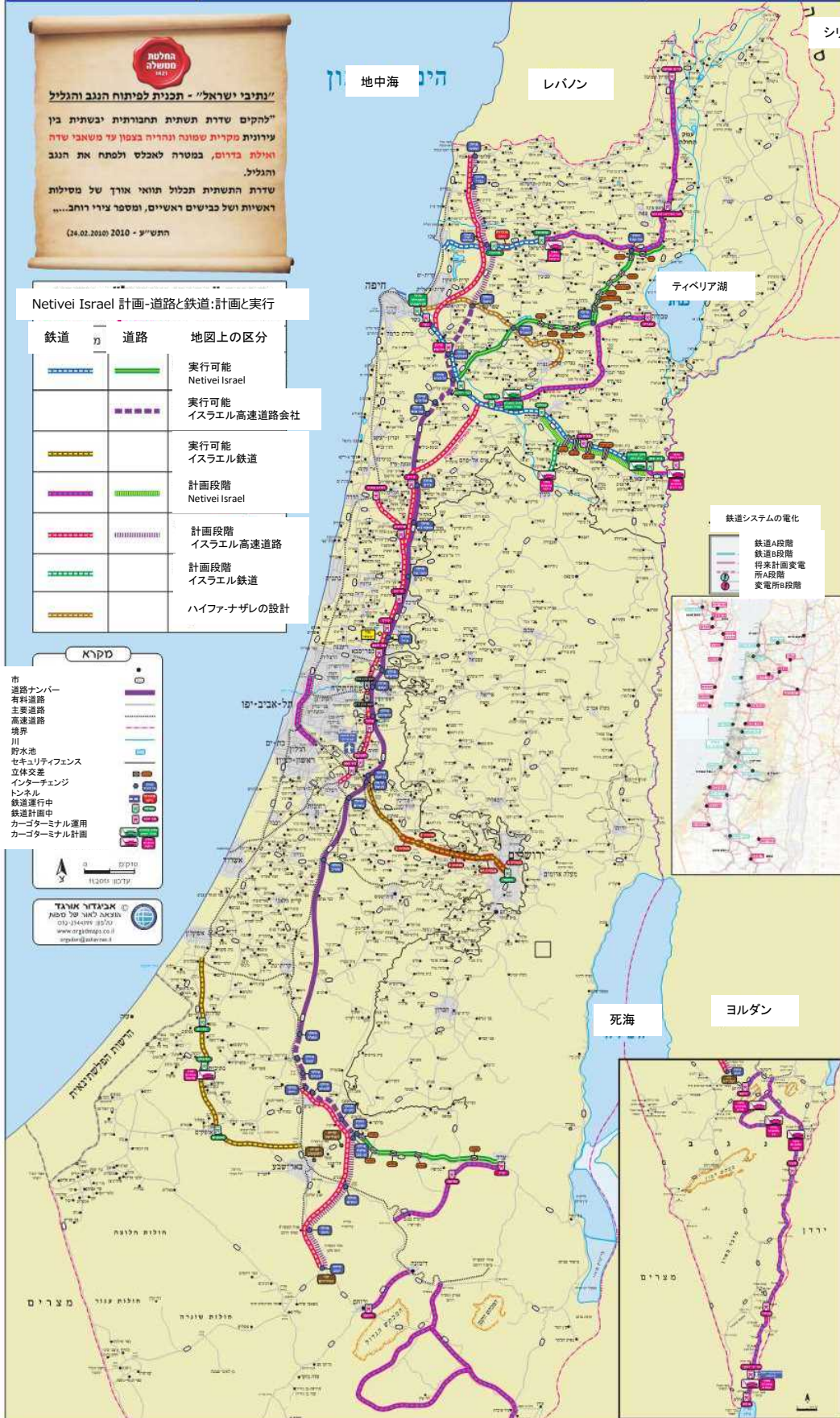
	Optional/Ancillary charges	
Charge Type	Billing Method	US \$
Service for the supply of electricity to the aircraft	The charge is based on the duration the aircraft is connected to the service during the servicing and the number of seats on the aircraft	
	Up to 225 seats, for the first hour and for every additional hour or part thereof, up to 3 hours	57.00
	Up to 225 seats, for the fourth hour or part thereof	38.50
	Up to 225 seats, from the fifth hour for every additional hour or part thereof	18.60
	More than 225 seats, for the first hour and for every additional hour or part thereof, up to 3 hours	64.20
	More than 225 seats, for the fourth hour or part thereof	42.70
	More than 225 seats, from the fifth hour for every additional hour or part thereof	21.40
Tarmac Transportation from/to remote parking	Charge per direction based on the number of seats in the aircraft	
	Up to 140 seats	82.60
	Between 141 and 210 seats	124.00
	Between 211 and 280 seats	178.10
	Between 281 and 350 seats	245.10
	Between 351 and 420 seats	300.70
	More than 421 seats	340.60
Special Transport	Charge per direction, peak hours 04:00-07:00/14:00-17:00	
	Bus	67.00
	Bus during peak hours	126.90
	Midi-bus	52.80
	Midi-bus during peak hours	101.20
	Transport of passengers of a private aircraft (up to 4 passengers) to/from the terminal, transportation in a special service vehicle to VIP rooms to/from the aircraft	18.60

Charge Type	Billing Method	US \$
Special Services	Apron cleaning	171.80
	Hot fire watch refueling	103.00
	Fire watch at fire department station	17.70
	Dispersion of absorbent material	37.10
	Use of mechanical sweeper - per hour or part thereof	131.10
General	You are requested to pay the invoices submitted to you for international air travel fees and services within 15 days from their issue. Late payment will incur interest charges.	
	In case of a dispute, the version of the regulations of airport authorities (fees), 5752-1991 shall prevail.	



Netvei Israel 計画-道路と鉄道:計画と実行

鉄道	道路	地図上の区分
		実行可能 Netvei Israel
		実行可能 イスラエル高速道路会社
		実行可能 イスラエル鉄道
		計画段階 Netvei Israel
		計画段階 イスラエル高速道路
		計画段階 イスラエル鉄道
		ハイファ-ナザレの設計

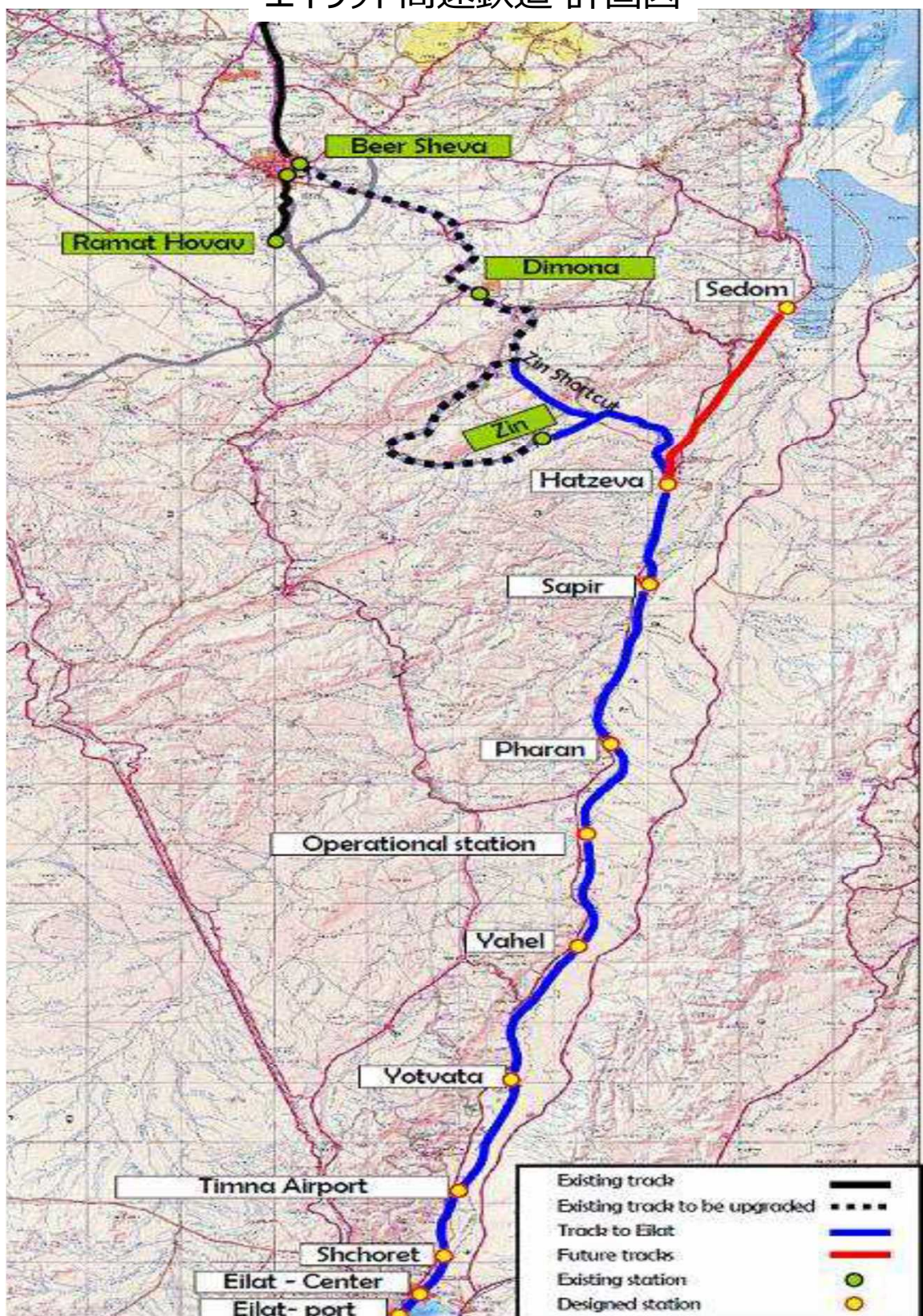


鉄道システムの電化

	鉄道A段階
	鉄道B段階
	将来計画変電所A段階
	変電所B段階



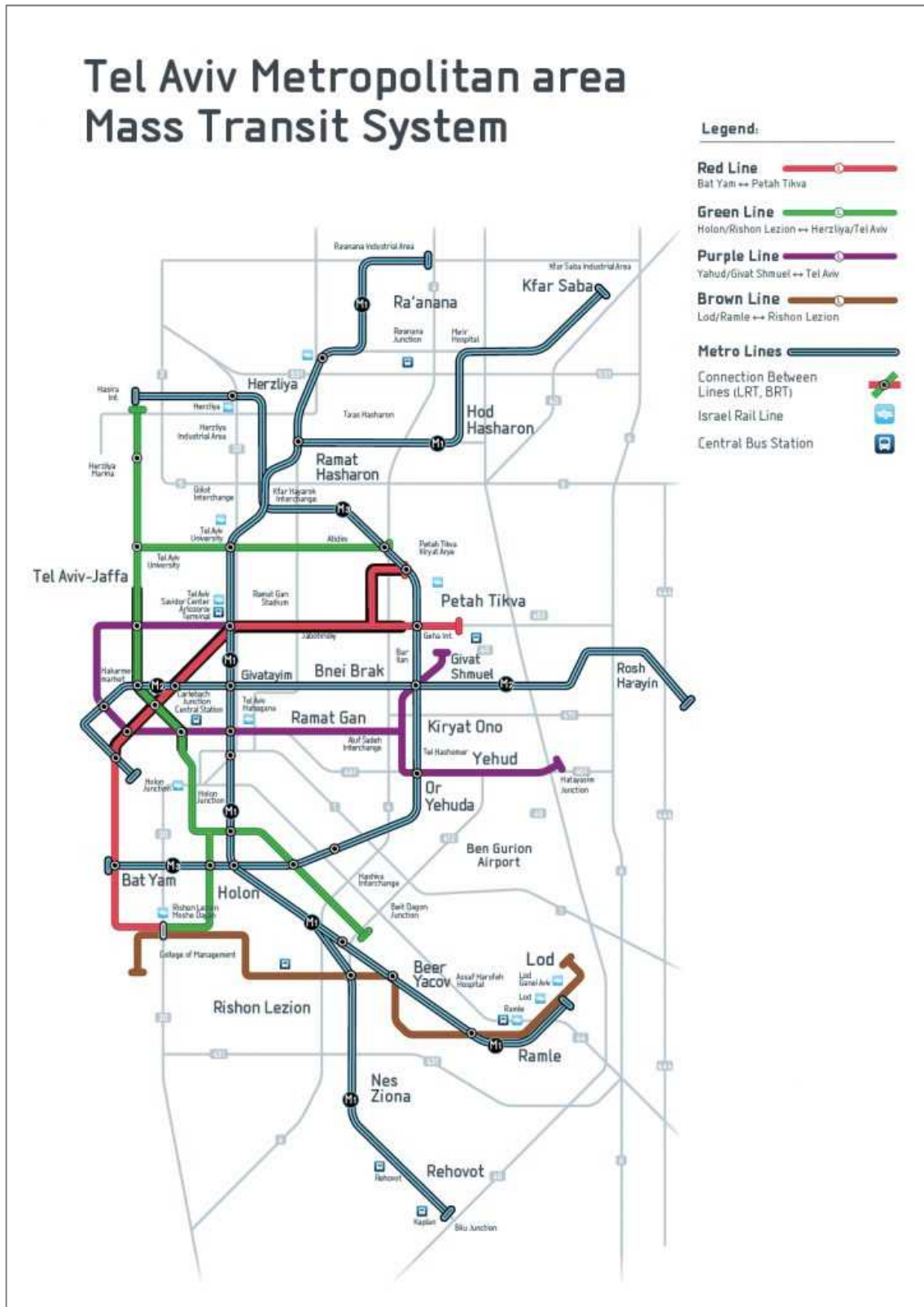
エilat高速鉄道 計画図



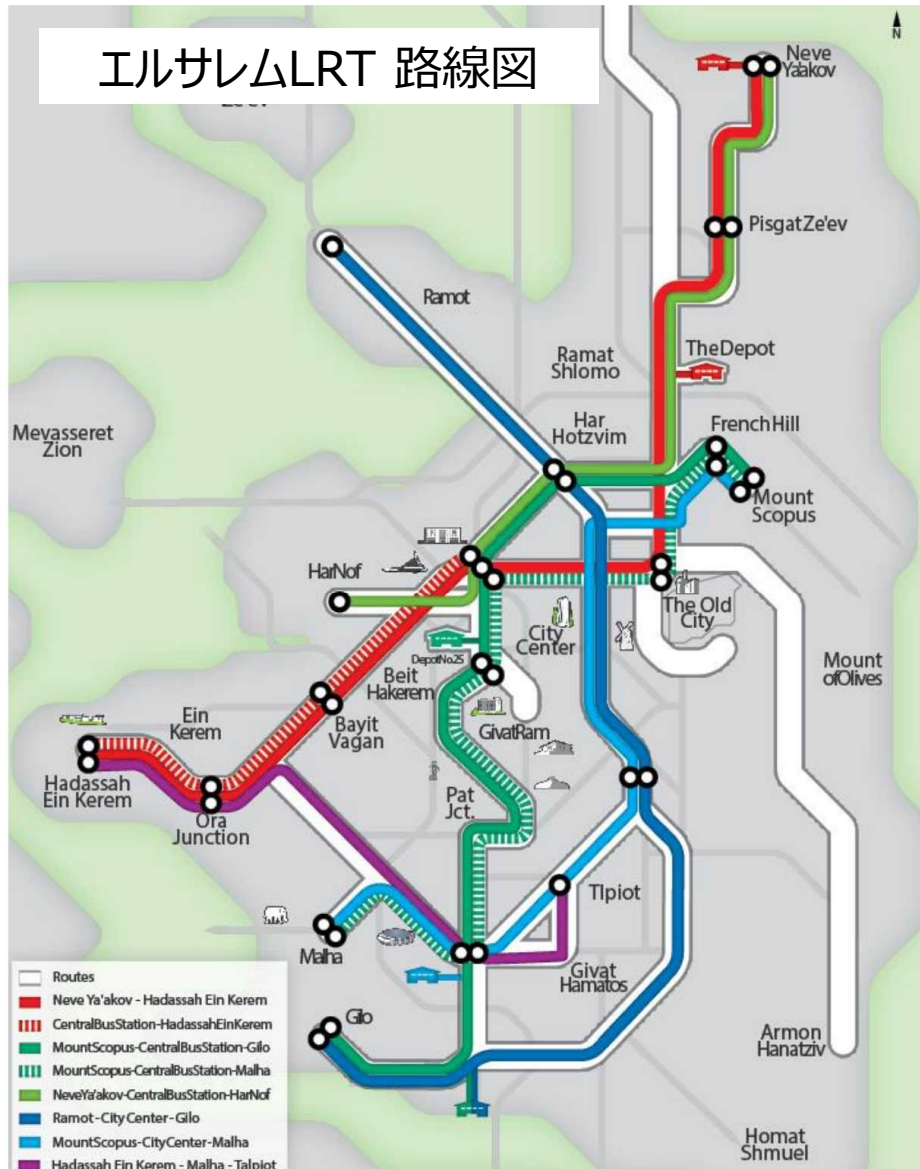
テルアビブLRT 計画図



テルアビブLRT及び地下鉄路線図（計画）



エルサレムLRT 路線図



ハイファ = ナザレ LRT 計画図



Proposal for amendments to the proposal for a new UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Blind Spot Information System for the Detection of Bicycles

(Amendments to ECE/TRANS/WP.29/GRSG/2018/24)

I. Proposal

Paragraph 5.5.3., amend to read:

"5.5.3. The warning signal shall be activated at the earliest when the system detects a potential collision, e.g. by the intention of a turn towards the bicycle, ~~e.g. by evaluating the distance between or trajectory intersection of vehicle and bicycle,~~ direction indicator activation or similar. The strategy will take into consideration the time to collision between the vehicle and the bicycle, e.g. by evaluating the distance between and the trajectory intersection of vehicle and bicycle, and shall be explained in the information referred to in paragraph 6.1. It shall not depend solely on the activation of the direction indicator.

The Technical Service shall verify the operation of the system according to the strategy."

II. Justification

1. TTC-based warnings are the industry standard and similar to production FCW/AEB systems
 - a. Alerts require immediate attention and a concrete response to prevent an accident. Such approach is especially valuable with HGVs, operating in a limited-view and a complex driving and HMI environment.
 - b. A ttc-based warning is the approach adopted by both industry and with regulation in accident avoidance technologies where are well known to the public (FCW, AEB, LDW/LKA).
 - c. The current draft defines a vague standard relating a 'detection of a potential collision', which does not define specific protection to the cyclist
2. A TTC based warning level is vital to supplement current 1st level of information, insufficient by itself in providing adequate protection in stop & go scenarios beyond the last point of information:
 - a. According to the regulation requirement, the information signal will be displayed last at the last point of information, defined at 15-38m (depending on the relative HGV/cyclist speed, see testing procedures in appendix 1) only, or until the collision is possible. With stop & go movement of the truck, halting after the last point of information, a cyclist approaching from behind will not require the information signal, until he is at the utmost forward front wheel, and only in cases of low lateral separation (0.25 to 0.9m). This information could be too little too late, for example for vehicles pausing their movement at a stop line, a red-light stop, or when stopping to allow a passing bike.

4000-0402-2019-004309



State of Israel

**Ministry of Transport,
National Infrastructures and Road Safety
Department of Motor Vehicles and
Maintenance Services**

Israeli Mandatory Requirements

Safety and Environmental Protection Regulations

For Motor Vehicles Manufactured

According To

European Union Directives

For the Calendar Year 2020

Introduction

The Israeli Mandatory Requirements (IMR) for motor vehicles manufactured according to the European Union directives is the statutory document for importing vehicles into the State of Israel.

This IMR document is for informational purposes only.

The document includes information for all vehicle categories as well as the options for importing vehicles in compliance with the updated standards and regulations of the EC member states and with additional Israeli requirements.

In general, vehicles manufactured in accordance with European Community safety and environmental directives and regulations, as required by EC countries for new type of vehicles and for new vehicles through the IMR calendar year 2020 are approved for import into the State of Israel.

In addition, the vehicle must comply with Israeli's Road Traffic Ordinance and Regulations and must be adapted to climate conditions in Israel.

Vehicle registration approval may be carried out through the following options:

- WFTA framework
- Separate directive framework (applies to specific pinpointed vehicle categories)

The manufacturer must be familiar with the requirements for the specific vehicle category intended for import and proceed according to the instructions listed in the applicable "Registration Requirements" document.

Import of vehicles must be carried out by an accredited importer, holding an import license issued by the Israeli Ministry of Transport and Road Safety (MOT).

The accredited importer must submit the completed Israeli "Registration Requirements" document signed by the manufacturer and duly witnessed by a notary.

Documentation confirming that the vehicle was manufactured according to EC directives and regulations and permitted for use on public roads in the EC member states must be submitted as well.

To ensure that the vehicle meets the requirements, a visual inspection and comparison with vehicle specifications will be carried out by the MOT.

In certain cases and for certain items, the manufacturer will be requested to provide a copy of additional documentation/certification.

All certificates and documents required by the IMR must be submitted to the MOT in English.

The "Registration Requirements" document form can be downloaded from the MOT website at https://www.gov.il/he/departments/policies/imr_rr_m_n_o_2020.

Chapter 1

Vehicle Categories

Vehicle categories are defined in Israel according to the following classifications:

Category M: Motor vehicles with at least four wheels designed and constructed for the carriage of passengers.

- M1: Vehicles designed and constructed for the carriage of passengers, comprising not more than eight seats in addition to the driver's seating position and having a maximum mass not exceeding 3.5 tonnes. Vehicles belonging to Category M1 shall have no space for standing passengers. The number of seating positions may be restricted to one (i.e. the driver's seating position).
- M2: Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes. Vehicles belonging to Category M2 may have space for standing passengers in addition to the seating positions.
- M3: Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes. Vehicles belonging to Category M3 may have space for standing passengers.

Category N: Motor vehicles with at least four wheels designed and constructed for the carriage of goods.

- N1: Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.
- N2: Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
- N3: Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

Category O: Trailers (including semi-trailers).

- O1: Trailers with a maximum mass not exceeding 0.75 tonnes.
- O2: Trailers with a maximum mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes.
- O3: Trailers with a maximum mass exceeding 3.5 tonnes but not exceeding 10 tonnes.
- O4: Trailers with a maximum mass exceeding 10 tonnes.

Chapter 2

Information Document for the Purpose of Vehicle Registration in Israel

For the purpose of vehicle registration in Israel, a comprehensive list of vehicle information according to vehicle category must be supplied by the manufacturer.

See Chapter 2 of the "Registration Requirements" document, for the information requested.

Chapter 3

Vehicle Registration Requirements

This chapter establishes the requirements for vehicles, trailers, systems, components and separate technical units intended for vehicle registration and entry into service in Israel.

The chapter is divided into three different sections as follows:

- 3.1 Registration requirements for vehicles produced under the Whole Vehicle Type Approval (WVTA) framework and documentation.
- 3.2 Registration requirements for vehicles produced under the Separate Directives and Regulations framework and documentation.
- 3.3 Additional vehicle requirements according to Israel's Road Traffic Ordinance and Regulations.

Vehicle registration in Israel may be carried out through the following options:

- WVTA framework – the application must contain the documentation required by section 3.1 and 3.3.

The WVTA framework applies to vehicle for which the enforcement date is obligatory according to section 3.1.

The WVTA framework is optional for other vehicle categories, according to the manufacturer's decision.

- Separate directive framework - the application must contain the documentation required by section 3.2 and 3.3.

The separate directives framework can be applied to specific vehicles as listed in section 3.2.

3.1 - Whole Vehicle Type Approval (WVTA) framework

According to Directive 2007/46/EC and subsequent amendments and from September, 1st 2020 onward according to the framework Regulation (EU) 2018/858 for all new type-approvals

1. Directive 2007/46/EC or Regulation (EU) 2018/858 (WVTA) and subsequent amendments established a framework for approval of all new motor vehicles and their trailers. This directive applies to vehicles designed and constructed in one or more stages for on-road use.
2. The directive contains administrative provisions and general technical requirements for approval of all new vehicles within its scope.
3. The MOT has adopted the 'EC type approval' for **vehicles produced in unlimited series** according to Directive 2007/46/EC or Regulation (EU) 2018/858 as the main framework for approval.
4. Enforcement dates for the implementation of Directive 2007/46/EC or Regulation (EU) 2018/858 are mandatory for various categories, as marked in the 'WVTA Requirements' table presented below.
5. Consequently, the MOT will permit registration and entry into service in Israel of vehicles as follows:

A. Vehicles in categories M, N and O produced in unlimited series

A.1 complete and incomplete vehicles

This paragraph details the regulatory requirements of complete and incomplete vehicles at the completion of the first stage

- i. The vehicles must:
 - a. Comply with the 'EC type approval' according to Directive 2007/46/EC or Framework Regulation (EU) 2018/858.
 - b. Meet the technical requirements specified by Annex IV part I of Directive 2007/46/EC (Annex II part I of Framework Regulation (EU) 2018/858) '**list of regulatory acts for EC type-approval of vehicles produced in unlimited series**'. An alternative ECE regulation will be accepted in accordance with Annex IV part II
 - c. Have an 'EC type-approval' certificate granted in accordance with Directive 2007/46/EC or Framework Regulation (EU) 2018/858.
 - d. Is of the type enabling the manufacturer to issue a Certificate of Conformity (COC) for the vehicle for registration in EC member states.
- ii. In addition, the manufacturer must provide the most recent 'EC type-approval' certificate (the most recent extension number) in use by EC members and valid in EC countries.

A.2 completed vehicles

This paragraph details the regulatory requirements of a completed vehicle.

The vehicles must:

- i. For their first stage, comply with the requirements listed above in paragraph 'A.1'
- ii. For the construction made at the second and subsequent stages, meet the technical requirements specified by Annex IV part I of Directive 2007/46/EC (Annex II part I of Framework Regulation (EU) 2018/858) '**list of regulatory acts for EC type-approval of vehicles produced in unlimited series**'.
- iii. Have an 'EC type-approval' certificate for the completed vehicle granted in accordance with Directive 2007/46/EC or Framework Regulation (EU) 2018/858.

B. Vehicles in categories N2 and N3 produced in small series

- i. At completion of the first stage, the vehicle must:

- a. Comply with 'National type approval' and have a 'type-approval' certificate granted according to article 23 of Directive 2007/46/EC or to article 42 of Framework Regulation (EU) 2018/858.
 - b. Meet the technical requirements specified by Annex IV part I '**list of regulatory acts for EC type-approval of vehicles produced in unlimited series**'.
 - c. The provided 'type-approval' certificate is valid in one of the EC countries.
 - d. The vehicle has a statutory document issued by an approval authority or other official authority through which it may be registered in one of the EC member states
 - ii. In addition, the manufacturer must provide the most recent 'EC type-approval' certificate (the most recent extension number) in use by EC members and valid in EC countries.
- C. Vehicles produced pursuant to articles 23, 24 and 25 of Directive 2007/46/EC or to articles 42-47 of Framework Regulation (EU) 2018/858.**

Each vehicle category must have documentation confirming that the vehicle is approved according to Directive 2007/46/EC or Regulation (EU) 2018/858. In addition, vehicles must meet requirements as follows:

C.1 Special Purpose Vehicle (SPV):

- i. Comply with the 'EC type approval' and have an 'EC type-approval' certificate issued in accordance with Directive 2007/46/EC or Regulation (EU) 2018/858.
- ii. Meet the technical requirements specified by Annex IV or Annex XI

C.2 Vehicles in category N2, N3 and O constructed or modified at the second and subsequent stages:

This section refers to vehicles that:

- a. Were **constructed or modified** at the second and subsequent stages pursuant to articles 24, 25 of Directive 2007/46/EC or to articles 44-47 of Regulation (EU) 2018/858.
- b. Are within the permitted Gross Vehicle Weight (GVW) as defined in the 'body builder instructions' or as defined on the approval certificate of the first stage homologation.
- c. Are within the permitted requirements as defined in Israeli's Road Traffic Ordinance and Regulations

The vehicles must:

- i. For their first stage, comply with the requirements listed above in paragraph 'A1' or 'B'.
- ii. Have a 'individual approval' certificate confirming that the vehicle was approved according to Directive 2007/46/EC or Regulation (EU) 2018/858.

Or

Have a certificate issued by a technical service, confirming that the separate technical units manufactured, modified or added were constructed according to the manufacturers 'body builder instructions'

Or

Have a certificate issued by the first stage manufacturer confirming that the body builder is approved by him and that the separate technical units manufactured, modified or added were constructed according to his instructions

Or

Have two certificates as follows:

Self-certificate issued by the body builder and certificate issued by the manufacturer's representative in Israel, confirming that the separate technical

units manufactured, modified or added were constructed according to the manufacturers 'body builder instructions'.

- iii. The MOT may request the manufacturer to submit a statutory document, issued by an approval authority or other official authority through which they may be registered in one the EC member states.

C.3 Vehicles in categories N and O with abnormal/Exceptional weight/load or dimension:

This section refers to vehicles in categories N and O built in one stage or **constructed/modified** at the second and subsequent stages, that are associated under the 'abnormal/exceptional weight/load or dimension' ("tziud harig") configurations as defined in Israeli's Road Traffic Ordinance and Regulations.

The vehicles must:

- i. If constructed in more than one stage, the first stage must comply with the requirements listed above in paragraphs 'A.1' or 'B'
- ii. Have a certificate issued by a technical service, confirming that the separate technical units manufactured, modified or added were constructed according to the manufacturer's 'body builder instructions'. Alternatively the MOT will accept submission of the said certificate issued by the first stage manufacturer.
- iii. Have an information document regarding the maneuverability of the vehicle, the permitted axel loads, etc.
- iv. Have a document issued by an approval authority, technical service or other official authority stating that the vehicle may be registered in one of the EC member states

C.4 Vehicles in categories O

The vehicles must have a document, issued by an approval authority, technical service or other official authority stating that the vehicle may be registered in one of the EC member states.

C.5 Irregular vehicles in categories M and N:

This section refers to vehicles:

- a. in category M and N **constructed** in one stage or **constructed** in second and subsequent stages, not in accordance with the original manufacturer instructions;
- b. associated to a specific configuration as follows:
 - i. Vehicles in category M that could not be approved and certified according to paragraph 'A.1'. (For example: limousines, special vehicles produced for government use, etc.)
 - ii. Vehicles in category N that couldn't be approved and certified according to paragraph 'C.2' or 'C.3'. (For example: special armored vehicles, special cranes, amphibious vehicles, etc.)

Note:

Registration of vehicles listed in this paragraph will be considered only in cases where the necessity for the specific configuration is proven beyond any doubt. The MOT will examine the applications through a professional committee subject to internal procedures.

The vehicles must have a document, issued by an approval authority, technical service or other official authority stating that the vehicle may be registered in one the EC member states.

D. Vehicles in categories M1, N1 produced in small series pursuant to article 22 of Directive 2007/46/EC or to article 41 of Regulation (EU) 2018/858

This section established a framework for import of vehicle in a quantity of not more than 10 vehicles per model (type/WVTA), per IMR calendar year.

The vehicles must meet the technical requirements listed in article 22 (article 41 of Regulation (EU) 2018/858)

Note:

The MOT reserves the right to expand or specify additional configurations if it becomes apparent that the manufacturer cannot provide the documentation as required by IMR or by Israeli's Road Traffic Ordinance and Regulations.

6. The MOT reserves the right to request additional documentation as needed

Whole Vehicle Type Approval (W.V.T.A) Requirements

Subject	Directive / Regulation		Vehicle Category										Enforcement/ Implementation Dates
	Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
Type Approval Of Motor Vehicles And Their Trailers	2007/46/EC or (EU) 2018/858	(EC) No1060/2008 Up to (EU) No 2017/2400	X	X	X	X	X	X	X	X	X	X	Mandatory (in accordance with the relevant implementation dates) (EU) 2018/858 (mandatory for new types from 1. September 2020)
Electric vehicles	<div>1. The MOT reserves the right to update the mandatory requirements for electric vehicles during the calendar year 2020.</div> <div>2. In certain cases, the MOT will examine, through a professional committee, giving waivers to electric vehicles in accordance with the WVTA and the policy of the EC countries, for implementation of this new technology.</div> <div>3. Electric vehicles must comply with the requirements listed under section 3.3 – 'Electric vehicles'</div>												
Plug-in hybrid electrical vehicles (PIHEV)	<div>1. The MOT reserves the right to update the mandatory requirements for plug-in hybrid electrical vehicles (PIHEV) during the calendar year 2020.</div> <div>2. Plug-in hybrid electrical vehicles must comply with the requirements listed under section 3.3 – 'Plug-in hybrid electrical vehicles'</div>												
<div>Remarks:</div> <div>1. In certain cases, the MOT will consider approving registration according to Directive 70/156/EEC and amendments of vehicles in category M1 whose registration or entry into service in the EC countries were prior to April 29, 2009. The manufacture must present a COC and to verify that their entry into service in the EC countries is not prohibited according to EC regulations.</div> <div>2. Buses must meet additional requirements as stated in the "Israeli Mandatory Requirements for Buses"</div>													

3.2 - Separate Directives and Regulations framework

1. This section is derived from Directive 2007/46/EC or Regulation (EU) 2018/858 and contains administrative provisions, general technical requirements for approval, registration and licensing of the follows vehicles only:
 - i. Locally manufactured vehicles.
 - ii. Vehicles manufactured for new technology testing or operational concept analysis
 - iii. Vehicles manufactured for evaluation purposes.
 - iv. Armored vehicles.
 - v. Special needs vehicles.
 - vi. Etc.
2. Vehicles approved under this section must comply with the directives and regulations listed in Directive 2007/46/EC Annex IV part I (Regulation (EU) 2018/858 annex II) 'list of regulatory acts for EC type-approval of vehicles produced in unlimited series' or with the directives and regulations listed in Directive 2007/46/EC annex XI or Regulation (EU) 2018/858 annex IV part III.
3. In light of the singularity of vehicles under this section, the MOT will examine each vehicle in question according to EC regulation requirements and according to Israeli administrative provisions.
4. Vehicle manufacturers must submit technical service certification for each separate directive and regulation required.
5. Separate directive and regulation requirements for the systems and components in this section must be included in the comprehensive prototype inspection.
6. The manufacturer must present additional verification that his obligations regarding the conformity of production (COP) remain valid throughout the calendar year 2020.
7. Motor vehicle manufacturers may attach ECE documentation as alternative to the EC regulation requirements. The alternative ECE documentation must be in compliance with EC Member State requirements and with regulations set out in each separate directive as listed in Annex IV of Directive 2007/46/EC or Annex II parts I and II of Regulation (EU) 2018/858.

Note:

The manufacturer may be required to submit certification from an approval authority or technical service regarding the ECE regulation.

8. A vehicle that complies with the IMR must be able to be registered in EC member states. The MOT reserves the right to request a statement from the approval authority or technical service laboratory attesting to this.

3.3- Additional Requirements According To Israeli Road Traffic Ordinance and Regulations

Documentation for each directive, regulation and standard in this section must comply with the required implementation date and latest subsequent amendments/edition.

These separate requirements are in addition to the requirements in section 3.1 or 3.2 and should be submitted for the components, systems and engine (combustion, electric, hybrid) installed in the vehicle.

	Subject	Directive / Regulation		Vehicle Category												Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4			
3.3.1	Retarder (endurance braking system)	71/320/EEC OR ECE 13	74/132/EEC UP TO 2013/15/EU			X		X	X						<div><div>1. Commercial vehicles and vehicle combinations exceeding 8,000 Kg G.V.W. and buses exceeding 6,000 Kg G.V.W. must be equipped with retarder complying with Type II test</div><div>2. Motor vehicles for the transport of dangerous goods and buses exceeding 10,000 Kg G.V.W. and commercial vehicles category N3 equipped with towing device must be equipped with retarder complying with Type IIA test</div><div>3. Buses exceeding 10,000 Kg G.V.W. must be equipped with additional retarder not using engine energy.</div></div>	
3.3.2	Recording Equipment In Road Transport (Tachograph)	3821/85/EEC OR 165/2014/EEC OR (EU) No. 2016/799	(EU) 2016/130 (EU) No. 2018/502			X		X	X						<div><div>1. According to Israeli Road Traffic Ordinance and Regulations:<div><div>a. Only mechanical recording equipment is permitted for use in Israel.</div><div>b. Installation of recording equipment is mandatory on buses and commercial vehicles exceeding 8,000 Kg. GVW</div></div></div><div>2. The recording equipment must be calibrated by the manufacturer.</div></div>	

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.3	Flammability Of Interior Materials Or Burning Behavior Of Materials Used In The Interior Construction	95/28/EC OR ECE-118 OR FMVSS 302	(EC) No. 661/2009 (EU) No. 2016/1004	X	X	X	X	X	X					<p>This requirement was expanded to include vehicles in Categories M1, M2, M3 (all class), N1, N2 and N3.</p> <p>Vehicles in these categories will be accepted according to:</p> <p>A. manufacturer's self-certificate.</p> <p>OR</p> <p>B. Israeli Std. 373 and 400 requiring a flammability test according to ISO 3795 as follows:</p> <p>(1) For all interior materials for buses, up to 100 mm/min.</p> <p>(2) For seat cushions and covers for all vehicles, up to 100 mm/min.</p> <p>(3) For other interior materials In driver and passenger compartment, up to 250 mm/min</p>
3.3.4	Retractable Axle	97/27/EC OR 1230/2012/EC						X	X				X	Retractable axle must be lowered automatically when the maximum authorized load exceeds the maximum permissible load at the nearest axle(S) or axle group according to Directive 97/27/EC OR Directive 1230/2012/EC
3.3.5	Electronic Stability Control (ESC) Systems	ECE 13 OR ECE 13H		X	X	X	X	X	X			X	X	<p>1. ESC is effective according to the schedule, date and definitions required in the Israeli Road Traffic Ordinance and Regulations.</p> <p>2. Vehicles for which according to the European schedule the ESC system is not yet obligatory a certificate issued by the manufacturer confirming that the functionality of the ESC system is extensively comparable with the requirement, will be accepted.</p>
3.3.6	Temporary Use Spare Wheel And Tire Unit And Run Flat Tires.	ECE 64		X			X							Effective for vehicles equipped with temporary spare wheel or run flat tires.
3.3.7	Tank Vehicle Rollover Stability	ECE 111						X	X			X	X	For ADR trucks and tankers only

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.8	Fuel Type - Unleaded Gasoline	Israeli Std. 90 Part 2		X	X	X	X	X	X					
3.3.9	Fuel Type -Diesel Engines	Israeli Std. 107 Part 1		X	X	X	X	X	X					
3.3.10	Air Conditioner	Israeli Road Traffic Ordinance And Regulations 364 (c)		X	X	X	X	X	X					1. Vehicles with engine capacity of 1500 cc and above must include air conditioning system 2. For vehicles in category M1 and N the original air condition system installed by the manufacturer will be accepted according to manufacturer's self-certificate.
3.3.11	Electrical Connectors of towing And Towed Vehicles (15 Pole)	ISO 12098						X	X			X	X	Applies to vehicles and trailers equipped with coupling device
	Electrical Connectors of towing And Towed Vehicles (13 Pole)	ISO 11446		X	X		X			X	X			
3.3.12	A.B.S. Electrical Connection	ISO 7638						X	X			X	X	1. Applicable for vehicles not equipped with EBS 2. The vehicles should be equipped with a voltage socket for 24v according to MOT requirement (No. 59004 Dated July 2005)
3.3.13	Air Dryer On Brake System	Israeli Requirement				X		X	X					With air brake or combined air-hydraulic brake system.
3.3.14	Distribution Of Braking Effort Among Vehicle Axles According To Axle Load	71/320/EEC OR ECE-13	74/132/EEC UP TO 2013/15/EU					X	X			X	X	Applies to vehicles above 8,000 kg GVW equipped with a special automatic function/system (other than ABS) which controls the distribution of braking effort among vehicle axles according to axle load

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.15	Buses – Additional requirement as follow:	Israeli Mandatory Requirements for Buses (IMRFB) 08919318 Jun. 2018	June. 2017 addition		X	X			X					1) Category N3 is for locally manufactured special purpose vehicles 2) Additional requirements may be required by the Public Transport Authority department of MOT for buses used for public transportation.
	Specifications and Performance													See IMRFB paragraph 3.1
	Air conditioning													See IMRFB paragraph 3.2
	Vehicle Interior (steps, Luggage racks and compartments)													See IMRFB paragraph 3.3
	Vehicle Exterior (service doors, bus roof, driver's compartment, drivers field of vision)													See IMRFB paragraph 3.4
	Driver's compartment													See IMRFB paragraph 3.5
	Driver's field of vision													See IMRFB paragraph 3.6
	Interior mirrors													See IMRFB paragraph 3.7
	Litter Bins													See IMRFB paragraph 3.8
	Automatic Fire Extinguisher													See IMRFB paragraph 3.9

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.16	Rear Window Defroster	Israeli Road Traffic Ordinance and Regulations – paragraph 357 (A)		X										Manufacturer's certificate will be accepted.
3.3.17	Head Restraints Of Seats	Israeli Road Traffic Ordinance and Regulations – paragraph 355 (c)					X	X						
3.3.18	Safety Chains	Israeli Road Traffic Ordinance and Regulations – paragraph 375								X	X	X	X	
3.3.19	Fenders (Wings)									X	X			Fenders (wings) required if wheels extend out of the trailer body
3.3.20	Automotive Air Brake Line Couplers	SAE J318 OR ISO 1728						X	X			X	X	Applies to automotive air brake line couplers used to connect the brake system of vehicles and trailer
3.3.21	Reversing - Buzzer	SAE J994 OR JSAE JASO D901		X	X	X		X	X				X	According to Israeli Road Traffic Ordinance and Regulations – paragraph 359 (A) – reversing buzzer applies To: 1. Buses 2. Commercial vehicles exceeding 15,000 kg 3. Construction vehicles (cranes, pumps, Etc.) 4. Trailers and semi-trailers exceeding 15,000 kg GVW
3.3.22	Vehicle identification number (VIN)	ISO 3779		X	X	X	X	X	X	X	X	X	X	
3.3.23	Devices To Prevent Unauthorized Use (Anti-Theft, Immobilizer And Alarm System)	74/61/EEC OR	95/56/EC	X	X	X	X	X	X					In compliance with the Israeli regulations on the prevention of noise , published in Israel's Official Gazette "Reshumot" on January 27, 2011, the installation of audible alarm devices in new vehicles is prohibited
		ECE 116		X			X							
		ECE 18			X	X		X	X					

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.24	Motor Vehicles And Trailers Intended For The Transport Of Dangerous Goods.	98/91/EC OR ECE 105					X	X	X			X	X	1. This regulation does not replace other mandatory requirements. 2. Each vehicle should have EC Type-Approval and type approval certificate or EC Type Approval certificate according to the definitions in Directive 2007/46/EC or Regulation (EU) 2018/858. 3. Incomplete, complete and completed vehicles intended to be adapted in Israel for the transportation of dangerous goods must comply with this directive as well.
3.3.25	Automotive natural gas (CNG) - quality Specification	Israeli Std. 6119		X	X	X	X	X	X					
3.3.26	Speed limiter	Israeli Road Traffic Ordinance and Regulations – paragraph 364 e				X		X	X					Applies to vehicle categories M3, N2,N3 exceeding 7,500 Kg G.V.W.

Electrical vehicles

In certain cases, the MOT will examine, through a professional committee, giving waivers to electric vehicles produced in limited series, in accordance with the EC countries policy, for implementation of this new technology.

The MOT reserves the right to update the mandatory requirements for electric vehicles during the calendar year 2020.

The electric charging requirements and connecting vehicle to the charging station are subject to the policy established by the Ministry of Infrastructure.

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.27	Energy consumption and range	ECE 101	Most recent	X			X							Implementation of this directive is according to EC regulations
3.3.28	Electric vehicle conductive charging system : general requirements	Israeli standard 61851-1		X	X	X	X	X	X					<ol style="list-style-type: none"> 1. The Israeli standard 61851-1 was derived from IEC61851-1. 2. Document confirming that the vehicle meets the requirement of Israeli standard 61851-1 must be submitted by the manufacturer or as an alternative by the 'Standards Institution of Israel'. 3. The vehicle must be compatible with the charging station manufactured in accordance with Israeli standard 61851 - 1
3.3.29	Electrical cord extension set - used for the connection between the vehicle and the charging station			X	X	X	X	X	X					Document confirming that The electrical cord is compatible with the electrical vehicle charging system and with the charging station must be submitted by the manufacturer or as an alternative by the 'Standards Institution of Israel'.
3.3.30	External Identification markings (in addition to the markings displayed by the manufacturer)			X	X	X	X	X	X					<p>The vehicle must display 3 external markings, making it easily identifiable as an electric vehicle:</p> <ul style="list-style-type: none"> - One on the back of the vehicle; - One on each side of the vehicle on the inlet covers. If there is only one inlet, the second marking is to be displayed in the corresponding position on the other side. <p><u>Note:</u> The exact position of the identification markings must be approved by the MOT.</p>

Plug-in Hybrid vehicles

The MOT reserves the right to update the mandatory requirements for plug-in hybrid vehicles during the calendar year 2020.

	Subject	Directive / Regulation		Vehicle Category										Remarks
		Base	As Amended By	M 1	M 2	M 3	N 1	N 2	N 3	O 1	O 2	O 3	O 4	
3.3.31	Electric vehicle conductive charging system : general requirements	Israeli standard 61851-1		X	X	X	X	X	X					1. The Israeli standard 61851-1 was derived from IEC 61851-1. 2. Document confirming that the vehicle meets the requirement of Israeli standard 61851-1 must be submitted by the manufacturer or as an alternative by the 'Standards Institution of Israel'. 3. The vehicle must be compatible with the charging station manufactured in accordance with Israeli standard 61851 - 1
3.3.32	Electrical cord extension set - used for the connection between the vehicle and the charging station			X	X	X	X	X	X					Document confirming that The electrical cord is compatible with the electrical vehicle charging system and with the charging station must be submitted by the manufacturer or as an alternative by the 'Standards Institution of Israel'.
3.3.33	External Identification markings (in addition to the markings displayed by the manufacturer)			X	X	X	X	X	X					The vehicle must display 3 external markings, making it easily identifiable as an Plug-in hybrid vehicle: One on the back of the vehicle; One on each side of the vehicle on the inlet covers. If there is only one inlet, the second marking is to be displayed in the corresponding position on the other side. <u>Note:</u> The exact position of the identification markings must be approved by the MOT.

Chapter 4

Declaration

4.1 I hereby declare that the given information is true and correct.

Name _____ Position _____

At (*Name Of Manufacturer*) _____

Date: _____ Signature _____

4.2 I the undersigned _____

Public notary at _____

Hereby certify that _____ is authorized

to sign for and on behalf of the A/M manufacturer.

This person appeared before me and signed on (*Date*) _____

Person's identity no. / passport no. is _____

I have here into set my seal and signature

Date

Signature

Note:

If the status as a representative of the manufacturer has not been changed, a declaration from previous years duly witnessed by a notary will be accepted.

Chapter 5

**Description of Vehicle Identification Number (VIN) -
Content and structure (according to standard ISO 3779)**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



ハイファ港

出典: Haifa Port Master Plan 2018



ハイファ新港
(SIPG社管理予定区域)

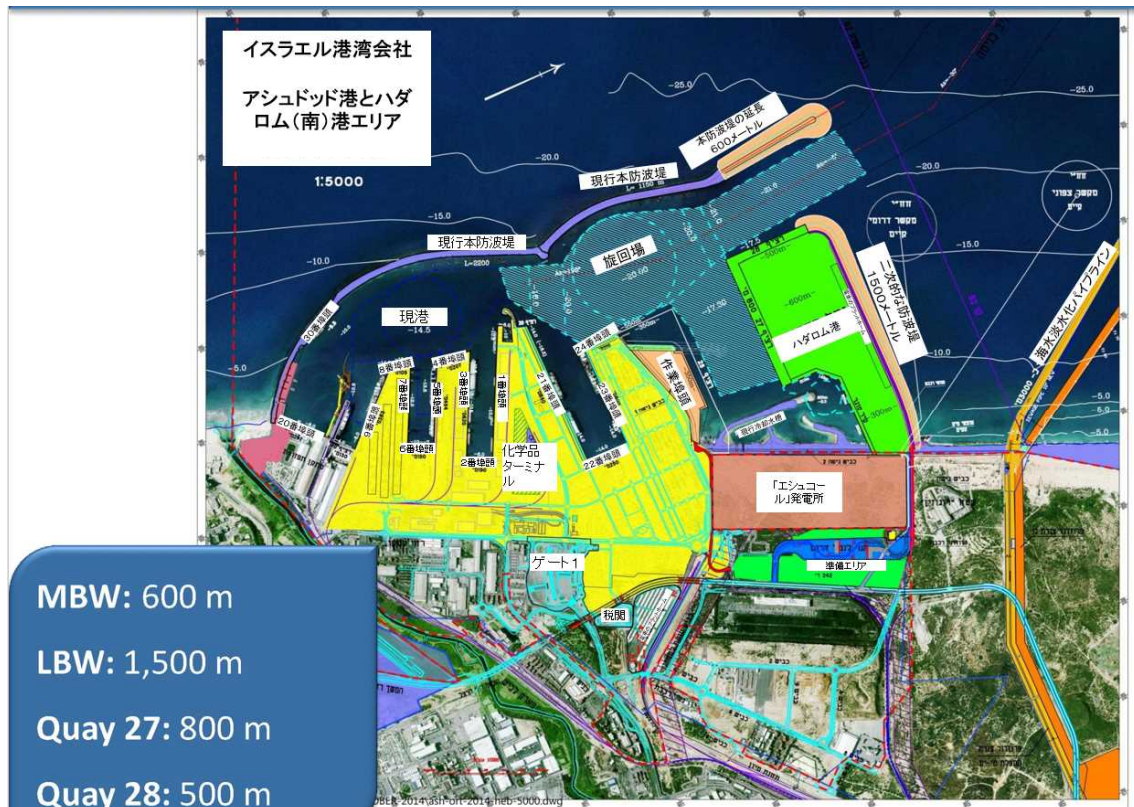


上海振华港機械から輸送された
レールマウントガントリークレーン
(2020年7月6日撮影)

化学工場用
海中パイプライン敷設工事(予定)

現港防波堤改築工事(予定)

アシュドット港



Rates booklet 2020

Income Section
Phone: 04-8518289/290
Fax: 04-8518296

Valid 01/01/2020-31/12/2020



Rates 2020 - containers

Income Section
Phone: 04-8518289/290
Fax: 04-8518296

handling index 1.0445 base index 1.1434	base fee				customs broker (cargo owner)-rates include index				handling fee includes index	
type of cargo	infrastructure fee	handling fee	Weighing container	container electricity connection fee per day	infrastructure fee	handling fee	Weighing container	container electricity connection fee per day	infrastructure fee	handling fee
Import										
full container 20'	135.00	566.00		51.00	154.36			58.31		591.19
full container 40'	147.00	793.00		78.00	168.08			89.19		828.29
Empty 20' container	55.00	259.00							62.89	270.53
Empty 40' container	75.00	363.00							85.76	379.15
Export										
full container 20'	135.00	566.00	20.58	51.00	154.36		31.98	58.31		591.19
full container 40'	147.00	793.00	20.58	78.00	168.08		31.98	89.19		828.29
Empty 20' container	55.00	259.00							62.89	270.53
Empty 40' container	75.00	363.00							85.76	379.15
Transit containers (A container in transit will be charged a weighing fee only if the container is in transit from a land border terminal)										
container 20'	67.00	566.00		51.00	76.61	591.19		58.31		
container 40'	96.00	793.00		78.00	109.77	828.29		89.19		
Transship container										
container 20'	-	612.00		51.00				58.31		699.76
container 40'	-	680.00		78.00				89.19		777.51
Transship container that not declared before discharge										
container 20'	134.00	566.00		51.00	153.22	591.19		58.31		
container 40'	192.00	793.00		78.00	219.53	828.29		89.19		
Coastal transfer										
container 20'	infrastructure fee is to be paid in arriving port	566.00		51.00	infrastructure fee is to be paid in arriving port			58.31		591.19
container 40'	infrastructure fee is to be paid in arriving port	793.00		78.00	infrastructure fee is to be paid in arriving port			89.19		828.29

Rates 2020 - containers

Income Section

Phone: 04-8518289/290

Fax: 04-8518296

handling index 1.0445 base index 1.1434		base fee				customs broker (cargo owner)-rates include index				handling fee includes index	
type of cargo		infrastructure fee	handling fee	Weighing container	container electricity connection fee per day	infrastructure fee	handling fee	Weighing container	container electricity connection fee per day	infrastructure fee	handling fee
Shifting container to / from terminal											
container 20'			566.00								591.19
container 40'			793.00								828.29
Shifting container on terminal											
container 20'			283.00				295.59				
container 40'			396.50				414.14				
Shifting container on vessel											
container 20'			283.00								295.59
container 40'			396.50								414.14
Unstuffing service											
Container 20' (cargo weight up to 15 tons) - unit			846.00				883.65				
Container 20' (cargo weight over 15 tons) - ton			56.00				58.49				
Container 40' (cargo weight up to 21 tons) - unit			1176.00				1228.33				
Container 40' (cargo weight over 21 tons) - ton			56.00				58.49				
unstaffed empty container 20' shifting-unit			64.75				67.63				
unstaffed empty container 40' shifting-unit			90.75				94.79				
stuffed cargo shifting-ton			25% of the fee by type of cargo				25% of the fee by type of cargo				

Rates 2020 - general cargo

Income Section
Phone: 04-8518289/290
Fax: 04-8518296

handling index 1.0445 base index 1.1434			base fee		total handling fee include index	customs broker (cargo owner)-rates include index		ship agent-rates include index
serial according to rate control order	type of cargo	calculation unit	infrastructure fee	base handling fee		infrastructure fee	base handling fee	base handling fee
1	Import cargo by direct delivery							
1.1	Beast	ton	19.00	81.00	84.60	21.72	42.30	42.30
1.2	Unitized paper rolls	ton	4.00	55.00	57.45	4.57	28.72	28.72
1.3	Loose paper rolls	ton	6.00	76.00	79.38	6.86	39.69	39.69
1.4	Seed products in bulk	ton	2.00	30.70	32.07	2.29	32.07	
1.5	Other unitized cargo	ton	4.00	67.00	69.98	4.57	34.99	34.99
1.6	Other loose cargo	ton	4.00	184.00	192.19	4.57	96.09	96.09
1.7	Dry bulk cargo	ton	0.50	21.80	22.77	0.57	11.39	11.39
1.8	Liquid bulk cargo	ton	4.00	21.80	22.77	4.57	11.39	11.39
1.9	Unitized metals	ton	4.00	59.00	61.63	4.57	30.81	30.81
1.10	Loose metals	ton	3.00	73.00	76.25	3.43	38.12	38.12
1.10	Scrap metal	ton	3.00	73.00	76.25	3.43	38.12	38.12
1.11	Pumped sugar	ton	2.00	2.97	3.10	2.29	1.55	1.55
1.12.1	Unitized wood	ton	2.00	65.00	67.89	2.29	33.95	33.95
1.12.2	Loose wood	ton	2.00	89.00	92.96	2.29	46.48	46.48
1.13	Unitized sacks	ton	2.00	40.60	42.41	2.29	21.20	21.20
1.14	Loose sacks	ton	3.00	52.00	54.31	3.43	27.16	27.16
1.15	Uniformed cellulose fiber	ton	3.00	39.60	41.36	3.43	20.68	20.68
1.16	Loose cellulose fiber	ton	2.00	123.00	128.47	2.29	64.24	64.24
1.17	Grains and seeds in bulk	ton	2.00	22.80	23.81	2.29	23.81	

Rates 2020 - general cargo

Income Section
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handling index 1.0445 base index 1.1434			base fee		total handling fee include index	customs broker (cargo owner)-rates include index		ship agent-rates include index
serial according to rate control order	type of cargo	calculation unit	infrastructure fee	base handling fee		infrastructure fee	base handling fee	base handling fee
2	Import cargo by un - direct delivery (The charge of a handling fee for an imported cargo on a ro-ro ship will apply entirely to the ship's agent)							
2.1	Unitized paper rolls	ton	4.00	73.00	76.25	4.57	47.52	28.72
2.2	Loose paper rolls	ton	6.00	103.00	107.58	6.86	67.89	39.69
2.3	Seed products in bulk	ton	2.00	30.70	32.07	2.29	32.07	
2.4	Other unitized cargo	ton	4.00	102.00	106.54	4.57	71.55	34.99
2.5	Other loose cargo	ton	4.00	210.00	219.35	4.57	123.25	96.09
2.10	Unitized metals	ton	4.00	68.00	71.03	4.57	40.21	30.81
2.11	Loose metals	ton	3.00	84.00	87.74	3.43	49.61	38.12
2.11	Scrap metal	ton	3.00	84.00	87.74	3.43	49.61	38.12
2.12	Full 20' trailer (ro-ro, T1 type packaging)	unit	94.00	302.00	315.44	107.48		315.44
2.13	Full 40' trailer (ro-ro, T2 type packaging)	unit	118.00	383.00	400.04	134.92		400.04
2.14	Empty trailer, type T3 packaging	unit	73.00	130.00	135.79	83.47		135.79
2.15.1	Unitized wood	ton	2.00	90.00	94.01	2.29	60.06	33.95
2.15.2	Loose wood	ton	2.00	123.00	128.47	2.29	82.39	46.08

Rates 2020 - general cargo

Income Section
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handling index 1.0445 base index 1.1434			base fee		total handling fee include index	customs broker (cargo owner)-rates include index		ship agent-rates include index
serial according to rate control order	type of cargo	calculation unit	infrastructure fee	base handling fee		infrastructur e fee	base handling fee	base handling fee
2	Import cargo by un - direct delivery (The charge of a handling fee for an imported cargo on a ro-ro ship will apply entirely to the ship's agent)							
2.16	Handling of driving vehicles- vehicle that can be driven, transported by ro - ro vessel, and is a cargo by itself							
2.16.1	Deadweight up to 1.4 ton	unit	464.00	74.00	77.29	530.54	77.29	
2.16.2	Deadweight between 1.4 ton and 4 ton	unit	1,030.00	74.00	77.29	1,177.70	77.29	
2.16.3	Deadweight over 4 ton	unit	2,575.00	125.00	130.56	2,944.26	130.56	
2.16.4	Two-wheeled vehicles	unit	206.00	74.00	77.29	235.54	77.29	
2.17	Handling of other vehicles- vehicle that can not be driven, is a cargo by itself (Other vehicles transported by ro-ro vessel - Customs agent charged on 100% handling fee)							
2.17.1	Deadweight up to 1.4 ton	handling fee is calculated by ton, infrastructure fee calculated by units	464.00	102.00	106.54	530.54	53.27	53.27
2.17.2	Deadweight between 1.4 ton and 4 ton		1,030.00	102.00	106.54	1,177.70	53.27	53.27
2.17.3	Deadweight over 4 ton		2,575.00	102.00	106.54	2,944.26	53.27	53.27
2.17.4	Two-wheeled vehicles		206.00	102.00	106.54	235.54	53.27	53.27
2.18	Unitized sacks	ton	2.00	57.00	59.54	2.29	38.33	21.20
2.19	Loose sacks	ton	3.00	64.00	66.85	3.43	39.69	27.16
2.2	Mailbag (the rate per bag not in a container)	unit	2.00	5.90	6.16	2.29	3.08	3.08
2.21	Uniformed cellulose fiber	ton	3.00	53.00	55.36	3.43	34.68	20.68
2.22	Grains and seeds in bulk	ton	2.00	22.80	23.81	2.29	23.81	
Port Regulations	Small consignment (under 10 ton)	ton	depends of cargo type- according to weight declared	93.18	106.54	depends of cargo type- according to weight declared	106.54	

Rates 2020 - general cargo

Income Section
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handling index 1.0445 base index 1.1434			base fee		total handling fee include index	customs broker (cargo owner)-rates include index		ship agent-rates include index
serial according to rate control order	type of cargo	calculation unit	infrastructure fee	base handling fee		infrastructure fee	base handling fee	base handling fee
3	Export cargo by direct delivery							
3.1	Beast	ton	19.00	81.00	84.60	21.72	42.30	42.30
3.2	Unitized paper rolls	ton	4.00	67.00	69.98	4.57	34.99	34.99
3.3	Loose paper rolls	ton	4.00	184.00	192.19	4.57	96.09	96.09
3.4	Dry bulk cargo	ton	0.50	21.80	22.77	0.57	11.39	11.39
3.5	Liquid bulk cargo	ton	4.00	21.80	22.77	4.57	11.39	11.39
3.6	Unitized metals	ton	4.00	59.00	61.63	4.57	30.81	30.81
3.7	Loose metals	ton	2.00	73.00	76.25	2.29	38.12	38.12
3.7	Scrap metal	ton	2.00	73.00	76.25	2.29	38.12	38.12
3.8	Unitized sacks	ton	2.00	40.60	42.41	2.29	21.20	21.20
3.9	Loose sacks	ton	3.00	52.00	54.31	3.43	27.16	27.16
3.10	Agricultural products and canned food	ton	2.00	63.00	65.80	2.29	32.90	32.90
4	Export cargo by direct delivery							
4.1	Other unitized cargo	ton	4.00	102.00	106.54	4.57	71.85	34.69
4.2	Other loose cargo	ton	4.00	210.00	219.35	4.57	124.07	95.28
4.7	Unitized metals	ton	4.00	68.00	71.03	4.57	40.21	30.81
4.8	Loose metals	ton	3.00	84.00	87.74	3.43	49.61	38.12
4.9	Full 20' trailer (ro-ro, T1 type packaging)	unit	94.00	302.00	315.44	107.48		315.44
4.10	Full 40' trailer (ro-ro, T2 type packaging)	unit	118.00	383.00	400.04	134.92		400.04
4.11	Empty trailer, type T3 packaging	unit	73.00	131.00	136.83	83.47	136.83	

Rates 2020 - general cargo

Income Section

Phone: 04-8518289/290

Fax: 04-8518296

handling index 1.0445 base index 1.1434			base fee		total handling fee include index	customs broker (cargo owner)-rates include index		ship agent-rates include index
serial according to rate control order	type of cargo	calculation unit	infrastructure fee	base handling fee		infrastructure fee	base handling fee	base handling fee
4	Export cargo by direct delivery							
4.12	Handling of driving vehicles- vehicle that can be driven, transported by ro - ro vessel, and is a cargo by itself							
4.12.1	Deadweight up to 1.4 ton	unit	464.00	74.00	77.29	530.54		77.29
4.12.2	Deadweight between 1.4 ton and 4 ton	unit	1,030.00	74.00	77.29	1,177.70		77.29
4.12.3	Deadweight over 4 ton	unit	2,575.00	125.00	130.56	2,944.26		130.56
4.12.4	Two-wheeled vehicles	unit	206.00	74.00	77.29	235.54		77.29
4.13	Handling of other vehicles- vehicle that can not be driven, is a cargo by itself (Other vehicles transported by ro-ro vessel - Customs agent charged on 100% handling fee)							
4.13.1	Deadweight up to 1.4 ton	handling fee is	464.00	102.00	106.54	530.54	53.27	53.27
4.13.2	Deadweight between 1.4 ton and 4 ton	calculated by ton,	1,030.00	102.00	106.54	1,177.70	53.27	53.27
4.13.3	Deadweight over 4 ton	infrastructure fee	2,575.00	102.00	106.54	2,944.26	53.27	53.27
4.13.4	Two-wheeled vehicles	calculated by units	206.00	102.00	106.54	235.54	53.27	53.27
4.14	Mailbag (the rate per bag not in a container)	unit	2.00	5.90	6.16	2.29	3.08	3.08
4.15	Unitized sacks	ton	2.00	57.00	59.54	2.29	38.33	21.20
4.16	Loose sacks	ton	3.00	64.00	66.85	3.43	39.69	27.16
4.17	Agricultural products and canned food	ton	2.00	94.00	98.18	2.29	65.28	32.90
Port Regulations	(Small consignment (under 3 ton	ton	depends of cargo type - according to weight declared	27.21	31.11	depends of cargo type - according to weight declared	31.11	

Rates 2020 - general cargo

Income Section
Phone: 04-8518289/290
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handling index 1.0445 base index 1.1434				base fee		total handling fee include index	customs broker (cargo owner)- rates include index		ship agent- rates include index
serial accordin g to rate control order	type of cargo	calculation unit	infrastructure fee	base handling fee	infrastructure fee		base handling fee	base handling fee	
5	Transit cargo								
5.1	Bulk	ton	4.00	handling fee (100%) applies upon invites service, according to handling rate depends on destination: export / import	handling fee (100%) applies upon invites service, according to handling rate depends on destination: export / import	4.57	handling fee (100%) applies upon invites service, according to handling rate depends on destination: export / import		
5.4	Vehicles	handling fee calculated by ton, infrastructure fee calculated by units	12.00			13.72			
5.4	Other vehicles	ton	12.00			13.72			
5.5	other transferred cargo	ton	12.00			13.72			
6	Transit petrol between local ports								
	Transit petrol between local ports	ton	5.80			6.63			
7	Transship cargo								
7.3	Full under 20' trailer / vehicles led driven	unit	infrastructure fee is to be paid in arriving port	115.00	131.49	infrastructure fee is to be paid in arriving port		131.49	
7.4	Full over 20' trailer / vehicles led driven	unit		199.00	227.54			227.54	
9	Bulk cargo in dedicated port facilities								
9.1	Oil and petrol products export / import	ton	5.80			6.63			
9.2	Grains and seeds import	ton	2.00	22.80	23.81	2.29	23.81		
9.3	Grain products import	ton	2.00	30.70	32.07	2.29	32.07		
9.4	Chemicals and liquids import	ton	4.00			4.57			
9.5	Chemicals and liquids export	ton	4.00			4.57			
9.6	Cement	ton	3.00			3.43			
9.7	Brine	ton	0.50			0.57			

Storage Rates for Export / Import / Transit Containers 2020

Basic rates

Storage increments	standard containers		Refrigerated Containers 50% additional		Hazardous material Containers 100% additional	
	'20	'40	'20	'40	'20	'40
1st week	98.689	149.392	148.034	224.088	197.378	298.784
2nd week	123.364	186.746	185.046	280.119	246.728	373.492
3rd week	148.027	224.088	222.041	336.132	296.054	448.176
4 th week or higher	172.715	261.454	259.073	392.181	345.430	522.908

Rates include index – 1.1434

Storage increments	standard containers		Refrigerated Containers 50% additional		Hazardous material Containers 100% additional	
	'20	'40	'20	'40	'20	'40
1st week	112.841	170.815	169.262	256.222	225.682	341.630
2nd week	141.054	213.525	211.582	320.288	282.109	427.051
3rd week	169.254	256.222	253.881	384.333	338.508	512.444
4 th week or higher	197.482	298.947	296.223	448.420	394.965	597.893

Storage Rates for Export / Import / Transit Containers 2020

Cumulative container storage rates by day includes index - 1.1434

week	Storage period (in days)	standard containers		Refrigerated Containers 50% additional		Hazardous material Containers 100% additional	
		'20	'40	'20	'40	'20	'40
1	1	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	2	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	3	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	4	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	5	112.84	170.81	169.26	256.22	225.68	341.63
	6	225.68	341.63	338.52	512.44	451.36	683.26
	7	338.52	512.44	507.78	768.67	677.05	1,024.89
2	8	479.58	725.97	719.37	1,088.95	959.15	1,451.94
	9	620.63	939.50	930.95	1,409.24	1,241.26	1,878.99
	10	761.69	1,153.02	1,142.53	1,729.53	1,523.37	2,306.04
	11	902.74	1,366.55	1,354.11	2,049.82	1,805.48	2,733.09
	12	1,043.79	1,580.07	1,565.69	2,370.11	2,087.59	3,160.14
	13	1,184.85	1,793.60	1,777.27	2,690.40	2,369.70	3,587.19
	14	1,325.90	2,007.12	1,988.86	3,010.68	2,651.81	4,014.24
3	15	1,495.16	2,263.34	2,242.74	3,395.02	2,990.32	4,526.69
	16	1,664.41	2,519.57	2,496.62	3,779.35	3,328.82	5,039.13
	17	1,833.67	2,775.79	2,750.50	4,163.68	3,667.33	5,551.58
	18	2,002.92	3,032.01	3,004.38	4,548.02	4,005.84	6,064.02
	19	2,172.17	3,288.23	3,258.26	4,932.35	4,344.35	6,576.47
	20	2,341.43	3,544.46	3,512.14	5,316.68	4,682.86	7,088.91
	21	2,510.68	3,800.68	3,766.02	5,701.02	5,021.36	7,601.36
4 or higher	Each additional day	197.482	298.947	296.223	448.420	394.965	597.893

Storage Rates for Transship Containers 2020

Basic rates

Storage increments	standard containers		Refrigerated Containers 50% additional		Hazardous material Containers 100% additional	
	'20	'40	'20	'40	'20	'40
1st week	0	0	0	0	0	0
2nd week	123.364	186.746	185.046	280.119	246.728	373.492
3rd week	148.027	224.088	222.041	336.132	296.054	448.176
4 th week or higher	172.715	261.454	259.073	392.181	345.430	522.908

Rates include index – 1.1434

Storage increments	standard containers		Refrigerated Containers 50% additional		Hazardous material Containers 100% additional	
	'20	'40	'20	'40	'20	'40
1st week	0	0	0	0	0	0
2nd week	141.054	213.525	211.582	320.288	282.109	427.051
3rd week	169.254	256.222	253.881	384.333	338.508	512.444
4 th week or higher	197.482	298.947	296.223	448.420	394.965	597.893

Storage Rates for Transship Containers 2020

Income Section
Phone: 04-8518289/290
Fax: 04-8518296

Cumulative container storage rates by day includes index - 1.1434

week	Storage period (in days)	standard containers		Refrigerated Containers 50% additional		Hazardous material Containers 100% additional	
		'20	'40	'20	'40	'20	'40
1	1	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	2	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	3	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	4	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	5	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	6	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	7	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
2	8	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	9	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	10	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
	11	141.054	213.525	211.582	320.288	282.109	427.051
	12	282.109	427.051	423.163	640.576	564.218	854.102
	13	423.163	640.576	634.745	960.864	846.326	1,281.152
	14	564.218	854.102	846.326	1,281.152	1,128.435	1,708.203
3	15	733.472	1,110.324	1,100.207	1,665.486	1,466.943	2,220.647
	16	902.726	1,366.546	1,354.089	2,049.819	1,805.451	2,733.092
	17	1,071.980	1,622.768	1,607.970	2,434.152	2,143.960	3,245.536
	18	1,241.234	1,878.990	1,861.851	2,818.486	2,482.468	3,757.981
	19	1,410.488	2,135.213	2,115.732	3,202.819	2,820.976	4,270.425
	20	1,579.742	2,391.435	2,369.613	3,587.152	3,159.484	4,782.870
	21	1,748.996	2,647.657	2,623.494	3,971.486	3,497.992	5,295.314
4 or higher	Each additional day	197.482	298.947	296.223	448.420	394.965	597.893

General cargo storage rates 2020*

Income Section
Phone: 04-8518289/290
Fax: 04-8518296

Type of cargo	Units of Calculation	Storage exemption (free storage days)	level A'	Basic rates	rates include index	level B'	Basic rates	rates include index
Unitized / loose paper rolls	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Other unitized / loose cargo	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Unitized / loose & scrap metals	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	3.82	4.36	From the 22th day	5.59	6.39
Wood - logs and boards	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	3.82	4.36	From the 22th day	5.59	6.39
Uniformed cellulose fiber	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Commercial vehicle	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Vehicles Deadweight over 4 ton	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Two-wheeled vehicle	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Unitized / loose sacks	per ton per day	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	From the 22th day	8.28	9.47
Grains and seeds in bulk	per ton per day	Non-conditional exemption - 8 days	From the 9th to the 30th day	3.00	3.43	Each extra day	5.00	5.72
Seed products in bulk	per ton per day	Non-conditional exemption - 8 days	From the 9th to the 30th day	3.00	3.43	Each extra day	5.00	5.72
Small consignment (under 10 ton)	per ton per day	Non-conditional exemption - 30 days	From the 31th day	8.28	9.47			
Empty 20' container	unit	No exemption	per unit per day	9.53	10.90			
Empty 40' container	unit	No exemption	per unit per day	14.30	16.35			
Full 20' trailer (ro-ro, T1 type packaging)	unit	Conditional exemption - 6 days	For the first 28 days of storage	51.04	58.36	Each extra day	102.08	116.72
Full 40' trailer (ro-ro, T2 type packaging)	unit	Conditional exemption - 6 days	For the first 28 days of storage	76.36	87.31	Each extra day	152.72	174.62
Empty trailer, type T3 packaging- 20	unit	No exemption	per unit per day	31.15	35.61			
Passenger vehicle	unit	Conditional exemption - 4 days	per unit per day	20.38	23.30			
Mailbag (the rate per bag not in a container)	unit	Conditional exemption - 6 days	For the first 21 days of storage	5.99	6.85	Each extra day	8.28	9.47
Unstuffed cargo	depends of cargo type	Non-conditional exemption - 6 days	depends of cargo type					

*Exemption days listed above are for import general cargo. Export/transit/transship - 12 exemption days.



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Port dues
January 2012
Version No.2

Billing department





Ship owner/ Agent payments





Vessels



Vessel Charges

Basic Rates

The charges for services to vessels are based on vessel type, overall length and berth period. The charges are per meter or per part thereof.

Lighthouse

Lighthouse dues are charged for every entrance to the port. The charges are per meter as following:

Length of vessel (mtr.)	\$ per mtr.
Up to 50	0.50
51-60	0.70
61-70	0.90
71-80	1.40
81-90	1.50
91-100	1.70
101-110	2.00
111-150	3.30
151-160	4.60
161-170	5.20
171-180	6.20
181-190	7.30
191-220	8.50
221-250	10.30
251-300	17.20
Over 300	37.00

Exemption & Reduction from Lighthouse

Rate of Reduction

Ro/Ro vessel	40%
After the 5th voyage	50%
IDF sea craft	exempt

Sea Pollution

Sea pollution prevention rates are charged at 25% of the lighthouse rates.

Harbour Services

Services rendered to vessel at the port area as following:

- Pilotage vessel at port.
- Dragging vessel.
- Tying / untying vessel to/from dock, including use of tugs.

Harbour rates are charged for each entrance to the port.

The basic charges are for a 30 days period of stay or part thereof, as following:

Vessel Overall Length (mtr)	N.I.S Per Meter According to Year							
	2012	2013	2014	2015	2016	2017	2018	above 2019
First 100 meters	210	212	214	216	218	220	222	224
Next 50 'meters	217	217	218	218	219	219	220	220
Next 50 meters	220	219	218	217	216	215	204	204
Next 50 meters	203	198	194	190	184	179	175	171
Each additional meter	199	194	189	184	178	173	178	163

In order to facilitate: harbour rates calculation for a 214 mtr. overall vessel for one period of stay in 2012 :

$$(N.I.S\ 210\ X\ 100\ mtr.) + (N.I.S\ 217\ X\ 50\ mtr.) + (N.I.S\ 220\ X\ 50\ mtr.) + (N.I.S.\ 203\ X\ 14\ mtr.)= N.I.S\ 45,692$$

- * The harbour rate for an additional period of stay or part thereof is a surcharge of 40% of harbor rates.
- * Shifting of vessel rate is 30% of harbour rate.

Surcharge to Harbour Rates :

	Circumstances	Surcharge
(1)	During pilotage of vessel, tugs are required because of the absence of capability to self ignition or the pilot deems that the steering system does not operate properly.	Additional harbour craft or tugs rates
(2)	The vessel is not ready to commence pilotage operations, and the vessel's master did not inform the port about the boarding pilot cancellation at least 15 minutes before the appointed time for the pilot to board the vessel.	2% of harbour rates
(3)	The vessel is not ready to commence pilotage within half hour from the time the pilot boards the vessel.	10% of harbour rates

Reductions from Harbour Rates :

	Circumstances	Surcharge
(1)	laid – up vessel after 30 days.	90% of harbour rates
(2)	vessel in distress, on condition that it is not tied to the dock and sailed right after distress.	40% of harbour rates
(3)	cargo vessels waiting two continuous shifts from arrival time to port area until tying to the dock, on condition that vessel representative informs that the vessel is ready to commence work. The discount is not applicable in case of strike, sanctions or circumstances that cannot allow safely tying of vessel or any emergency situation .	35% of harbour rates
(4)	vessel that by right has not used pilotage service	30% of harbour rates

Berthage : Vessels berthed at quay.

The rates are charged for each berthage period of four hours or part thereof.
The dues are composed by two rates:

- a. Basic rate as detailed on table no. 1.
- b. Basic surcharge to length as detailed on table no. 2.

Table no. 1: N.I.S Basic Rates Per Year:

Vessel Overall Length (mtr.)	N.I.S Per Year							
	2012	2013	2014	2015	2016	2017	2018	above 2019
Over 21 up to 100	86	85	84	83	81	80	79	78
Over 100 up to 150	238	229	228	227	226	217	216	214
Over 150	768	749	743	732	721	707	696	689

Table no. 2: Basic rate for Each Meter above the Basic Length:

Vessel Overall Length (mtr.)	N.I.S Per Year							
	2012	2013	2014	2015	2016	2017	2018	above 2019
Over 21 up to 100	2.0	1.9	1.9	1.9	1.9	1.8	1.8	1.8
Over 100 up to 150	10.6	10.4	10.3	10.1	9.9	9.8	9.6	9.5
Over 150	28.8	28.4	28.0	27.5	27.1	26.7	26.3	25.9

The basic length is the lowest at the overall vessel group.

In order to facilitate: berthage rate calculation for a 130 mtr. overall vessel for one period of stay on 2012 :

(no. of periods) * [basic rate + (surcharge for any additional mtr. over the basic length* length)]

1 period * [N.I.S 238 + (30 mtr. * N.I.S 10.6)] = N.I.S 556

Reductions from Berthage Rates

	Circumstances	Surcharge
(1)	after the 24th period during one call	50% of berthage rate, starting from the 25th period
(2)	cargo vessels waiting two continuous shifts from arrival time to port area until tying to dock, on condition that vessel representative informed that the vessel is ready to commence work. The discount is not applicable in case of strike, sanctions or circumstances that cannot allow safely tying of vessel or any emergency.	35% of berthage rates

Removal of Garbage

The service is charged for each day of stay according to vessel type as following:

	Vessel Type	N.I.S Removal of Garbage rate per staying day
(1)	passenger vessel	406
(2)	other than passenger vessel	133

Removal of Bilge Water

Receipt of bilge water from vessel.

Removal of bilge water by ship's pump basic rate is charged for every 15 day period stay, or part thereof, and based on overall vessel length as following:

	Vessel Overall Length	N.I.S Per Staying Period
(1)	vessel length up to 200 mtr	1,109
(2)	vessel length over 200 mtr	1,350

Water supply service

Water supply service is rendered to vessel mooring at quay. The basic rates are as following:

	Service/Quantity	N.I.S
(1)	connection hydrant rate	80
(2)	each cu.m of water up to 10 cu.m.	15
(3)	each cu.m of water over 10 cu.m.	30

For service rendered on days of rest, a surcharge of 40% will be applied.

Use of Harbour Craft / Tow Boats / Mooring launches

The basic rate for using harbour craft as per vessel request is per hour or part thereof as following:

	Service/Quantity	N.I.S
(1)	over 500 H.P tug	2,000
(2)	500 H.P tug	600
(3)	tow boat	600
(4)	tow boat used for passenger transportation	740

Surcharged for use of harbour craft on a day of rest – 40% from basic rates.

Passenger Services

The following basic charges apply to passengers aged over two years:

Passenger embarked or disembarked : N.I.S 50

Tourist on cruise : first 3 days of stay in port – N.I.S 43, for every additional day of stay – N.I.S 29.

For service rendered on days of rest, a surcharge of 40% will be applied.

Hawsers – Use of Hawsers for Mooring Ships

	Service Type	N.I.S
(1)	up to 72 hrs	49.40
(2)	for each hawser over 72 hrs	24.44

Port vessel

The basic rate for Port vessel's anchorage services is N.I.S 200 for each meter of vessel's length.





Handling, Infrastructure & Accompanying Operations Paid by Ship Owner



Handling Services and Accompanying Operations Rates

Ship owner will be charged for handling container and ro/ro cargoes, excluding imported vehicles. Until the year 2013 (all-inclusive), handling dues for all cargoes will be divided between the ship owner and the cargo owner.

Following is the ship owner part for handling cargoes, in percentage by years :

Handling Container and ro/ro Cargoes, Excluding Imported Vehicles:

Year	%Handling Payment
2012	80%
2013	90%
Above 2014	100%

Handling General Cargo (non ro/ro) and Imported Vehicles

Year	%Handling Payment
2012	30%
2013	15%
Above 2014	0%

Following are the basic handling rates per cargo type:

Concerning container, trailer and ro/ro vehicles the rate is per unit, for other cargoes the rate is per ton.

No.	Cargo Type	N.I.S Basic Handling Rates	Ship's Owner Part for Handling Rates by Years		
			2012	2013	above 2014
	container & ro/ro cargo		80%	90%	100%
	general cargo & vehicles		30%	15%	0%
1	Import Cargoes Direct Delivery				
1.1	beast	81	24.3	12.15	0
1.2	paper rolls - unitized	55	16.5	8.25	0
1.3	paper rolls - loose	76	22.8	11.4	0
1.4	grain products in bulk	30.7	0	0	0
1.5	other cargo - unitized	67	20.1	10.05	0
1.6	other cargo - loose	183	54.9	27.45	0
1.7	dry bulk cargo	21.8	6.54	3.27	0
1.8	liquid bulk cargo	21.8	6.54	3.27	0
1.9	metal - unitized	59	17.7	8.85	0

No.	Cargo Type		N.I.S Basic Handling Rates	Ship's Owner Part for Handling Rates by Years		
				2012	2013	above 2014
				80%	90%	100%
				30%	15%	0%
	container & ro/ro cargo					
	general cargo & vehicles					
1.10	metal - loose & scrap		73	21.9	10.95	0
1.11	sugar by pump		2.97	0.891	0.4455	0
1.12	wood - logs & boards		75	22.5	11.25	0
1.13	bags - unitized		40.6	12.18	6.09	0
1.14	bags - loose		51	15.3	7.65	0
1.15	pulp - unitized		39.6	11.88	5.94	0
1.16	pulp - loose		123	36.90	18.45	0
1.17	grains & seeds in bulk		22.80	0	0	0
2	Import Cargoes Indirect Delivery					
2.1	paper rolls - unitized		73	21.90	10.95	0
2.2	paper rolls - loose		103	30.90	15.45	0
2.3	grain products in bulk		30.70	9.21	4.60	0
2.4	other cargo - unitized		102	30.60	15.30	0
2.5	other cargo - loose		210	63	31.50	0
2.6	full container 20'		566	452.80	509.40	566
2.7	full container 40'		793	634.40	713.70	793
2.8	empty container 20'		259	259	259	259
2.9	empty container 40'		363	363	363	363
2.10	metal - unitized		68	20.40	10.20	0
2.11	metal - loose & scrap		84	25.20	12.60	0
2.12	full trailer 20'		302	241.60	271.80	302
2.13	full trailer 40'		383	306.40	344.70	383
2.14	empty trailer		130	130	130	130
2.15	woods - logs & boards		98	29.40	14.70	0
2.16	driven vehicles					
	2.16.1	self weight up to 1.4 ton	74	22.20	11.10	0
	2.16.2	self weight above 1.4 ton and up to 4 ton	74	22.20	11.10	0
	2.16.3	self weight above 4 ton	125	37.50	18.75	0
	2.16.4	two-wheeled vehicle	74	22.20	11.10	0
2.17	other vehicle / trailer who constitutes the cargo itself					
	2.17.1	self weight up to 1.4 ton	102	30.60	15.30	0
	2.17.2	self weight above 1.4 ton and up to 4 ton	102	30.60	15.30	0
	2.17.3	self weight above 4 ton	102	30.60	15.30	0
	2.17.4	two wheeled vehicle	102	30.60	15.30	0
2.18	bags - unitized		57	17.10	8.55	0
2.19	bags - loose		64	19.20	9.60	0
2.20	mail bags (per bag)		5.9	1.77	0.88	0

No.	Cargo Type		N.I.S Basic Handling Rates	Ship's Owner Part for Handling Rates by Years		
				2012	2013	above 2014
				80%	90%	100%
	container & ro/ro cargo			30%	15%	0%
	general cargo & vehicles					
2.21	pulp -unitized		53	15.90	7.95	0
2.22	grain & seeds in bulk		22.80	6.84	3.42	0
3	Export Cargoes Direct Delivery					
3.1	beast		81	24.30	12.15	0
3.2	other cargo - unitized		67	20.10	10.05	0
3.3	other cargo - loose		184	55.20	27.60	0
3.4	dry bulk cargo		21.80	6.54	3.27	0
3.5	liquid bulk cargo		21.80	6.54	3.27	0
3.6	metal - unitized		59	17.70	8.85	0
3.7	metal - loose & scrap		73	21.90	10.95	0
3.8	bags - unitized		40.60	12.18	6.09	0
3.9	bags - loose		52	15.60	7.80	0
3.10	unitized agricultural & canned products		63	18.90	9.45	0
4	Export Cargoes Indirect Delivery					
4.1	other cargo - unitized		102	30.60	15.30	0
4.2	other cargo - loose		210	63	31.50	0
4.3	full container 20'		566	452.80	509.40	566
4.4	full container 40'		793	634.40	713.70	793
4.5	empty container 20' (100%)		259	259	259	259
4.6	empty container 40' (100%)		363	363	363	363
4.7	metal - unitized		68	20.40	10.20	0
4.8	metal - loose		84	25.20	12.60	0
4.9	full trailer 20'		302	241.60	271.80	302
4.10	full trailer 20'		383	306.40	344.70	383
4.11	empty trailer (100%)		131	131	131	131
4.12	driven vehicle					
	4.12.1	self weight up to 1.4 ton	74	59.2	66.6	74
	4.12.2	self weight above 1.4 ton and up to 4 ton	74	59.2	66.6	74
	4.12.3	self weight above 4 ton	125	100	112.5	125
	4.12.4	two-wheeled vehicle	74	59.2	66.6	74
4.13	other vehicle/ trailer who constitutes the cargo itself					
	4.13.1	self weight up to 1.4 ton	102	81.6	91.8	102
	4.13.2	self weight above 1.4 ton and up to 4 ton	102	81.6	91.8	102
	4.13.3	self weight above 4 ton	102	81.6	91.8	102
	4.13.4	two wheeled vehicle	102	81.6	91.8	102
4.14	mail bags (per bag)		5.9	1.77	0.88	0
4.15	bags - unitized		57	17.10	8.55	0

No.	Cargo Type	N.I.S Basic Handling Rates	Ship's Owner Part for Handling Rates by Years		
			2012	2013	above 2014
	container & ro/ro cargo		80%	90%	100%
	general cargo & vehicles		30%	15%	0%
4.16	bags - loose	64	19.20	9.60	0
4.17	unitized agricultural & canned products	94	28.20	14.10	0
5	Cargo in Transit	100% from handling & delivery rate only if service required by ship owner			
5.1	bulk				
5.2	20' container				
5.3	40' container				
5.4	vehicle (per unit)				
5.5	other cargo in transit, not detailed on 5.1 - 5.4				
6	Transshipment Cargo				
6.1	20' container	612	612	612	612
6.2	40' container	680	680	680	680
6.3	trailer / driven vehicle up to 20'	115	115	115	115
6.4	trailer / driven vehicle above 20'	199	199	199	199
7	Coastal Transfer 100% from handling & indirect delivery rate only if service required by ship owner				
8	Bulk Cargo at Designated Port Facilities				
8.2	grain & seed - import	22.80	0	0	0
8.3	grain products import	30.70	0	0	0

Handling rates exhibited on tables above will be reduced on 1% every year, starting from 2012 until 2020, linked as per detailed at the introduction.

Surcharge on Handling Rates Applying to the Ship's Owner only (basic rates)

	Circumstances	Surcharge
(1)	a delay or an interruption of work, in whole or in part, which is caused by the ship agent or cargo owner, accumulates more than one hour (per hold, per shift)	N.I.S 140 per each delay hour or part thereof per man-hour
(2)	handling operations provided upon request of ship's owner	N.I.S 140 per hour or part thereof , per man.
(3)	opening / closing hatches	N.I.S 110 per opening or closing
(4)	export cancellation, under term the that the cargo is transferred to another port	20% of basic handling rates according to delivery in actual fact
(5)	handling on container ship, excluding container's shifting, of a quantity less than 80 units per call	the tariff for 20 feet handling container will be charged in order to complete 80 units
(6)	handling cargo in holds where distance from hatch to bulkhead exceeds 6 meters	N.I.S 350 per hold , per call
(7)	handling cargo as above in refrigerated vessels	N.I.S 700 per hold, per call
(8)	handling cargo in narrow and distant hallways	N.I.S 140 per hour or part thereof, per man
(9)	handling cargo stowed in awkward places as following : (a) deep tanks (b) lockers (c) refrigerated compartments (for non frozen cargo)	N.I.S 14 per ton

Surcharge on handling rates, divided between ship and cargo owners per cargo type, according to the handling rates division (basic rates).

	Circumstances	Surcharge
(1)	handling on day of rest	40% of basic handling rates
(2)	handling over services for dangerous cargoes & explosives	50% of basic handling rates
(3)	handling irregular sized container:	
	(a) length less than 20'	8% of 20' container basic handling rate
	(b) length above 20'	8% of 40' container basic handling rate
(4)	handling irregular / awkward container	50% of basic container rate
(5)	handling containers other than on the container ship	100% of handling basic rate
(6)	handling cargoes with damaged or improper packing, used, leaking, hoops or straps that can become easily loose during handling	50% of basic handling rates
(7)	handling cargoes who require use of equipment beyond the usual	
	(a) forklift with lifting capacity up to 4 ton	N.I.S 170 per hour or part thereof + N.I.S 140 per hour-man or part thereof
	(b) forklift with lifting capacity above 4 ton and up to 12 ton	N.I.S 400 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(c) forklift with lifting capacity above 12 ton and up to 25 ton	N.I.S 690 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(d) forklift with lifting capacity above 25 ton	N.I.S 760 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(e) bulldozer	N.I.S 500 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(f) towing vehicle without trailers	N.I.S 135 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(g) tractor with trailers	N.I.S 40 per hour or part thereof + N.I.S 140 per hour-man or part thereof
	(h) towed trailer	N.I.S 1 per hour or part thereof + N.I.S 140 per hour-man or part thereof
(8)	handling loose frozen meat or fish cargoes, refrigerated or cooled	100% of handling basic rate
(9)	handling loose bags over 50 kg each	N.I.S 6 per ton or N.I.S 1 per bag (the higher one)
(10)	handling dry bulk in patches of less than 500 tons (per vessel)	N.I.S 7 per ton
(11)	handling voluminous cargoes	150% from handling basic rates

Exceptions Concerning Dangerous Materials

- Surcharge on dangerous materials that are packaged and indirectly delivered will not apply on U.N. 1486 (potassium nitrate).
- Surcharge on dangerous materials that are packaged and indirectly delivered will apply gradually by year, on U.N 1350 (sulphur).

or U.N 1805 (phosphoric acid)

or U.N 1365 / 1365 (cotton waste, oily / cotton, wet)

or U.N 1372 / 1373 (fibres or fabrics)

Year	Surcharge on Basic Handling Rate
2012	15%
2013	20%
2014	25%
2015	30%
2016	35%
2017	40%
2018	45%
2019 above	50%

Miscellaneous (basic rates)

	Operation	Per Hour for Man
(1)	removal of lashing material	N.I.S 140
(2)	unlashing of cargo on deck	N.I.S 140
(3)	dismantling or setting up of cargo partitions	N.I.S 140
(4)	cleaning of holds upon completion of discharge	N.I.S 140
(5)	handling twist-locks container	N.I.S 250 per unit -direction
(6)	shifting cargo via pier	100% of basic handling rate
(7)	shifting cargo on board	container, trailer, vehicle - 50% indirect handling rate. Other cargo - 50% of direct handling rate.
(8)	shifting cargo on pier (only if service was required)	50% of basic handling rate

Stuffing / Unstuffing Container or Slave

The basic debit for stuffing/ unstuffing cargo at the port is divided as following:

- 1) Basic handling rate of full slave / container – paid by the ship owner (until 2013 the cargo owner participates too).
- 2) Stuffing/ unstuffing rate - N.I.S 56 per ton , or N.I.S 846 per 20' container and N.I.S 1,176 per 40' container – the highest debit will be on whom requires the service.
- 3) 50% of empty container / slave shifting – the highest debit will be on whom requires the service.
- 4) 50% of stuffed/ unstuffed cargo shifting – the highest debit will be on whom requires the service.

Infrastructure

Definition – Payment for setting up, maintenance and development of port foundations, for instance: docks, breakwater and aid facilities in order to navigate sea crafts and to maintain the maritime environment.

The infrastructure rates will be paid to Israel port Development & Assets company L.t.d through the Ashdod Port company.

Vessel's equipment and supply are exempt from infrastructure debit.

Following are the infrastructure basic rates paid by the ship owner, by years :

Cargo type	N.I.S infrastructure rate by years							
	2012	2013	2014	2015	2016	2017	2018	above 2019
Indirect Delivery Import Cargo								
empty container 20' (per unit)	55	55	55	55	55	55	55	55
empty container 40' (per unit)	75	75	75	75	75	75	75	75
empty slave (per unit)	224	211	199	187	175	163	102	73
Indirect Delivery Export Cargo								
empty container 20' (per unit)	0	14	14	23	30	44	44	55
empty container 40' (per unit)	0	21	21	31	42	63	63	75
empty slave (per unit)	0	21	21	31	40	61	61	73
Transit Cargo								
bulk (per ton)	4	4	4	4	4	4	4	4
20' container (per unit)	67	67	67	67	67	67	67	67
40' container (per unit)	96	96	96	96	96	96	96	96
vehicle (per ton)	12	12	12	12	12	12	12	12
other cargo (per ton)	12	12	12	12	12	12	12	12

Storage

The ship owner will be charged for empty containers / slaves storage services. Following are the storage basic rates (per unit – day):

Container length	N.I.S rate
empty container 20'	30.72
empty container 40'	46.08
empty slave 20'	11.20
empty slave 40'	16.80

Dangerous cargoes are subject to a 100% surcharge on storage rates.

Miscellaneous

Sorting

Sorting charges are levied in the following cases :

- Sorting according to leading marks, from the ship owner.
- Sorting according to subsidiary marks, from the ship / cargo owner upon request.
- Sorting and treatment of wood, from the ship / cargo owner upon request.

Sorting rates are as follows:

Cargo Improperly Stowed and Properly Marked:

Cargo Type	N.I.S Per ton	
	By Leading Marks	By Subsidiary Marks
Iron- Loose or in Bundles <ul style="list-style-type: none">• up to 100 kg each bundle(a)• (b) over 100 kg each bundle	8.2366 6.2986	5.5905 4.4724
Iron Pipes <ul style="list-style-type: none">• (a) up to 3" diameter• (b) over 3" diameter up to 8" diameter• (c) over 8" diameter	6.2986 4.3606 7.7521	4.4724 2.9816 5.2178
Metal Sheets or Plates Loose or in Bundles <ul style="list-style-type: none">• (a) up to 100 kg each• (b) over 100 kg each	7.7521 4.3606	5.2178 2.9816
Bags, Barrels and Drums	5.3296	3.7270
Cartons	6.2986	4.4724
Other Cargo	7.7521	5.2178

Cargo Improperly Stowed and Marked

For the above mentioned the sorting charge is doubled.

Sorting and Treatment of Wood :

Per Measurement Unit			
Wood Type	Unit	By Leading Mark	By Subsidiary Mark
white and pine wood	cu.m	4.3606	11.181
beech wood	cu.m	6.2986	18.635
packing wood	mt	8.2366	4.4724

Change of Container Status

The rate for changing container status is:

Container Type	Rate
20' empty	18\$
40' empty	27\$
20' full	11.30\$
20' full	16.90\$

Cranes

Following are the basic rates for usage of cranes, other than for handling cargo from or to vessel (the charge includes payment for crane and operator):

Cargo Units Up to 20 Tons:

Time of Usage	N.I.S Rate
full shift	1089.465
half shift	603.6225
quarter shift	323.895

Cargo Units Over 20 Tons :

Time of Usage	N.I.S Rate
first hour or part thereof	2677.5875
each additional hour or part thereof	1337.2953



Cargo Owner/ Agent Custom Payments



Handling Services and Accompanying Operations Rates

Cargo owner will be charged for handling general cargo (excluding ro/ro cargoes) and imported vehicles.

Until year 2013 (all inclusive), handling dues for all cargoes will be divided between the ship owner and the cargo owner.

Following is the cargo owner part for handling cargoes in percentage by years:

Handling Container and ro/ro Cargoes, Excluding Imported Vehicles:

Year	%Handling Payment
2012	20%
2013	10%
Above 2014	0%

Handling General Cargo (not ro/ro) and Imported Vehicles:

Year	%Handling Payment
2012	70%
2013	85%
Above 2014	100%

Following are the basic handling rates per cargo type:

Concerning container, trailer and ro/ro vehicles the rate is per unit, for other cargo the rate is per ton.

NO.	Cargo Type	N.I.S Handling Basic Rates	Cargo Owner Part for Handling Rates by Years		
			2012	2013	2014
	container & ro/ro cargo		20%	10%	0%
	general cargo & vehicles		70%	85%	100%
1	Import Cargoes Direct Delivery				
1.1	beast	81	56.70	68.85	81
1.2	paper rolls - unitized	55	38.50	46.75	55
1.3	paper rolls - loose	76	53.20	64.6	76
1.4	grain products in bulk	30.70	21.49	26.09	30.70
1.5	other cargo - unitized	67	46.90	56.95	67
1.6	other cargo - loose	183	128.10	155.55	183
1.7	dry bulk cargo	21.80	15.26	18.53	21.80
1.8	liquid bulk cargo	21.80	15.26	18.53	21.80
1.9	metal - unitized	59	41.30	50.15	59
1.10	metal - loose & scrap	73	51.10	62.05	73

NO.	Cargo Type	N.I.S Handling Basic Rates	Cargo Owner Part for Handling Rates by Years		
			2012	2013	2014
	container & ro/ro cargo		20%	10%	0%
	general cargo & vehicles		70%	85%	100%
1.11	sugar by pump	2.97	2.08	2.52	2.97
1.12	wood - logs & boards	75	52.50	63.75	75
1.13	bags - unitized	40.60	28.42	34.51	40.60
1.14	bags - loose	51	35.70	43.35	51
1.15	pulp - unitized	39.60	27.72	33.66	39.60
1.16	pulp - loose	123	86.10	104.55	123
1.17	grains & seeds in bulk	22.80	22.80	22.80	22.80
2	Import Cargoes Indirect Delivery				
2.1	paper rolls - unitized	73	51.10	62.05	73
2.2	paper rolls - loose	103	72.10	87.55	103
2.3	grain products in bulk	30.70	21.49	26.09	30.70
2.4	other cargo - unitized	102	71.40	86.70	102
2.5	other cargo - loose	210	147	178.50	210
2.6	full container 20'	566	113.20	56.60	0
2.7	full container 40'	793	158.60	79.30	0
2.8	empty isotank 20	259	259	259	259
2.9	empty isotank 40	363	363	363	363
2.10	metal unitized	68	47.60	57.80	68
2.11	metal - loose & scrap	84	58.80	71.40	84
2.12	full trailer 20'	302	60.40	30.20	0
2.13	full trailer 40'	383	76.60	38.30	0
2.14	woods - logs & boards	98	68.60	83.30	98
2.15	driven vehicles				
2.15.1	self weight up to 1.4 ton	74	51.80	62.90	74
2.15.2	self weight above 1.4 ton and up to 4 ton	74	51.80	62.90	74
2.15.3	self weight above 4 ton	125	87.50	106.25	125
2.15.4	two-wheeled vehicle	74	51.80	62.90	74
2.16	other vehicle / trailer who constitutes the cargo itself				
2.16.1	self weight up to 1.4 ton	102	71.40	86.70	102
2.16.2	self weight above 1.4 ton and up to 4 ton	102	71.40	86.70	102
2.16.3	self weight above 4 ton	102	71.40	86.70	102
2.16.4	two-wheeled vehicle	102	71.40	86.70	102
2.17	bags - unitized	57	39.90	48.45	57
2.18	bags - loose	64	44.80	54.40	64
2.19	mail bags (per bag)	5.90	4.13	5.01	5.90
2.20	pulp - unitized	53	37.10	45.05	53

NO.	Cargo Type	N.I.S Handling Basic Rates	Cargo Owner Part for Handling Rates by Years		
			2012	2013	2014
	container & ro/ro cargo		20%	10%	0%
	general cargo & vehicles		70%	85%	100%
2.21	grain & seeds in bulk	22.80	22.80	22.80	22.80
3	Export Cargoes Direct Delivery				
3.1	beast	81	56.70	68.85	81
3.2	other cargo - unitized	67	46.90	56.95	67
3.3	other cargo - loose	184	128.80	156.40	184
3.4	dry bulk cargo	21.80	15.26	18.53	21.80
3.5	liquid bulk cargo	21.80	15.26	18.53	21.80
3.6	metal - unitized	59	41.30	50.15	59
3.7	metal - loose & scrap	73	51.10	62.05	73
3.8	bags - unitized	40.60	28.42	34.51	40.60
3.9	bags - loose	52	36.40	44.20	52
3.10	agricultural & canned products	63	44.10	53.55	63
4	Export Cargoes Indirect Delivery				
4.1	other cargo - unitized	102	71.40	86.70	102
4.2	other cargo - loose	210	147	178.50	210
4.3	full container 20'	566	113.20	56.60	0
4.4	full container 40'	793	158.60	79.30	0
4.5	empty isotank 20	259	259	259	259
4.6	empty isotank 40	363	363	363	363
4.7	metal - unitized	68	47.60	57.80	68
4.8	metal - loose	84	58.80	71.40	84
4.9	full trailer 20'	302	60.40	30.20	0
4.10	full trailer 20'	383	76.60	38.30	0
4.11	driven vehicle				
4.11.1	self weight up to 1.4 ton	74	14.8	7.4	0
4.11.2	self weight above 1.4 ton and up to 4 ton	74	14.8	7.4	0
4.11.3	self weight above 4 ton	125	25	12.5	0
4.11.4	two wheeled vehicle	74	14.8	7.4	0
4.12	other vehicle/ trailer who constitutes the cargo itself				
4.12.1	self weight up to 1.4 ton	102	20.40	10.20	0
4.12.2	self weight above 1.4 ton and up to 4 ton	102	20.40	10.20	0
4.12.3	self weight above 4 ton	102	20.40	10.20	0
4.12.4	two wheeled vehicle	102	20.40	10.20	0
4.13	mail bags (per bag)	5.90	4.13	5.01	5.90
4.14	bags - unitized	57	39.90	48.45	57
4.15	bags - loose	64	44.80	54.40	64
4.16	agricultural & canned products	94	65.80	79.90	94

NO.	Cargo Type	N.I.S Handling Basic Rates	Cargo Owner Part for Handling Rates by Years		
			2012	2013	2014
	container & ro/ro cargo		20%	10%	0%
	general cargo & vehicles		70%	85%	100%
5	Cargo in Transit	100% of handling & delivery rate only if service required by cargo owner			
5.1	bulk				
5.2	20' container				
5.3	40' container				
5.4	vehicle (per unit)				
5.5	other cargo in transit, not detailed on 5.1 - 5.4				
6	Coastal Transfer	100% of handling & indirect delivery rate only if service required by cargo owner			
7	Bulk Cargo at Designated Port Facilities				
7.1	grain & seed - import	22.80	15.96	19.38	22.80
7.2	grain products - import	30.70	21.49	26.09	30.70

Handling rates exhibited on tables above will be reduced by 1% every year, starting from 2012 until 2020, linked as per detailed at the introduction.

Additional Charges by Cargo Owner :

- Services by land to cargoes discharged from vessel in another port – 40% from basic handling rate.
- "Small consignment" handling as following :
 - * imported small consignment (the weight of which does not exceed 10 tons) -N.I.S 100.48.
 - * exported small consignment (the weight of which does not exceed 3 tons) – N.I.S 29.34 .

Surcharge on Handling Rates Applying Cargo Owner Only

	Circumstances	Surcharge
(1)	direct delivery annulment	20% of indirect basic rate
(2)	indirect delivery annulment	20% of indirect basic rate
(3)	export annulment, under the term that the cargo is transferred to its owner.	20% of basic handling rate according to the delivery type.

Surcharge on handling rates, divided between ship and cargo owner, by cargo type, according to the handling rates division.

	Circumstances	Surcharge
(1)	handling on day of rest	40% of basic handling rates
(2)	handling over services for dangerous cargoes & explosives	50% of basic handling rates
(3)	handling irregular sized container:	
	(a) length less than 20'	8% of 20' container basic handling rate
	(b) length above 20'	8% of 40' container basic handling rate
(4)	handling irregular / awkward container	50% of basic container rate
(5)	handling containers other than on the container ship	100% of handling basic rate
(6)	handling cargoes with damaged or improper packing, used, leaking, hoops or straps that can become easily loose during handling	50% of basic handling rates
(7)	handling cargoes who require use of equipment beyond the usual	
	(a) forklift with lifting capacity up to 4 ton	N.I.S 170 per hour or part thereof + N.I.S 140 per hour-man or part thereof
	(b) forklift with lifting capacity above 4 ton and up to 12 ton	N.I.S 400 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(c) forklift with lifting capacity above 12 ton and up to 25 ton	N.I.S 690 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(d) forklift with lifting capacity above 25 ton	N.I.S 760 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(e) bulldozer	N.I.S 500 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(f) towing vehicle without trailers	N.I.S 135 per hour or part thereof + N.I.S 140 per hour- man or part thereof
	(g) tractor with trailers	N.I.S 40 per hour or part thereof + N.I.S 140 per hour-man or part thereof
	(h) towed trailer	N.I.S 1 per hour or part thereof + N.I.S 140 per hour-man or part thereof
(8)	handling loose frozen meat or fish cargos, refrigerated or cooled	100% of handling basic rate
(9)	handling loose bags over 50 kg each	N.I.S 6 per ton or N.I.S 1 per bag (the higher one)
(10)	handling dry bulk in patches of less than 500 tons (per vessel)	N.I.S 7 per ton
(11)	handling voluminous cargoes	150% from handling basic rates

Exceptions Concerning Dangerous Materials

- Surcharge on dangerous materials that are packaged and indirectly delivered will not apply on U.N. 1486 (potassium nitrate).
- Surcharge on dangerous materials that are packaged and indirectly delivered will apply gradually by year, on U.N 1350 (sulfur).

or U.N 1805 (phosphoric acid)
or U.N 1365 / 1365 (cotton waste, oily / cotton, wet)
or U.N 1372 / 1373 (fibers or fabrics)

Year	Surcharge on basic handling rate
2012	15%
2013	20%
2014	25%
2015	30%
2016	35%
2017	40%
2018	45%
2019 above	50%

Shifting Cargo on Pier

The shifting cargo charge is 50% from handling rate.

Stuffing/ Unstuffing Container or Slave

The debit for stuffing/ unstuffing cargo at the port is divided as following:

- 1) Basic handling rate of full slave / container – paid by the ship owner (until 2013 the cargo owner participates too).
- 2) Stuffing/ Unstuffing rate - N.I.S 56 per ton , or N.I.S 846 per 20' container and N.I.S 1,176 per 40' container – the highest debit will be on whom requires the service.
- 3) 50% of empty container / slave shifting – the highest debit will be on whom requires the service.
- 4) 50% of stuffed/ unstuffed cargo shifting – the highest debit will be on whom requires the service.

Custom Examination

The charge for custom examination, carried out by forklift is : **N.I.S 100** per check.
In order to avoid any doubt, the above charge does not include the container shifting to / from the examination area.

Infrastructure

Definition – Payment for setting up, maintenance and development of port foundations.

For instance: docks, breakwater and aid facilities in order to navigate sea-crafts and to maintain the maritime environment.

The infrastructure charges will be paid to Israel ports Development & Assets company L.t.d through Ashdod Port company.

Infrastructure dues for imported vehicles are divided between Israel ports Development & Assets company L.t.d and Ashdod Port company.

Following are the infrastructure basic rates paid by the cargo owner by years :

Concerning container trailer and ro/ro vehicles the rate is in N.I.S per unit, for other cargo the rate is per ton.

Cargo Type		N.I.S Infrastructure Rate by Years							
no		2012	2013	2014	2015	2016	2017	2018	above 2019
1.	Import Cargo Direct Delivery								
1.1	beast	47	43	39	35	31	27	23	19
1.2	paper rolls - unitized	13	12	11	11	10	9	6	4
1.3	paper rolls - loose	18	16	15	14	13	12	8	6
1.4	grain products In bulk	5	4	4	4	4	3	3	2
1.5	other cargo - unitized	12	12	11	10	10	9	6	4
1.6	other cargo - loose	12	12	11	10	10	9	6	4
1.7	dry bulk cargo	1.2	1.1	1.0	0.9	0.8	0.7	0.6	0.5
1.8	liquid bulk cargo	11	10	9	8	7	6	5	4
1.9	metal - unitized	12	12	11	10	10	9	6	4
1.10	metal - loose & scrap	6	6	5	5	5	4	3	3
1.11	sugar by pump	6	6	5	5	5	4	3	2
1.12	wood - logs & boards	6	6	5	5	5	4	3	2
1.13	bags - unitized	6	6	5	5	5	4	3	2
1.14	bags - loose	9	9	8	8	7	7	4	3
1.15	pulp - unitized	9	9	8	8	7	7	4	3
1.16	pulp - loose	6	6	5	5	5	4	3	2
1.17	grains & seeds in bulk	5	5	4	4	4	3	3	2
2	Import Cargo - Indirect Delivery								
2.1	paper rolls - unitized	11	10	10	9	8	8	5	4
2.2	paper rolls - loose	18	16	15	14	13	12	8	6
2.3	grain products in bulk	5	5	4	4	3	3	3	2
2.4	other cargo unitized	12	12	11	10	10	9	6	4
2.5	other cargo - loose	12	12	11	10	10	9	6	4
2.6	full container 20'	436	433	402	377	351	326	194	135
2.7	full container 40'	491	482	455	426	397	368	217	147
2.8	empty isotank 20	55	55	55	55	55	55	55	55

Cargo Type		N.I.S Infrastructure Rate by Years							
no		2012	2013	2014	2015	2016	2017	2018	above 2019
2.9	empty isotank 40	75	75	75	75	75	75	75	75
2.10	metal unitized	12	12	11	10	10	9	6	4
2.11	metal loose & scrap	6	6	5	5	5	4	3	3
2.12	full trailer 20'	286	271	255	240	225	208	130	94
2.13	full trailer 40'	363	342	322	303	283	264	165	118
2.14	woods - logs & boards	6	6	5	5	5	4	3	2
2.15	driven vehicles								
2.15.1	self weight up to 1.4 ton	464	464	464	464	464	464	464	464
2.15.2	self weight above 1.4 ton and up to 4 ton	1,030	1,030	1,030	1,030	1,030	1,030	1,030	1,030
2.15.3	self weight above 4 ton	2,575	2,575	2,575	2,575	2,575	2,575	2,575	2,575
2.15.4	two-wheeled vehicle	206	206	206	206	206	206	206	206
2.16	other vehicle/ trailer who constitutes the cargo itself								
2.16.1	self weight up to 1.4 ton	464	464	464	464	464	464	464	464
2.16.2	self weight above 1.4 ton and up to 4 ton	1,030	1,030	1,030	1,030	1,030	1,030	1,030	1,030
2.16.3	self weight above 4 ton	2,575	2,575	2,575	2,575	2,575	2,575	2,575	2,575
2.16.4	two-wheeled vehicle	206	206	206	206	206	206	206	206
2.17	bags - unitized	6	6	5	5	5	4	3	2
2.18	bags - loose	8	7	7	6	5	4	4	3
2.19	mail bags (per bag)	4	4	3	3	3	3	2	2
2.20	pulp - unitized	9	9	8	8	7	7	4	3
2.21	grain & seeds in bulk	5	4	4	4	3	3	2	2
3.	Export Cargo Direct Delivery								
3.1	beast	0	4	6	8	10	12	15	19
3.2	other cargo - unitized	0	1	2	2	3	4	4	4
3.3	other cargo - loose	0	1	2	2	3	4	4	4
3.4	dry bulk cargo	0	0.1	0.2	0.3	0.4	0.5	0.5	0.5
3.5	liquid bulk cargo	0	0.5	1.0	1.5	2.1	2.6	3.1	4.1
3.6	metal - unitized	0	1	1	2	2	3	3	4
3.7	metal - loose & scrap	0	1	1	1	1	2	2	2
3.8	bags - unitized	0	1	1	1	1	2	2	2
3.9	bags - loose	0	1	1	1	2	3	3	3
3.10	agricultural & canned products	0	1	1	1	1	2	2	2
4.	Export Cargo Indirect Delivery								
4.1	other cargo - unitized	0	1	1	2	2	3	3	4
4.2	other cargo - loose	0	1	1	2	2	3	3	4
4.3	full container 20'	4	4	19	41	64	108	108	135
4.4	full container 40'	4	4	14	40	66	116	117	147
4.5	empty isotank 20	0	14	14	23	30	44	44	55
4.6	empty isotank 40	0	21	21	31	42	63	63	75

Cargo Type		N.I.S Infrastructure Rate by Years							
no		2012	2013	2014	2015	2016	2017	2018	above 2019
4.7	full trailer 20'	0	26	26	39	53	78	78	94
4.8	full trailer 20'	0	33	33	49	66	99	99	118
4.9	metal - unitized	0	2	2	3	3	4	4	4
4.10	metal - loose	0	1	1	1	2	2	2	3
4.11	driven vehicle								
4.11.1	self weight up to 1.4 ton	464	464	464	464	464	464	464	464
4.11.2	self weight above 1.4 ton and up to 4 ton	1,030	1,030	1,030	1,030	1,030	1,030	1,030	1,030
4.11.3	self weight above 4 ton	2,575	2,575	2,575	2,575	2,575	2,575	2,575	2,575
4.11.4	two-wheeled vehicle	206	206	206	206	206	206	206	206
4.12	other vehicle/ trailer who constitutes the cargo itself								
4.12.1	self weight up to 1.4 ton	464	464	464	464	464	464	464	464
4.12.2	self weight above 1.4 ton and up to 4 ton	1,030	1,030	1,030	1,030	1,030	1,030	1,030	1,030
4.12.3	self weight above 4 ton	2,575	2,575	2,575	2,575	2,575	2,575	2,575	2,575
4.12.4	two-wheeled vehicle	206	206	206	206	206	206	206	206
4.13	mail bags (per bag)	0	1	1	1	2	2	2	2
4.14	bags - unitized	0	1	1	1	2	2	2	2
4.15	bags - loose	0	1	1	1	2	3	3	3
4.16	agricultural & canned products	0	1	1	1	1	1	1	2
5.	Cargo in Transit (the infrastructure fee is on the ship's owner account)								
5.1	bulk	4	4	4	4	4	4	4	4
5.2	20' container	67	67	67	67	67	67	67	67
5.3	40' container	96	96	96	96	96	96	96	96
5.4	vehicle (per unit)	12	12	12	12	12	12	12	12
5.5	other cargo in transit, not detailed on 5.1 - 5.4	12	12	12	12	12	12	12	12
6.	Inter-port Fuel Transfer	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
7.	Bulk Cargo at Designated Port Facilities								
7.1	import / export gas & fuel products	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
7.2	grain & seeds - import	4	4	3	3	3	2	2	2
7.3	grain products - import	5	5	4	4	3	3	2	2
7.4	chemical & liquid - import	11	10	9	8	7	6	5	4
7.5	chemical & liquid - export	0	1	2	2	3	3	4	4
7.6	cement	9	8	7	6	5	5	4	3

Cargoes Exempted from Infrastructure Dues :

- Passenger's effects, provided that charges for services to passengers have been paid.
- Accompanied passenger's vehicle from specialized passenger vessel, and which is discharged or loaded by the passenger.
- Samples carried by passengers.
- Cargo designated to be used by Israel Defense Forces which is discharged or loaded at the navy docks.
- Fuel, oil supply and ammunition loaded to warship for their use only.

Exemptions From Infrastructure Dues:

- Infrastructure basic charges for military equipment, if it is state property, imported for IDF use only or exported by IDF , are N.I.S 40 per ton.
- Cargoes transferred from vessel to vessel to another port in Israel, will be charged once only, at the last port.



Storage

Following are the storage basic rates:

Full Container (N.I.S per unit-day):

Container Length	1st week	2nd week	3rd week	4th week
20' container	98.72	123.41	148.08	172.77
40' container	149.44	186.81	224.16	261.54

Refrigerated Container

For each refrigerated container storage day, a 50% surcharge will be applied on the basic storage rate according to the container length.

Vehicles :

Vehicle Length	Vehicle Weight	Storage Rate	
private car (ro/ro) up to 6 mtr.	up to 1.4 ton	N.I.S 20.38 per unit-day	
	above 1.4 ton	N.I.S 20.38 per unit-day	
		Up to 21 days	Above 21 days
commercial vehicle above 6 mtr. length and up to 1.75 mtr. height	up to 1.4 ton	N.I.S 5.99 per ton-day	N.I.S 8.28 per ton-day
	above 1.4 ton	N.I.S 5.99 per ton-day	N.I.S 8.28 per ton-day
commercial vehicle above 6 mtr length and 1.75 mtr height	up to 1.4 ton	N.I.S 5.99 per ton-day	N.I.S 8.28 per ton-day
	above 1.4 ton	N.I.S 5.99 per ton-day	N.I.S 8.28 per ton-day

General Cargo (N.I.S per ton or part thereof) :

Cargo Type	Up to 21 days	Above 21 days
wood	3.82	5.59
metal	3.82	5.59
other cargo	5.99	8.28

Storage of Grain in Bulks:

Days of Storage	Rate
from the 9th day up to the 31st day	N.I.S 3 per ton-day
as from the 31st day	N.I.S 5 per ton-day

Granary Usage Fee

For usage of granary, starting from the first day of grains entrance, the rate is N.I.S. 2 per ton for whole storage period.

Transportation of Grains & Seed Products

The basic rate for grains & seed products to the granary is N.I.S. 8 per ton.

Long Term Storage (60 days storage period or part thereof):

General Cargo:

Cargo Type	N.I.S per ton period
unitized metal	8.64
metal pipes	46.12
unitized wood	14.75
logs	20.78
paper rolls	35.40

Vehicles:

Vehicle Length	Vehicle Weight	N.I.S per Unit-Period
vehicle (ro/ro) up to 6 mtr.	up to 1.4 ton	253.8
	above 1.4 ton	253.8
commercial vehicle above 6 mtr. length and up to 1.75 mtr. height	up to 1.4 ton	367.15
	above 1.4 ton	367.15
commercial vehicle above 6 mtr. length and 1.75 mtr. height	up to 1.4 ton	622.95
	above 1.4 ton	622.95

Dangerous Cargo:

Dangerous cargoes are subjected to a 100% surcharge on storage rates.

Miscellaneous

Electricity Services

For electricity services to refrigerated container, the basic rate per day is as following (this rate has to be added to the storage charge):

Container Type	Rate
20' container	51 N.I.S
40' container	78 N.I.S

Weighing of Containers

The weighing basic rate of containers is N.I.S 20.58 per weighing, linked to the consumer price index (based on 11/96).

Sorting

Sorting charges are levied in the following cases :

- Sorting according to leading marks, from the ship owner.
- Sorting according to subsidiary marks, from the ship / cargo owner upon request.
- Sorting and treatment of wood, from the ship / cargo owner upon request.

Sorting rates are as following:

Cargo Improperly Stowed and Properly Marked:

Cargo Cargo Type	N.I.S per ton	
	By Leading Marks	By Subsidiary Marks
Loose Iron or in Bundles <ul style="list-style-type: none">• (a) Up to 100 kg each bundle• (b) Over 100 kg each bundle	8.2366 6.2986	5.5905 4.4724
Iron Pipes <ul style="list-style-type: none">• (a) up to 3" diameter• (b) over 3" diameter up to 8 diameter• (c) over 8" diameter	6.2986 4.3606 7.7521	4.4724 2.9816 5.2178
Metal Sheets or Plates Loose or in Bundles <ul style="list-style-type: none">• (a) up to 100 kg each• (b) over 100 kg each	7.7521 4.3606	5.2178 2.9816
Bags, Barrels and Drums	5.3296	3.7270
Cartons	6.2986	4.4724
Other Cargo	7.7521	5.2178

Cargo Improperly Stowed and Marked :

For the above mentioned the sorting charge is doubled.

Sorting and Treatment of Wood :

Wood Type	Unit	Per Measurement Unit	
		By Leading Mark	By Subsidiary Mark
white and pine wood	cu.m	4.3606	11.181
beech wood	cu.m	6.2986	18.635
packing wood	mt	8.2366	4.4724

Cranes

Following are the basic rates for usage of cranes, other than for handling cargo from / to vessel (the charge includes payment for crane and operator):

Cargo Units up to 20 tons:

Time of Usage	N.I.S Rate
full shift	1089.465
half shift	603.6225
quarter shift	323.895

Cargo Units Over 20 tons :

Time of Usage	N.I.S Rate
first hour or part thereof	2674.5875
each additional hour or part thereof	1337.2953



Returning Fees

Between the years 2010 - 2019 a reduction will be granted or surcharge will be debited, on infrastructure charges, according to cargo value in N.I.S and cargo type.

Cargo Type	Cargo Value in N.I.S	2012	2013	2014	2015	2016	2017	2018	2019
Import Cargoes - Direct Delivery									
paper rolls - unitized	any value	(3.3)	(3.2)	(3.0)	(2.9)	(2.4)	(1.7)	(1.0)	(0.5)
dry bulk cargo	any value	(3.6)	(3.5)	(3.3)	(3.2)	(2.6)	(1.9)	(1.1)	(0.6)
metal unitized	any value	(22.9)	(22.0)	(21.0)	(20.1)	(16.7)	(11.9)	(7.2)	(3.6)
metal - loose	any value	(12.6)	(12.1)	(11.6)	(11.0)	(9.2)	(6.6)	(3.9)	(2.0)
wood unitized logs &boards	any value	(29.2)	(27.9)	(26.7)	(25.5)	(21.3)	(15.2)	(9.1)	(4.6)
bags - unitized	any value	(9.8)	(9.4)	(9.0)	(8.6)	(7.2)	(5.1)	(3.1)	(1.5)
pulp - loose	any value	(47.8)	(45.8)	(43.8)	(41.8)	(34.9)	(24.9)	(14.9)	(7.5)
Import Cargoes - Indirect Delivery	any value								
paper rolls - unitized	any value	(9.5)	(9.1)	(8.7)	(8.3)	(6.9)	(4.9)	(3.0)	(1.5)
metal - unitized	any value	(20.6)	(19.7)	(18.8)	(18.0)	(15.0)	(10.7)	(6.4)	(3.2)
metal - loose	any value	(5.8)	(5.6)	(5.3)	(5.1)	(4.2)	(3.0)	(1.8)	(0.9)
wood - unitized, logs & boards	any value	(38.1)	(36.5)	(34.9)	(33.3)	(27.8)	(19.8)	(11.9)	(6.0)
bags - unitized	any value	(9.8)	(9.4)	(9.0)	(8.6)	(7.2)	(5.1)	(3.1)	(1.5)
pulp - unitized	any value	(6.9)	(6.6)	(6.3)	(6.0)	(5.0)	(3.6)	(2.1)	(1.1)
Full container 20'/40'	from 1 up to 20,000	(432)	(414)	(396)	(378)	(315)	(225)	(135)	(68)
Full container 20'/40'	from 20,001 up to 40,000	(288)	(276)	(264)	(252)	(210)	(150)	(90)	(45)
Full container 20'/40'	from 40,001 up to 60,000	(96)	(92)	(88)	(84)	(70)	(50)	(30)	(15)
Full container 20'/40'	from 90,001 up to 120,000	136	130	82	78	65	47	28	14
Full container 20'/40'	from 120,001 up to 150,000	209	200	148	141	118	84	50	25
Full container 20'/40'	from 150,001 up to 180,000	345	330	263	251	209	149	90	45
Full container 20'/40'	from 180,001 up to 200,000	453	434	345	330	275	196	118	59
Full container 20'/40'	above 200,000	544	521	436	416	347	248	149	74
Export Cargoes - Direct Delivery									
dry bulk cargo	any value	(7.5)	(7.2)	(6.9)	(6.6)	(5.5)	(3.9)	(2.4)	(1.2)
metal - unitized	any value	(13.3)	(12.7)	(12.1)	(11.6)	(9.7)	(6.9)	(4.1)	(2.1)
metal - loose	any value	(9.5)	(9.1)	(8.7)	(8.3)	(6.9)	(4.9)	(3.0)	(1.5)
Export Cargoes - Indirect Delivery									
Full container 20'/40'	from 1 up to 20,000	(269)	(258)	(246)	(235)	(196)	(140)	(84)	(42)

Cargo Type	Cargo Value in N.I.S	2012	2013	2014	2015	2016	2017	2018	2019
Full container 20'/40'	above 20,001 up to 40,000	(211)	(202)	(194)	(185)	(154)	(110)	(66)	(33)
Full container 20'/40'	above 40,001 up to 80,000	(115)	(110)	(106)	(101)	(84)	(60)	(36)	(18)
Full container 20'/40'	above 250,001 up to 400,000	96	92	88	84	70	50	30	15
Full container 20'/40'	above 400,001 up to 480,000	144	138	132	126	105	75	45	23
Full container 20'/40'	above 480,001 up to 800,000	288	276	264	252	210	150	90	45
Full container 20'/40'	above 800,000	528	506	484	462	385	275	165	83
Bulk Cargo Handled at Appointed Facilities									
Cement	any value	(9)	(8)	(6)	(5)	(4)	(4)	(2)	0

The returning fees will be transfer to the customer from / to Israel Ports Development & Assets Company by Ashdod Port Company.

Cargo not entitled/debtor to/from returning fees

- Combat equipment, if state property, imported for IDF needs and utilization only or exported by IDF.
- Personal import as defined at the Free Import Decree.

Night Incentive

For handling over or receipt of containers who enter / exit through / from the port gate during night hours (from 10:00 p.m. till 05:59 a.m.), the Israel Ports Development & Assets Company will acquit the cargo owner at N.I.S 100, excluding the following cases:

- The container was delivered to an exterior terminal.
- The container was received from an exterior terminal.
- The transportation to / from port was by train.

The debit will be given through the Ashdod Port Company.

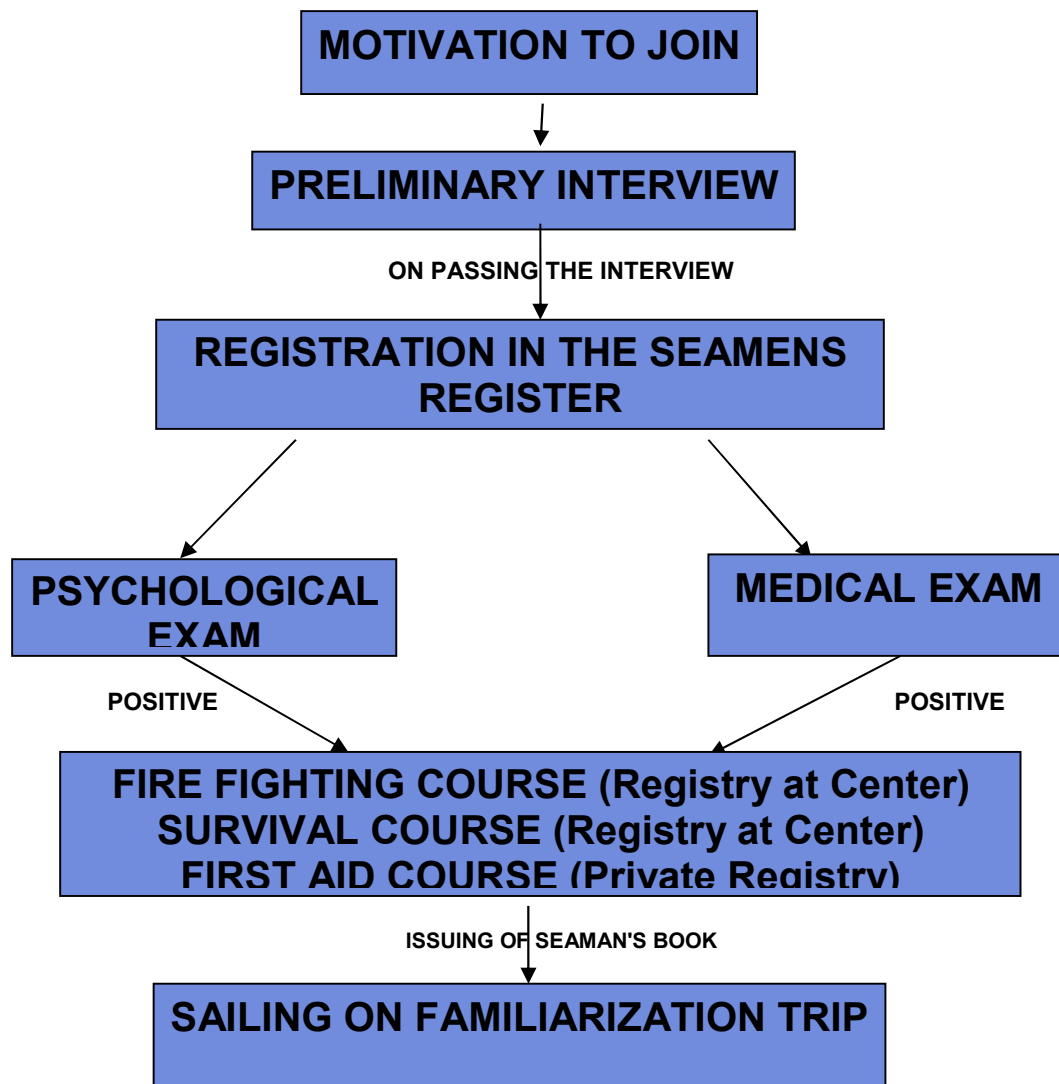
Certificates

Import cargoes :

Gate pass – N.I.S 4 per document.
Other document – N.I.S 16 per document.

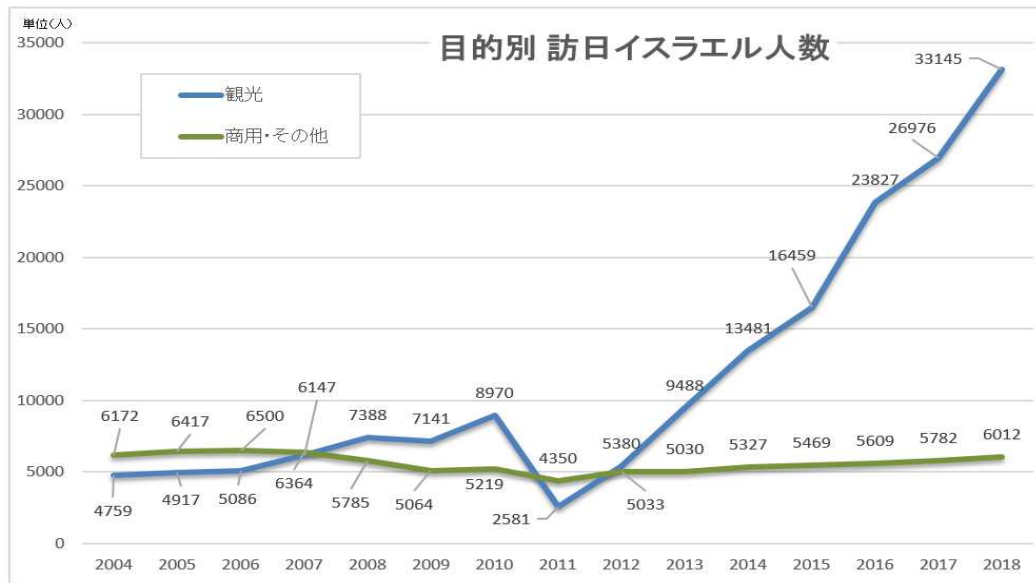
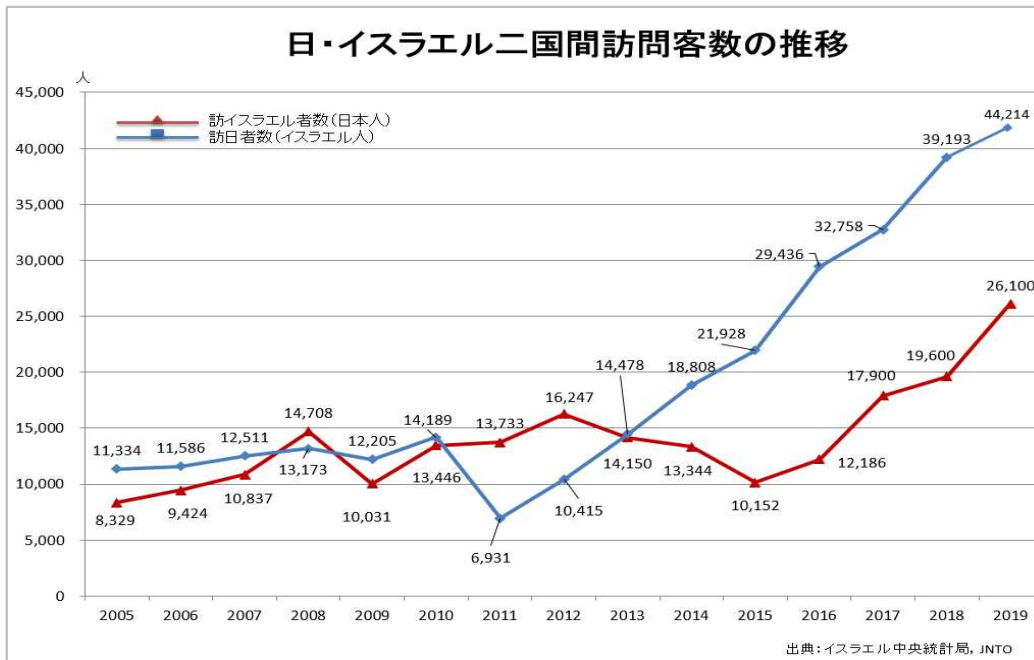
Export cargoes :

Any document – N.I.S 4 per document.

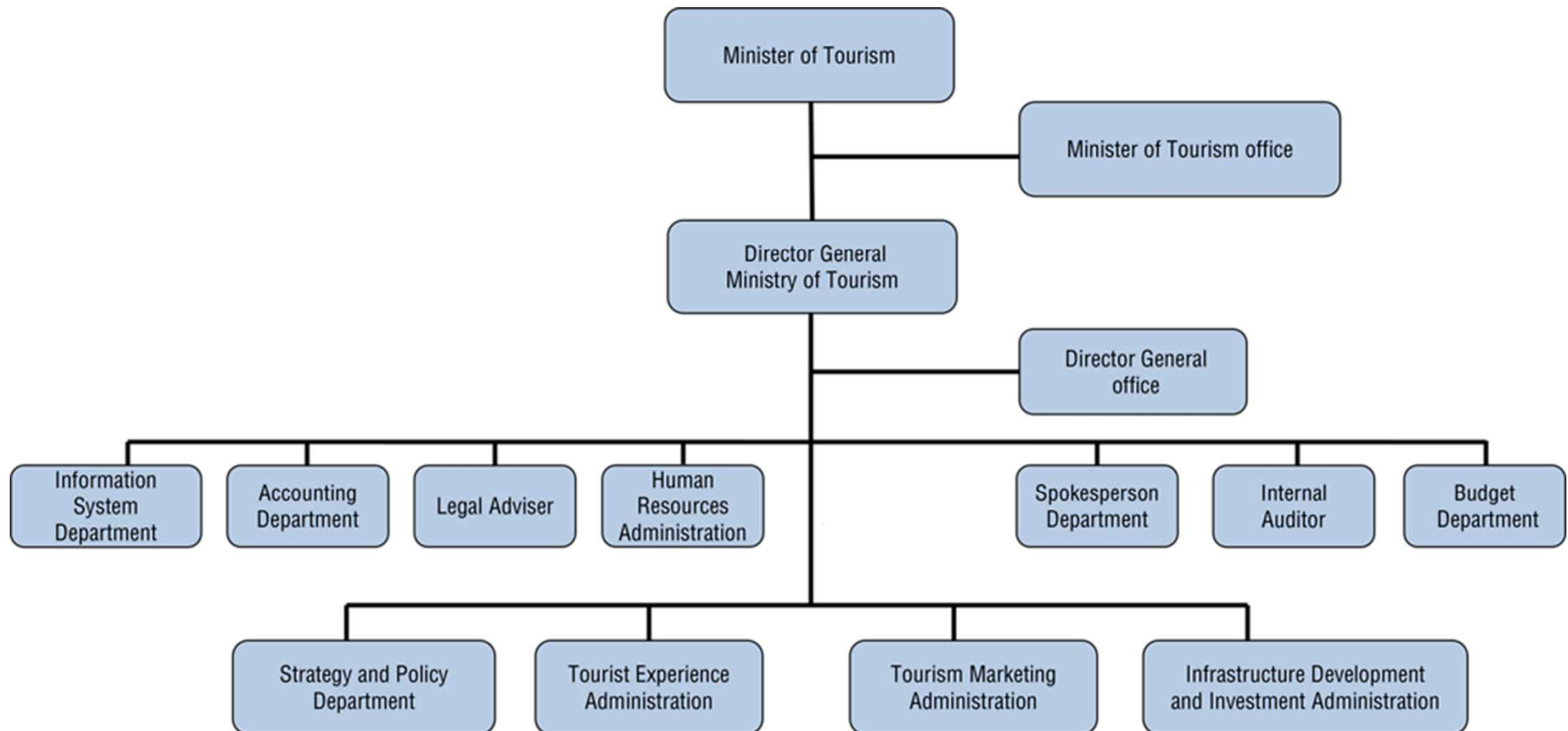
THE ABSORPTION PROCESS FOR CADETS

TRAINING PROCESS FROM OFFICER UNTILL MASTER





Ministry of Tourism



Ministry of Tourism-Units

- ◆ Administration and Human Resources
- ◆ Administration of infrastructure development and investment
- ◆ Department of international relations
- ◆ Division A Information Systems, Digital and New Media
- ◆ Economics and Investment Budget Division
- ◆ Legal Adviser
- ◆ Marketing Administration
- ◆ Ministry Accountant
- ◆ Regulatory Administration, Operations and Product Quality
- ◆ Spokesman
- ◆ Statistics, Research and Knowledge Management Department
- ◆ Strategy and Policy Administration and Freedom of Information Act
- ◆ Tenders Committee
- ◆ Tourism and tourism product development
- ◆ Vocational tourism Training Division

運輸に与えるコロナの影響とその対応について

1. イスラエル国内におけるコロナ情勢

2月2日、保健省は、新型コロナウイルスのイスラエルへの拡散防止として、イスラエル居住者ではない、過去14日間中国に滞在した者への入国を拒否したことを始まりとして、世界に先駆けて入国規制が実施された。2月24日、日本に滞在した者の入国拒否を発表。3月9日に入国が全面的に禁止される。

3月14日から5月上旬まで、国土の全面的な封鎖、人々の生活に大きな制限が加えられた。この期間は、基本的に他に代替する交通手段がない場合に限って公共交通機関の利用が認められていた。各公共交通機関の営業が大幅に制限又は中止された。当時の運輸大臣 MK ベザレル・スムトリツヒは、「経済の一部が機能し続けている限り、公共交通サービスを提供する必要がある。人々が働き続けるために公共交通は不可欠である。」「公共交通機関は必要最小限の利用として、他に選択肢がない限りとする。」「公共交通機関は、必須な労働者、基本的な社会サービス、および恵まれない人々の必要性に対する代替案及び食料等が提供された後にのみ閉鎖することができる。」と発言。

現在、1日の新規感染者数が最大で5000人を超えていた状況を鑑み、9月13日から最短3週間となる二回目のロックダウンが行われている。

2. 公共交通機関に与えるコロナの影響とその対応について

(1)バス:運行頻度が、時期にもよるが20%程度まで削減された。乗客は、バスの中では着席しなければならず、着席できないときは乗車が拒否される。運転手への接触は禁止、これに伴い、運賃の現金払いが禁止され、非接触 IC カードでの支払い以外認められなくなった。乗車する際は、マスクの着用が義務。

(2)鉄道:3月から7月まで旅客輸送が停止された。8月以降、鉄道の運行が再開されるも、事前予約、乗車の人数制限が実施されている。なお、運行停止期間中に、鉄道の電化工事が著しく進捗した。

(3)飛行機:ベングリオン空港の第1ターミナルは、無期限で閉鎖。イスラエルのナショナルフラッグ・エルアル航空は、10月1日からギリシャ、クロアチアへの旅客便を再開すると発表。10月16日以降は、ニューヨーク、ロンドン、パリへの運行が再開される予定。

(4)港湾:ハイファ港、アシュドット港の旅客ターミナルは、寄港する旅客船がないため、実質的に閉鎖している状況。貨物ターミナルは、通常通り運営されていた。

(5)タクシー:乗客人数の制限(2人)、乗車時は窓を開放するなどの運送条件が課せられた。