

TARIFF OF PORT SERVICES [IN USD]

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| WRITTEN BY | REVIEWED BY | REVIEWED BY | APPROVED BY |
|---|---|---|---|
|  Do Thi To Uyen Head of Business Department |  Le Manh Ha Deputy General Director |  Nguyen Duy Linh Deputy General Director |  Phan Dao Vu Excutive Chairman |



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PART I: LEGAL GROUNDS

- Pursuant to the Vietnam Maritime Code No. 95/2015/QH13 dated November 25th, 2015 of the President of the National Assembly of the Socialist Republic of Vietnam; Amendment and supplementation of the law, implementation guidance documents of the law;
- Pursuant to the Law on Prices No. 16/2023/QH15 dated June 19th, 2023 of the President of the National Assembly of the Socialist Republic of Vietnam;
- Pursuant to the Law on value-added tax No. 13/2008/QH12 dated June 3rd, 2008, Law No. 31/2013/QH13 and No. 106/2016/QH13 on amendments to the law on value-added tax of the President of the National Assembly of the Socialist Republic of Vietnam;
- Pursuant to the Decree No. 85/2024/ND-CP of the Government stipulates on detailed articles of the Price Law;
- Pursuant to the Circular No. 26/2015/TT-BTC dated February 27th, 2015 guidelines for value-added tax and tax administration in the government's decree No. 12/2015/ND-CP dated February 12th, 2015 on guidelines for the law on amendments to laws, decrees on taxations, and amendments to circular No. 39/2014/TT-BTC dated March 31st, 2014 of the ministry of finance on invoices for goods sale and service provision;
- Pursuant to the Circular No. 219/2013/TT-BTC dated December 31st, 2013 guidance on implementation of the law on value-added tax and the government's decree No. 209/2013/ND-CP dated December 18th, 2013 providing guidance on some articles of the law on value-added tax;
- Pursuant to the Circular No.12/2024/TT-BGTVT dated May 15th, 2024 on mechanisms and policies for management of service price at Vietnamese seaports;
- Pursuant to the Decision No. 809/QD-BGTVT dated July 01st, 2024 on table of charges for services of using wharves and mooring buoys at Vietnamese seaports;
- Pursuant to the Decision No. 810/QD-BGTVT dated July 01st, 2024 on table of charges for container handling services at Vietnamese seaports;
- Pursuant to the Decision No. 811/QD-BGTVT dated July 01st, 2024 on table of charges for towage services at Vietnamese seaports;
- Pursuant to the Seaport regulations of Thanh Hoa Province;
- Based on actual needs of the company,

PART II: GENERAL PROVISIONS

I. APPLICABLE SUBJECTS

- Water transport means, regardless of whether Vietnamese ships or foreign ships are engaged in cargo transportation [including transportation container] or passengers from Vietnam going abroad or vice versa, in international transshipment and transport into or out of Export Processing Zones [hereinafter referred to as international transportation] actually entering, leaving, passing or anchoring in marine areas or water area of Nghi Son International Port [NSIP].
- Cargoes [including Container] which are exported, imported, in transit, in transshipment or transported in/out of Export Processing Zones, Industrial Zones etc., imported or exported cargoes under projects, whose obligation of payment for port service charges is implemented by carrier or carrier's agent/assignee.
- Passengers [including crew] from foreign countries to NSIP [or vice versa] by sea.

II. WORKING TIME:

1. Office hours: 08:00 am to 17:00 pm
2. Working time in shift: 1st shift from 06:00 am to 18:00 pm, 2nd shift from 18:00 pm to 06:00 am.
3. Working time in gang: time of each gang is 06 hours, scheduled accordingly subject to season and customer's demand.
4. Port stevedoring service at NSIP is available 24/7 including Saturday, Sunday, holidays except 03 days of Lunar New Year.

III. UNITS FOR CALCULATING SEAPORT SERVICE CHARGES AND ROUNDING METHOD:

1. The tonnage unit

- a. Gross Tonnage [GT] of water transport means is the maximum gross tonnage of such a water transport means indicated in the Certificate issued by a Competent Registry.
- b. For military ships: the gross tonnage for calculating seaport service charges is equal to 200% of the maximum gross tonnage indicated in the Certificate issued by a Competent Registry.
- c. For water transport means without GT registered, the tonnage for calculating seaport service charges is converted as follows:
 - Ocean-going ships and self-propelled inland waterway vehicles: 1,5 deadweight tonnes shall be equivalent to 01 GT.
 - Tug boats, passenger vessels [including seaplanes] and crane vessels: 01 horse power [HP, CV] shall be equivalent to 0,5 GT; 01 kW shall be equivalent to 0,7 GT; 01 tonne in a crane vessel's hoisting capacity shall be equivalent to 06 GT.
 - Barges: 01 deadweight tonnage shall be equivalent to 01 GT.

2. The engine capacity unit:

- a. The engine capacity is the capacity of ship's main engine in horse power [HP] or Cheval Vapeur [CV] or kilowatt [KW].
- b. Converting: any decimal less than 1 HP/CV/KW shall be rounded up to 1 HP/CV/KW.

3. The cargo tonnage or volume unit:

- a. The tonnage is in metric ton [MT] including both cargoes and packages [gross weight – GW], inscribed in the Delivery Order [DO] of shipping agent or bill of lading [B/L]. Any decimal of less than 0,5 ton is ignored; from 0,5 ton or more shall be rounded up to 01 ton.
- b. The volume is in cubic meter [m³], any decimal of less than 0,5 m³ is ignored; from 0,5 m³ or more shall be rounded up to 01 m³.
- c. Freight ton | Revenue ton - FT | RT: is the bigger value between metric ton – MT and gross volume of a cargo package [Cubic Meter – CBM] when timing with the same rate [FT | RT]. For structure steel, pipes steel, work frames, machineries and equipment and some other items in the form of frames, tubes, and pillars, FT | RT may be used for quoting port service charges.
- d. For a single bill of lading, the minimum tonnage or volume for calculating port service charges is 01 ton or 01 m³.

4. Time unit:

- a. Time unit by day: One day is 24 hours; time amount of up to 12 hours shall be considered as $\frac{1}{2}$ day, more than 12 hours shall be rounded up to one day.
 - b. Time unit by hour: One hour is 60 minutes, time amount of up to 30 minutes shall be considered as $\frac{1}{2}$ hour; more than 30 minutes shall be rounded up to one hour, except tugboat services, which are applied as specified in Section V, Part III below.
 - c. Time unit by shift: A shift is equal to 08 hours, $\frac{1}{2}$ shift is equal to 04 hours.
 - d. Time unit by gang: 01 gang is equal to 06 hours, time amount of up to 03 hours shall be considered as $\frac{1}{2}$ gang, more than 03 hours shall be rounded up to 01 gang.
5. **Cargoes with volume to be converted to tonnage for applying handling, warehouse, yard storage charges:**

Table 1:

| No. | TYPE OF CARGO | CONVERSION |
|-----|---|-------------------------|
| 1 | Bamboo, rattan, small bamboo, different kinds of woods timber with volumn in m ³ | 1m ³ = 1 ton |
| 2 | Live animals [buffalo, cow, horse...] | 1 individual = 1 ton |
| 3 | Light cargoes whose one ton occupies 2 m ³ at least | 2m ³ = 1 ton |
| 4 | Empty tanks, cans, boxes, bottles | 1m ³ = 5 ton |

- After converting, if the number of converted tons is more than actual volume in tons, the weight for calculating service charges is based on the converted number.

6. Length of wharf:

The unit is in metre [m]; the decimal less than 01 m shall be rounded up to 01 m.

7. **The currency** is the US Dollar [USD]: Exchange rate is the telegraphic buying rate of Joint Stock Commercial Bank for Foreign Trade of Vietnam at the time the Port completes the provision of services. All banking service fees [if any] shall be for the account of customer(s).

PART III: SERVICE CHARGES UPON SHIP, WATER WAY TRANSPORT MEAN CALLING PORT

I. WHARFAGE:

For vessel berthing at wharf or berthing alongside another vessel:

Table 2:

Unit: USD/GT/hour

| No. | DESCRIPTION | RATE | | |
|-----|--------------------------------------|------------------------|---------|---------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Berthing | 0,0031 | 0,00335 | 0,00341 |
| 2 | Berthing alongside a vessel at wharf | 0,0015 | 0,00162 | 0,00166 |

- In case of berthing at more than one position at The Port: the wharfage shall be total charges on actual time and rate at each berthing position.
- In case of occupying wharf | alongside after receiving the orders of leaving out the Port, wharfage shall be equal 190% of rate as described table 2.

II. CHARGES ON MOORING | UNMOORING:

Table 3:

Unit: USD/mooring or unmooring service

| No. | TYPE OF SHIP | RATE | | |
|-----|-------------------------------|------------------------|---------|---------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Under 1.000 GT | 15 | 16,20 | 16,50 |
| 2 | From 1.000 GT to < 2.000 GT | 28 | 30,24 | 30,80 |
| 3 | From 2.000 GT to < 5.000 GT | 41 | 44,28 | 45,10 |
| 4 | From 5.000 GT to < 10.000 GT | 57 | 61,56 | 62,70 |
| 5 | From 10.000 GT to < 20.000 GT | 96 | 103,68 | 105,60 |
| 6 | From 20.000 GT to < 30.000 GT | 120,7 | 130,356 | 132,77 |

| | | | | |
|---|-------------------------|-----|--------|--------|
| 7 | From 30.000 GT to above | 140 | 151,20 | 154,00 |
|---|-------------------------|-----|--------|--------|

- In case of berthing alongside and moored to other ship berthing to wharf or berthing alongside and moored to wharf: charges shall be at 100% of relative rate in Table 3.

III. CHARGES ON OTHER SERVICES | FRESH WATER | ELECTRICITY SUPPLY AND GARBAGES DISPOSAL:

Table 4:

Disposal of garbages is compulsory for vessel berthing at Nghi Son International Port in every 2 days, the first time shall be at the berthing date. The Rate for garbages disposal and other services as follows:

| No. | SERVICES | RATE | | | | UNIT |
|-----|--|---------------------------|--------|--------|---------|--------------------|
| | | VAT EXCLUSIVE VAT 0% | VAT 5% | VAT 8% | VAT 10% | |
| 1 | Fresh water supplied at Port | 3,5 | 3,675 | - | - | USD/m ³ |
| 2 | Utility fee of supplying electricity | 0,5 | - | 0,54 | 0,55 | USD/kwh |
| 3 | Garbages disposal [gross tonnage of vessel under 3.000 GT] | 50 | - | 54 | 55 | USD/time |
| 4 | Garbages disposal [gross tonnage of vessel from 3.000 GT and above, minimum charge shall be levied 1m ³] | 50 | - | 54 | 55 | USD/m ³ |
| 5 | Disposal of hazardous garbage [oil, paint, pesticide, chemicals, etc.] | 250 | - | 270 | 275 | USD/m ³ |
| 6 | Cleaning hatch for hot roll in coil vessel. | 150 | - | 162 | 165 | USD/hatch/time |
| 7 | Collecting and cleaning vessel's railings sides | 40 | - | 43.2 | 44 | USD/hatch/time |

IV. CHARGES ON OPENING | CLOSING HATCH:

Table 5:

Unit: USD/closing or opening hatch cover service

| No. | TYPE OF VESSEL | RATE | | | | | |
|-----|-------------------------------|---|--------|---------|---|--------|---------|
| | | CLOSING OPENING HATCH COVER AND PUTTING IT ON SHIP'S DECK | | | CLOSING OPENING HATCH COVER AND PUTTING IT ON SHORE | | |
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Under 1.000 GT | 22 | 23,76 | 24,20 | 33 | 35,64 | 36,30 |
| 2 | From 1.000 GT to < 2.000 GT | 33 | 35,64 | 36,30 | 53 | 57,24 | 58,30 |
| 3 | From 2.000 GT to < 5.000 GT | 53 | 57,24 | 58,30 | 80 | 86,40 | 88,00 |
| 4 | From 5.000 GT to < 10.000 GT | 80 | 86,40 | 88,00 | 100 | 108,00 | 110,00 |
| 5 | From 10.000 GT to < 20.000 GT | 100 | 108,00 | 110,00 | 125 | 135,00 | 137,50 |
| 6 | From 20.000 GT to < 30.000 GT | 125 | 135,00 | 137,50 | 145 | 156,60 | 159,50 |
| 7 | From 30.000 GT to above | 145 | 156,60 | 159,50 | 175 | 189,00 | 192,50 |

- In case of double-deck ship or ship of double-level hatch, whose cover is opened by deck crane, relative charges in Table 5 shall be increased by 60% accordingly; if opened by harbour crane, the relative charges shall be increased by 100%.
- The relative charges in table 5 shall increase by 20% in case the number of hatch cover/hold is from 02 to 05 pieces/hold and increase by 50% in case the number of hatch cover/hold is from 06 pieces/hold and above.

V. CHARGES ON TUGBOAT SERVICES:

1. Tugboat service charges:

Table 6:

Unit: USD/hour

| No. | TYPE OF TUGBOAT [HP] | RATE | | |
|-----|----------------------|------------------------|----------|----------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | 01 tugboat 2.000 HP | 1.112 | 1.200,96 | 1.223,20 |
| 2 | 01 tugboat 3.500 HP | 1.720 | 1.857,60 | 1.892,00 |

– Tugging time amount shall depend on weather conditions, tugboat capacity and the vessel's deadweight.

2. The price of tugging services

The price of tugging services for one turn is equal to the product of the corresponding tugging price specified in Table 6 with the actual tugging time:

Price of tugging service for one turn = Rate in Table 6 x actual tugging time

- The tugging time of one turn is based on reality from the time the tugboat begins to assist in towing, pulling, and pushing the towed vessel until the end of the work at the request of the captain of the towed vessel and the pilot navigation [no rounded];
- The actual tugging time to calculate service price is maximum 02 hours. In case the tugging time is over 02 hours, the tugging price is calculated as 10% of the Rate specified in Table 6 for the entire tugging time exceeding 02 hours;
- In case of need to use a tugboat, whose capacity is different from tug boats described in table 6, tugboat service charges shall be subject to mutual consent in accordance with relevant government regulations.

3. Tugboat supply regulations and special cases:

- In case the tugboat arrives on time at the channel point as ordered, but the vessel comes late for whatever reason, charges shall be increased by 50% of the Rate specified in Table 6 and according to the actual waiting hours;
- In case the tugboat arrives on time the channel point as ordered, but the vessel is not ready to be towed, charges shall be by 50% of the Rate specified in Table 6 and according to the actual maneuvering hours;
- In case of being ordered to leave the port but the vessel fails to leave on time for whatever reasons, NSIP will assist to tug the vessel to the main channel areas, subject to agreed tugboat service charges.

PART IV: PORT SERVICES CHARGES FOR CARGO HANDLING

I. CHARGES FOR CARGO HANDLING:

1. Table of charges:

The Rate in Table 7 is applied in case of using the ship's crane for handling cargoes. Shore's crane charge is specified in Table 14.

Table 7:

Unit: USD/ton

| CARGO GROUP | CARGO TYPE | SHIP ↔ TRUCK [DIRECTLY DELIVERY] | | | MOVING CARGO FROM BERTH TO PORT YARD WAREHOUSE | | | LOADING CARGO FROM PORT YARD WAREHOUSE ↔ TRUCK | | |
|------------------|--|----------------------------------|--------|---------|--|--------|---------|--|--------|---------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1.1 Bulk cargoes | Clinker, Cement additive, lump of ore at size 1x2 cm, stone at size 1x2 cm | 1,60 | 1,73 | 1,76 | 1,10 | 1,19 | 1,21 | 1,10 | 1,19 | 1,21 |
| | Soil, sand, coal dusk, gypsum in grains | 1,60 | 1,73 | 1,76 | 1,10 | 1,19 | 1,21 | 0,90 | 0,97 | 0,99 |
| | Salt in bulk | 1,80 | 1,94 | 1,98 | - | - | - | - | - | - |
| | Animal feeds, materials for animal feeds such as corn, wheat, barley, legumes... | 3,20 | 3,46 | 3,52 | 1,10 | 1,19 | 1,21 | 1,00 | 1,08 | 1,10 |
| | Coal, lump of coal, lump of ore at size 4x6 cm | 1,90 | 2,05 | 2,09 | 1,10 | 1,19 | 1,21 | 1,15 | 1,24 | 1,27 |
| | Kinds of stone, limestone at size 30 cm and above or at 1,5 T to 3 T per m³ | 1,90 | 2,05 | 2,09 | 1,10 | 1,19 | 1,21 | 1,30 | 1,40 | 1,43 |
| | Wood-chip | 1,80 | 1,94 | 1,98 | 1,10 | 1,19 | 1,21 | 1,00 | 1,08 | 1,10 |

| | | | | | | | | | | |
|---|---|------|------|------|------|------|------|------|------|------|
| | Sulfur, soda | 2,50 | 2,70 | 2,75 | 1,10 | 1,19 | 1,21 | 1,1 | 1,19 | 1,21 |
| 1.2 Cargo in jumbo bag from 1 ton – 2 ton/bag | Cement, mineral additives in cement production | 2,70 | 2,92 | 2,97 | 1,80 | 1,94 | 1,98 | 1,80 | 1,94 | 1,98 |
| | Fertilizer in bag, salt | 3,20 | 3,46 | 3,52 | 1,80 | 1,94 | 1,98 | 1,80 | 1,94 | 1,98 |
| | Fish powder bone powder in bag | 3,25 | 3,51 | 3,58 | 1,80 | 1,94 | 1,98 | 1,80 | 1,94 | 1,98 |
| | Urea, super phosphate, potassium, stone powder in jumbo sling, phosphate | 3,22 | 3,48 | 3,54 | 1,80 | 1,94 | 1,98 | 1,80 | 1,94 | 1,98 |
| | Corn wheat barley rice in bag ..., food, animal feeds in bag [except bone powder, fish powder] | 3,80 | 4,10 | 4,18 | 1,80 | 1,94 | 1,98 | 1,30 | 1,40 | 1,43 |
| 1.3 Iron/steel in packages with weight < 10 ton/pkgs and length < 12m/ | Construction steel in bar, bars in bundles | 3,15 | 3,40 | 3,47 | 1,96 | 2,12 | 2,16 | 2,00 | 2,16 | 2,20 |
| | Metals of all types, defective iron steel in bundles, packages, [except steel pipes of diameter ≥100 mm]. | 2,50 | 2,70 | 2,75 | 1,96 | 2,12 | 2,16 | 1,10 | 1,19 | 1,21 |
| | Used iron steel products in bundles, | 2,65 | 2,86 | 2,92 | 1,96 | 2,12 | 2,16 | 1,10 | 1,19 | 1,21 |

| | | | | | | | | | | |
|---|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| pkgs | packages, plates, sheets, beams, bars, pipes. | | | | | | | | | |
| | Iron and steel in bulk tubes with diameters from 100mm to 500 mn | 2,60 | 2,81 | 2,86 | 1,96 | 2,12 | 2,16 | 1,10 | 1,24 | 1,27 |
| | Steel in structure frames, packages, bars, beams. | 2,60 | 2,81 | 2,86 | 1,96 | 2,12 | 2,16 | 1,15 | 1,24 | 1,27 |
| | Iron, steel in lumps, bars to be handled by forklift | 3,85 | 4,16 | 4,24 | 2,50 | 2,70 | 2,75 | 2,50 | 2,70 | 2,75 |
| | Used iron steel need to handle by grab | 5,60 | 6,05 | 6,16 | 3,33 | 3,60 | 3,66 | 3,50 | 3,78 | 3,85 |
| | Used iron steel need to be handled by workers; rails scrap, scrap in I, H shape to be handled by cables | 6,15 | 6,64 | 6,77 | 3,88 | 4,19 | 4,27 | 4,90 | 5,29 | 5,39 |
| | Pig iron, steel in sheets | 6,85 | 7,40 | 7,54 | 6,46 | 6,98 | 7,11 | 3,2 | 3,46 | 3,52 |
| 1.4 Heavy Iron steel with length | Under 30 tons/pkg | 8,80 | 9,50 | 9,68 | 5,17 | 5,58 | 5,69 | 5,90 | 6,37 | 6,49 |
| | From 30 tons to under 40 tons/pkg | 12,10 | 13,07 | 13,31 | 5,42 | 5,85 | 5,96 | 6,10 | 6,59 | 6,71 |
| | Form 40 tons to under 60 tons/pkg | 37,20 | 40,18 | 40,92 | 18,50 | 19,98 | 20,35 | 22,00 | 23,76 | 24,20 |

| | | | | | | | | | | |
|---|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| under 12m | Form 60 ton/pkgs to above | 56,50 | 61,02 | 62,15 | 22,80 | 24,62 | 25,08 | 27,90 | 30,13 | 30,69 |
| 1.5 Rolled coil with weight from 3-27 ton/roll | Hot rolled in coil | 3,70 | 4,00 | 4,07 | 1,25 | 1,35 | 1,38 | 1,60 | 1,73 | 1,76 |
| | Cold rolled in coil | 2,50 | 2,70 | 2,75 | 1,54 | 1,66 | 1,69 | 1,10 | 1,19 | 1,21 |
| 1.6 Fresh, Live cargo | Fresh frozen food, vegetables, fruits; | 3,00 | 3,24 | 3,30 | 2,58 | 2,79 | 2,84 | 1,50 | 1,62 | 1,65 |
| | alive cattle as buffalo, cow, horse... | 3,10 | 3,35 | 3,41 | - | | | | 0,00 | 0,00 |
| 1.7 Other cargoes | Wood or bamboo in bundles. | 3,29 | 3,55 | 3,62 | 1,88 | 2,03 | 2,07 | 1,75 | 1,89 | 1,93 |
| | Hazardous cargoes such as pesticides, herbicides, chemicals in barrels, cans | 2,50 | 2,70 | 2,75 | 1,54 | 1,66 | 1,69 | 1,30 | 1,40 | 1,43 |
| | Construction materials: glazed tiles, slating marble, sanitary accessories in cartons or in wooden pallets from 3 tons to 5 tons | 3,20 | 3,46 | 3,52 | 2,17 | 2,34 | 2,39 | 2,50 | 2,70 | 2,75 |
| | Home appliances & utensil, stationary | 3,70 | 4,00 | 4,07 | 2,38 | 2,57 | 2,62 | 2,45 | 2,65 | 2,70 |

| | | | | | | | | | | |
|--------------------------|--|------|------|------|------|------|------|------|------|------|
| | Electronic appliances | 3,65 | 3,94 | 4,02 | 2,38 | 2,57 | 2,62 | 2,50 | 2,70 | 2,75 |
| 1.8 Kinds of pipe | Pipe in bundle, packages | 1,60 | 1,73 | 1,76 | 1,50 | 1,62 | 1,65 | 1,30 | 1,40 | 1,43 |
| | Pipe with length < 15 m and Ø < 500 mm | 3,15 | 3,40 | 3,47 | 1,67 | 1,80 | 1,84 | 1,65 | 1,78 | 1,82 |
| | Pipe with length ≥ 15 m or Ø ≥ 500 mm | 3,85 | 4,16 | 4,24 | 2,46 | 2,66 | 2,71 | 2,50 | 2,70 | 2,75 |
| | Pipe with length ≥ 15 m and Ø ≥ 500 mm | 8,80 | 9,50 | 9,68 | 5,17 | 5,58 | 5,69 | 5,90 | 6,37 | 6,49 |

- Charges on loading or discharging cargo from ship → warehouse | yard → truck [or vice versa] shall be subject to total amount of charges by each handling mode of cargo handling plus actual costs arising [rate of each part is quoted in the corresponding table]
- In case NSIP agrees for a customer to use their own workers, equipment to handle cargo, relevant charges shall be levied at 50% of corresponding quoted rate.
- For those cargoes excluded in the above tables of charges, Executive Chairman of NSIP shall decide on a case by case basis to levy appropriate charges according to the cargo, packing specifications, loading productivity and operation method thereof.

2. Specific cases for extra charges:

Table 8:

| INCREASE LEVEL | SPECIFIC CASES FOR EXTRA CHARGERS |
|----------------|---|
| 20% | Cargo with length from 12 m/pkg to < 15 m/pkg |
| 40% | For cargoes pressed shaped in solid blocks, which need additional equipment for handling |
| 50% | <ul style="list-style-type: none"> – Cargo with length form 15 m/pkg to ≥ 20 m/pkg. – Frozen cargo from [15°C - 0°C] – Cargo being stuffed or unstuffed in out container for more than one customer. |

| | |
|------|--|
| | – Insecticide, sulfur, cargoes containing gas, flammable cargoes such as oil, petrol, alcohol etc. |
| 80% | Cargo in open- bags, regardless of type. |
| 100% | – For cargoes from rescued ship or cargoes not-in-order stowed and mass damaged, flammable chemicals, the substances particularly harmful to human health. – Frozen cargo under 0°C |

3. Other cases:

- a. In cases of discharging cargo from ship to truck, then loading to another ship [within the same port area], handling services charges shall double those levied on cargo handling by mode of ship ⇔ truck | wharf [exclusive of transportation fee].
- b. For loading or discharging cargo from ship to another ship alongside: handling services charges shall be subject to 15% increase over those levied on common cargo handling by mode of ship ⇔ truck | wharf.
- c. In case of moving | shifting cargo within one hold of the ship, handling services charges shall be at 50% of common charges on cargo handling by mode of ship → truck or vice versa.
- d. In cases of moving | shifting cargo from one hold to another hold of the same ship without discharging through wharf, charges shall be at 70% of common charges on cargo handling by mode of Ship → truck | wharf or vice versa; if discharging through wharf, charges shall be at 120% of common charges on handling by mode of ship → truck | wharf or vice versa.
- e. For cars, components of specialized vehicles charges shall be subject to group 1.3 of Table 7.
- f. For loading or discharging live animals such as buffalo, cow, horse etc from ship to truck using ship's deck cranes, charges shall be at 50% of common charges on handling by mode of ship → warehouse | yard or vice versa as shown in group 1.6 of table 7.
- g. In cases NSIP has to rent equipment from outside at customer's order, charges shall be subject to mutual consent.
- h. In case Customer or Carrier causing waiting time to workers | equipment | vehicles of port in operation, charges shall be levied at 70% of common handling charges on volume of cargo handled at average productivity in the actual waiting time.

II. CHARGES ON CARGO TALLYING AND WEIGHING:

Table 9:

Unit: USD/ton

| No. | TYPE OF CARGO | RATE | | | | | |
|-----|-----------------------------------|------------------------------|--------|---------|------------------------------|--------|---------|
| | | TALLYING | | | WEIGHING | | |
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Bulk cargo | 0,13 | 0,1404 | 0,143 | 0,14 | 0,1512 | 0,154 |
| 2 | Bagging cargo, metal | 0,20 | 0,216 | 0,22 | 0,20 | 0,216 | 0,22 |
| 3 | General cargo, machinery, others | 0,40 | 0,432 | 0,44 | 0,35 | 0,378 | 0,385 |
| 4 | Metal, steel in bundles, packages | 0,35 | 0,378 | 0,385 | 0,35 | 0,378 | 0,385 |
| 5 | Other cargoes | - | - | - | 0,25 | 0,27 | 0,275 |

III. CHARGES ON STORAGE AT WAREHOUSE | YARD:**1. Charges on storage at warehouse | yard space based on weight of cargo:**

Table 10:

Unit: USD/ton/day

| No. | TYPE OF CARGO | YARD | | | WAREHOUSE | | |
|-----|---|------------------------------|--------|---------|---------------------------|--------|---------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Bulk cargo | 0,07 | 0,0756 | 0,077 | 0,10 | 0,108 | 0,11 |
| 2 | Bagging cargo, metal | 0,08 | 0,0864 | 0,088 | 0,15 | 0,162 | 0,165 |
| 3 | General cargo, machinery, equipment, others | 0,15 | 0,162 | 0,165 | 0,65 | 0,702 | 0,715 |

| | | | | | | | |
|---|--|------|--------|-------|------|-------|------|
| 4 | Metal, steel in bundles, packages, hot roller, equipment in pallet wooden packages | 0,17 | 0,1836 | 0,187 | 0,30 | 0,324 | 0,33 |
|---|--|------|--------|-------|------|-------|------|

- For cargoes to be processed, classified, dried in warehouse | yard, charges shall be subject to negotiation.
- For dangerous cargo stored at warehouse | yard, charges shall be subject to 35% addition over those rates described in table 10.
- In case customer requires waterproof-material cover for on-yard cargo in the port's supplying ability, charges shall be added with 0,04 USD/ton/day.
- For automobiles, specialized vehicles: subject to negotiation.

2. Charges on storage at warehouse | yard on m² basis:

Biểu 11:

| No. | SERVICES | RATE | | |
|-----|-------------------|------------------------|--------|---------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Warehouse storage | 4,5 | 4,86 | 4,95 |
| 2 | Yard storage | 2,5 | 2,7 | 2,75 |

IV. RENTAL OF PORT EQUIPMENT:

1. Rent on time basis:

a. Rent of vehicles | shore crane:

Table 12:

Unit: USD/hour

| No. | VHICLES | TYPE OF VHICLES | RATE | | |
|-----|----------|-----------------|------------------------|--------|---------|
| | | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 1 | Forklift | 3,5 tons | 20 | 21,60 | 22 |

| | | | | | |
|----|-------------------------|--|------|--------|--------|
| 2 | | < 10 tons | 32,5 | 35,10 | 35,75 |
| 3 | | ≤ 15 tons | 90 | 97,20 | 99 |
| 4 | | ≤ 25 tons | 125 | 135 | 137,50 |
| 5 | Reach stacker | 40 tons | 140 | 151,20 | 154 |
| 6 | Excavator | Excavator | 55 | 59,40 | 60,50 |
| 7 | Front end loader | Front end loader with 1-2m ³ bucket | 28 | 30,24 | 30,80 |
| 8 | | Front end loader with 3-5m ³ bucket | 48 | 51,84 | 52,80 |
| 9 | | Front end loader with >5m ³ bucket | 53 | 57,24 | 58,30 |
| 10 | Bulldozer | Dozer no D41 – small size | 25 | 27 | 27,50 |
| 11 | | Dozer no D61 – larger size | 32 | 34,56 | 35,20 |
| 12 | Water truck | 12 m ³ | 32 | 34,56 | 35,20 |
| 13 | Aerial working platform | - | 42,5 | 45,90 | 46,75 |
| 14 | Garbage cleaning truck | CAT262D or AM9D | 27 | 29,16 | 29,70 |
| 15 | Shore crane | - | 60 | 64,80 | 66 |

– The above Rate includes operating fuel and machine operator. The Rate prescribed at No.12 is exclusive of water supplying fee as stipulated in Table 4.

b. Rent of other equipment:

Table 13:

| No. | EQUIPMENT | RATE | | | UNIT |
|-----|-----------|------------------------|--------|---------|---------------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | |
| 1 | Ropes | 2,20 | 2,376 | 2,42 | USD/rope/hour |

| | | | | | |
|----|--|-------|-------|-------|----------------|
| 2 | Crane ropes for heavy cargo | 4,50 | 4,86 | 4,95 | USD/rope/hour |
| 3 | plastic net; metal net | 2,20 | 2,376 | 2,42 | USD/cable/hour |
| 4 | Grab 6 m ³ | 5,20 | 5,616 | 5,72 | USD/hour |
| 5 | Grab 20 m ³ | 13 | 14,04 | 14,30 | USD/hour |
| 6 | Container lifting spreader 20' type | 11,50 | 12,42 | 12,65 | USD/hour |
| 7 | Container lifting spreader 40' type | 15,50 | 16,74 | 17,05 | USD/hour |
| 8 | Shackle | 2,50 | 2,70 | 2,75 | USD/unit/hour |
| 9 | Supply area of wharf not for the purpose of handling cargo | 3 | 3,24 | 3,30 | USD/m/hour |
| 10 | Service of suppling manpower for hooking supporting cargoes handling | 5 | 5,40 | 5,50 | USD/woker/hour |
| 11 | For other equipment not listed above: Negotiable | | | | |

2. Rent of equipment, vehicles on basis of weight of handled cargo:

Table 14:

Unit: USD/ton

| No. | EQUIPMENT | RATE | | |
|---|---------------------------------------|------------------------|--------|---------|
| | | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Internal port transportation vehicles. | | | | |
| 1 | For common cargoes | 1,50 | 1,62 | 1,65 |
| 2 | For metal, steel of different kinds | 1,80 | 1,944 | 1,98 |
| 3 | For over-sized, over –weighed cargoes | Negotiable | | |
| Forklift to handle cargo in holds at yard warehouse | | | | |

| | | | | |
|-------------|--------------------|------|-------|-------|
| 1 | Forklift 3.5 Tons | 0,85 | 0,918 | 0,935 |
| 2 | Forklift < 10 Tons | 1,0 | 1,08 | 1,10 |
| 3 | Forklift ≤ 15 Tons | 1,2 | 1,296 | 1,32 |
| 4 | Forklift ≤ 25 Tons | 1,5 | 1,62 | 1,65 |
| Shore crane | | 1 | 1,08 | 1,08 |

PART V: CONTAINER HANDLING SERVICE CHARGES

I. RATES OF CONTAINER UNLOADING | LOADING:

Table 15a: Applied for imported | exported | temporarily imported | re-exported containers:

Unit: USD/container

| TYPE OF CONTAINER | VESSEL ↔ TRAILER | | | VESSEL ↔ YARD | | |
|-------------------|---------------------------|--------|---------|---------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 20' laden | 47 | 50,76 | 51,70 | 59 | 63,72 | 64,90 |
| 20' empty | 28 | 30,24 | 30,80 | 35 | 37,80 | 38,50 |
| 40' laden | 71 | 76,68 | 78,10 | 89 | 96,12 | 97,90 |
| 40' empty | 38 | 41,04 | 41,80 | 47 | 50,76 | 51,70 |
| Above 40' laden | 106 | 114,48 | 116,60 | 132 | 142,56 | 145,20 |
| Above 40' empty | 56 | 60,48 | 61,60 | 70 | 75,60 | 77 |

Table 15b: Applied for transit and transshipment containers:

Unit: USD/container

| TYPE OF CONTAINER | VESSEL ↔ TRAILER | | | VESSEL ↔ YARD | | |
|-------------------|---------------------------|--------|---------|---------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 20' laden | 35 | 37,8 | 38,5 | 44 | 47,52 | 48,4 |
| 20' empty | 21 | 22,68 | 23,1 | 26 | 28,08 | 28,6 |
| 40' laden | 54 | 58,32 | 59,4 | 67 | 72,36 | 73,7 |
| 40' empty | 28 | 30,24 | 30,8 | 35 | 37,8 | 38,5 |
| Above 40' laden | 79 | 85,32 | 86,9 | 99 | 106,92 | 108,9 |
| Above 40' empty | 42 | 45,36 | 46,2 | 52 | 56,16 | 57,2 |

Extra charges:

- For containers containing dangerous cargo [acid, tanning, pesticide, dye, radioactive substance, etc.], charges shall be subject to 50% addition over those rates described in table 15a and 15b.
- For reefer container, charges described in table 15 shall increase by 35%. In case of reefer container without plug in, charges shall be applied as to general container.
- For over-loaded containers [container 20' > 25 tons, container 40' above 40' > 30 tons, for weight of cargo only] charges shall be subject to 20% addition over those rates described in table 15a and 15b.
- For over-sized containers: charges shall be subject to 50% addition over those rates described in table 15a and 15b.
- Handling | shifting containers within one hatch, charges shall be at 25% rate of "vessel ↔ yard" in table 15a and 15b.
- Moving, shifting containers from hatch to hatch within a vessel [without dropping to wharf], charges shall be at 60 % of "vessel – trailer" in table 15a and 15b.
- Handling containers from a vessel's hatch to another, container must put on wharf before loading to another vessel, rate shall be at double rate of "vessel – trailer" in table 15a and 15b.
- Handling containers [vessel → yard → another vessel], charges shall be at 200% of rate for "vessel ↔ yard" in table 15a and 15b:
 - + Handling from vessel → yard | warehouse: charges shall be 100%
 - + Handling from warehouse → vessel : charges shall be 100%
- Handling many flatrack containers which are stack over, charges shall be calculated as a laden container according to handling mode.

II. CHARGES ON INSPECTING CONTAINER:

Table 16:

Unit: USD/container

| TYPE OF CONTAINER | RATE | | |
|-------------------|------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container ≤ 20' | 30 | 32,40 | 33 |
| Container ≥ 40' | 40 | 43,20 | 44 |

III. CHARGES ON TRANSPORTING CONTAINER INSIDE THE PORT

Table 17:

Unit: USD/container

| TYPE OF CONTAINER | LADEN CONTAINER | | | EMPTY CONTAINER | | |
|-------------------|------------------------|--------|---------|------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container ≤ 20' | 12,50 | 13,50 | 13,75 | 10 | 10,80 | 11 |
| Container ≥ 40' | 18,50 | 19,98 | 20,35 | 15 | 16,20 | 16,50 |

IV. CHARGES ON WEIGHING CONTAINER

Table 18:

Unit: USD/container

| TYPE OF CONTAINER | EXPORTED | | | IMPORTED | | |
|-------------------|------------------------|--------|---------|------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container ≤ 20' | 7 | 7,56 | 7,70 | 11 | 11,88 | 12,10 |
| Container ≥ 40' | 10 | 10,80 | 11 | 16 | 17,28 | 17,60 |

V. RATES OF CLEANING CONTAINER: exclusive of transporting and lifting on|lifting off container

Table 19:

Unit: USD/container

| TYPE OF CONTAINER | SWEEPING CLEANING | | |
|-------------------|------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container ≤ 20' | 9,5 | 10,26 | 10,45 |
| Container ≥ 40' | 15 | 16,20 | 16,50 |

– In case of cleaning containers which contain garbages, dusty cargoes or difficult to handle: agreed rate.

VI. CHARGES ON ENVIRONMENTAL SANITATION:

Dusty, noxious cargoes, and difficult to handle

Tabel 20:

Unit: USD/container

| TYPE OF CONTAINER | RATE | | |
|-------------------|------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container ≤ 20' | 5,5 | 5,94 | 6,05 |
| Container ≤ 20' | 8 | 8,64 | 8,80 |

VII. CHARGES ON RUNNING ELECTRICITY FOR REEFER CONTAINER

Table 21:

Unit: USD/container/hour

| TYPE OF CONTAINER | RATE | | |
|-------------------|------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container ≤ 20' | 2,5 | 2,70 | 2,75 |

| | | | |
|-----------------|---|------|------|
| Container ≤ 20' | 3 | 3,24 | 3,30 |
|-----------------|---|------|------|

VIII. CONTAINER STORAGE CHARGES

Table 22:

Unit: USD/container/day

| TYPE OF CONTAINER | LADEN | | | EMPTY | | |
|-------------------|---------------------------|--------|---------|---------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| 20' | 2 | 2,16 | 2,20 | 1 | 1,08 | 1,10 |
| 40' | 3 | 3,24 | 3,30 | 1,8 | 1,944 | 1,98 |
| Above 40' | 6 | 6,48 | 6,60 | 3 | 3,24 | 3,30 |

- Time for calculating storage charge shall commence once a container is unloaded at yard;
- For imported container: 03 days free of charge [excluding reefer container];
- For exported container: 02 days free of charge [excluding reefer container];
- Containers contain dangerous and toxic cargoes [DG], oversized and overloaded containers [OOG]: add 50% of the Rate of Table 22.
- Other than the above, time to be charged for storage shall be based on the actual time of containers at the port's yard.

IX. LIFT ON | LIFT OF CONTAINER AT YARD

Table 23:

Unit: USD/container

| TYPE OF CONTAINER | LADEN | | | EMPTY | | |
|-------------------|---------------------------|--------|---------|---------------------------|--------|---------|
| | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% | VAT EXCLUSIVE VAT 0% | VAT 8% | VAT 10% |
| Container 20' | 22 | 23,76 | 24,20 | 15 | 16,20 | 16,50 |

| | | | | | | |
|---------------------|----|-------|-------|----|-------|-------|
| Container 40' | 29 | 31,32 | 31,90 | 20 | 21,60 | 22,00 |
| Container above 40' | 33 | 35,64 | 36,30 | 25 | 27,00 | 27,50 |

- Containers contain dangerous and toxic cargoes [DG], oversized and overloaded containers [OOG]: add 50% of the Rate of Table 23.
- Reefer containers: add 35% of the Rate of Table 23. Reefer containers do not need to be plugged into, charges shall be calculated as standard containers.

PART VI: IMPLEMENTATION

1. This Tariff of port service comes to effective from 01/3/2025 and replaces the tariff attached with Decision No. 006/QD.24/NSIP-BGD dated on 15/7/2024. All departments of the port are responsible to properly implement.
2. For services arising, which are excluded in this Tariff of charges, shall be subject to negotiation on a case by case basis.
3. This Table of Seaport Service Charges shall be subject to changes, amendment from time to time according to market condition, changes in costs of fuel, electricity, materials; changes in labour wages policy; complication of cargo handling; business strategy, etc...

