

TARIFF OF PORT SERVICES [IN USD]

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WRITER	REVIEWED BY	APPROVED BY
 Do Thi To Uyen Head of Business Department	 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.177/2013/ND-CP November 14th of Government of the Socialist Republic of Vietnam, 2013 detailing the implementation of a number of articles of the Price Law. Decree No. 149/2016/ND-CP on amendments to the Decree No.177/2013/ND-CP on guidance 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/QĐ-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/QĐ-BGTVT dated July 01st, 2024 on table of charges for container handling services at Vietnamese seaports;
- Pursuant to the Decision No. 811/QĐ-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.
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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. Converting: decimal less than 0,5 GT is ignored, from 0,5 GT to less than 01 GT is rounded up to 01 GT.
- d. 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 Vepeur [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 ½ 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 ½ 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, ½ 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 ½ 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. Unit price | rates hereunder are exclusive of VAT. The VAT rate applied according to the law at the time NSIP completes providing services.
8. The currency which used to calculate services price 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 shall be for the account of the services user.

PART III:

SERVICE CHARGES UPON SHIP, WATER WAY TRANSPORT MEAN CALLING PORT

I. WHARFAGE:

For ship berthing at wharf or berthing alongside another ship:

Table 2:

No.	DESCRIPTION	UNIT RATE
1	Berthing	0,0031 USD/GT/hour
2	Berthing alongside a vessel at wharf	0,0015 USD/GT/hour

- 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	UNIT PRICES
1	Under 1.000 GT	15
2	From 1.000 GT to < 2.000 GT	28
3	From 2.000 GT to < 5.000 GT	41
4	From 5.000 GT to < 10.000 GT	57
5	From 10.000 GT to < 20.000 GT	96
6	From 20.000 GT to < 30.000 GT	120,7
7	From 30.000 GT to above	140

- 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 FRESH WATER | ELECTRICITY SUPPLY AND GARBAGES DISPOSAL:

Table 4:

No.	SERVICES	UNIT PRICE	UNIT
1	Fresh water supplied at Port	3,5	USD/m ³
2	Utility fee of supplying electricity	0,5	USD/kwh
3	Garbages disposal	50	USD/m ³
		50	USD/time
4	Disposal of hazardous garbage [oil, paint, pesticide, chemicals, etc.]	250	USD/m ³
5	Cleaning hatch for hot roll in coil vessel.	150	USD/hatch/time

- 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 and the charges of disposal shall be applied as follows:
 - + For vessels of gross tonnage are from 3.000 GT and higher, charge on garbages disposal shall be levied on 1 m³/time at the minimum.
 - + For vessel of gross tonnage under 3.000 GT, charges on garbages disposal shall be levied at 50 USD/time.

IV. CHARGES ON OPENING | CLOSING HATCH:

Table 5:

Unit: USD/closing or opening service

No.	TYPE OF VESSEL	UNIT PRICE	
		Closing opening hatch cover and putting it on ship's deck	Closing opening hatch cover and putting it on shore
1	Under 1.000 GT	22	33
2	From 1.000 GT to < 2.000 GT	33	53
3	From 2.000 GT to < 5.000 GT	53	80

4	From 5.000 GT to < 10.000 GT	80	100
5	From 10.000 GT to < 20.000 GT	100	125
6	From 20.000 GT to < 30.000 GT	125	145
7	From 30.000 GT to above	145	175

- 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	UNIT PRICE
1	01 Tugboat 2.000 Hp	1.112
2	01 Tugboat 3.500 Hp	1.720

- 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 = unit price 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 unit price 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 unit price 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 unit price 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.

- Tugboat assistance in case of bad weather, whereby wind | wave's force of scale at level of 5, 6, 7, relative tugboat service charges shall be increased by 30% of the unit price specified in Table 6 and according to the actual towing hours.

PART IV: PORT SERVICES CHARGES FOR CARGO HANDLING

I. CHARGES FOR CARGO HANDLING:

1. Table of charges:

The unit price in Table 7 is applied in case of using the ship's crane for handling cargoes. In case of using shore's crane, charges shall be levied at 01 USD/ton.

Table 7:

Unit: USD/ton

Cargo group	Cargo type	Ship ⇔ truck [directly delivery]	Moving cargo from berth to port yard wareho use	Loading cargo from port yard wareho use ⇔ truck
1.1 Bulk cargoes	Clinker, Cement additive, lump of ore at size 1x2 cm, stone at size 1x2 cm	1,6	1,10	1,10
	Soil, sand, coal dusk, gypsum in grains	1,6	1,10	0,90
	Animal feeeds, materials for animal feeds such as corn, wheat, barley, legumes...	3,2	1,10	1,00
	Coal, lump of coal, lump of ore at size 4x6 cm	1,90	1,10	1,15
	Kinds of stone, limestone at size 30 cm and above or at 1,5 T to 3 T per m ³	1,90	1,10	1,30
	Wood-chip	1,8	1,10	1,00
	Sulfur, soda	2,50	1,1	1,1
1.2 Cargo in bag	Cement in bag	2,7	1,20	1,80
	Fertilizer in bag, salt in bag	3,2	1,20	1,80
	Fish powder bone powder in bag; chemicals in bag	3,25	1,20	1,80
	Urea, super phosphate, potassium, stone powder, phosphate	3,22	1,20	1,80

	Corn wheat barley rice in bag ..., food, animal feeds in bag [except bone powder, fish powder]	3,8	1,20	1,30
1.3 Cargo in jumbo bag from 1.000 – 2.000 kgs/bag	Cement, mineral additives in cement production	2,3	1,10	1,00
	Stone powder in jumbo sling	2,00	1,10	1,0
	Agricultural products, animal poultries feeds [except bone powder, fish powder]	3,50	1,20	1,00
1.4 Iron/steel in packages with weight < 10 ton/pkgs and length < 12m/ pkgs	Construction steel in bar, bars in bundles	3,15	1,20	2,00
	Metals of all types, defective iron steel in bundles, packages, [except steel pipes of diameter ≥100 mm].	2,5	1,20	1,10
	Steel sheet in coil	3,70	1,30	1,60
	Used iron steel products in bundles, packages, plates, sheets, beams, bars, pipes.	2,65	1,20	1,10
	Steel in structure frames, packages, bars, beams.	2,6	1,20	1,15
	Iron, steel in lumps, bars to be handled by forklift	3,85	1,20	2,50
	Used iron steel need to handle by grab	5,6	1,20	3,50
	Used iron steel need to be handled by workers; rails scrap, scrap in I, H shape to be handled by cables	6,15	1,20	4,90
	Pig iron, steel in sheets	6,85	1,20	2,60
1.5 Heavy Iron steel	Under 30 tons/pkg	8,8	2,1	5,9
	From 30 tons to under 40 tons/pkg	12,1	3,5	6,1

1 with length under 12m	Form 40 tons to under 60 tons/pkg	37,2	3,5	22,0
	Form 60 ton/pkgs to above	56,5	3,5	27,9
1.6 Rolled coil with weight from 3-27 ton/roll	Hot rolled in coil	3,7	1,3	1,6
	Cold rolled in coil	2,5	1,2	1,10
1.7 Fresh, Live cargo	Fresh frozen food, vegetables, fruits;	3,0	1,10	1,50
	alive cattle as buffalo, cow, horse...	3,10	-	-
1.8 Other cargoes	Wood or bamboo in bundles.	3,29	1,10	1,75
	Hazardous cargoes such as pesticides, herbicides, chemicals in barrels, cans	2,5	1,10	1,30
	Construction materials: glazed tiles, slating marble, sanitary accessories in cartons or in wooden pallets from 3 tons to 5 tons	3,20	1,10	2,50
	Home appliances & utensil, stationary	3,70	1,10	2,45
	Electronic appliances	3,65	1,20	2,50
1.9 Kinds of pipe	Pipe in bundle, packages	1,6	0,65	1,3
	Pipe with length < 15 m and Ø < 500 mm	3,15	0,65	1,65
	Pipe with length ≥ 15 m or Ø ≥ 500 mm	3,85	1,0	2,5
	Pipe with length ≥ 15 m and Ø ≥ 500 mm	8,8	1,6	5,9

- 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
30%	Cargo in bag with weight of over 80 kg/bag
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.– 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%	<ul style="list-style-type: none">– 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:

- 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].
- 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.
- 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.
- 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.
- For cars, components of specialized vehicles charges shall be subject to group 1.4 of table 7.
- 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 1.7 of table 7.
- In cases NSIP has to rent equipment from outside at customer's order, charges shall be subject to mutual consent.
- 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, FORWARDING:

Table 9:

Unit: USD/ton

No.	TYPE OF CARGO	UNIT PRICE
1	Bulk cargo	0,13
2	Bagging cargo, metal	0,20
3	General cargo, machinery, others	0,40
4	Metal, steel in bundles, packages	0,35
5	Vehicles	0,45

III. CHARGES ON CARGO WEIGHING:

Table 10:

Unit: USD/ton

No.	TYPE OF CARGO	UNIT PRICE
1	Bulk cargo	0,14
2	Bagging cargo, metal	0,20
3	General cargo, machinery, equipment	0,35
4	Others	0,25

IV. CHARGES ON STORAGE AT WAREHOUSE | YARD:

1. Charges on storage at warehouse | yard space based on weight of cargo:

Table 11:

Unit: USD/ton

No.	TYPE OF CARGO	YARD	WAREHOUSE
1	Bulk cargo	0,07	0,10
2	Bagging cargo, metal	0,08	0,15
3	General cargo, machinery, equipment, others	0,15	0,65
4	Metal, steel in bundles, packages, hot roller, equipment in pallet wooden packages	0,17	0,30

- 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 11.
- 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:

- Warehouse storage [for common cargoes]: 4,50 USD/m²/month.
- Yard storage: 2,50 USD/m²/month.

V. RENTAL OF PORT EQUIPMENT FOR CARGO HANDLING:

1. Rent on time basis:

The service time shall be determined in hours from the time, when the equipment is made readily available to handle the cargo at customer's request until completion.

a. Rent of vehicles:

Table 12:

Unit: USD/hour

No.	VIHICLES	TYPE OF VIHICLES	RATE
1	Forklift	3,5 tons	20
2		< 10 tons	32,5
3		≤ 15 tons	90
4		≤ 25 tons	125
5	Reach stacker	40 tons	140
6	Excavator	Excavator	55
7	Front end loader	Front end loader with 1-2m ³ bucket	28
8		Front end loader with 3-5m ³ bucket	48
9		Front end loader with >5m ³ bucket	53
10	Bulldozer	Dozer no D41 – small size	25
11		Dozer no D61 – larger size	32
12	Water truck	12 m ³	32
13	Aerial working platform	-	42,5
14	Garbages cleaning truck	CAT262D or AM9D	27

– The above unit price includes operating fuel and machine operator. The unit price prescribed at No.11 is exclusive of water supplying fee as stipulated in Table 4.

b. Rent of shore crane:

In case of hiring shore crane without supporting workers for hooking: 60 USD/crane/hour.

c. Service of suppling manpower for hooking | supporting handling cargoes: 05 USD/hour/worker.

d. Renting of wharf [not for cargo handling]: 03 USD/m/hour.

e. Rent of other equipment:

Table 13:

No.	EQUIPMENT	UNIT PRICE	UNIT
1	Ropes	2,2	USD/rope/hour
2	Crane ropes for heavy cargo	4,5	USD/rope/hour
3	plastic net; metal net	2,2	USD/cable/hour
4	Grab 6 m ³	5,2	USD/hour
5	Grab 20 m ³	13	USD/hour

6	Container lifting spreader 20' type	11,5	USD/hour
7	Container lifting spreader 40' type	15,5	USD/hour
8	Shackle	2,5	USD/unit/hour
9	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	UNIT PRICE
Internal port transportation vehicles.		
1	For common cargoes	1,50
2	For metal, steel of different kinds	1,80
3	For over-sized, over –weighed cargoes	Negotiable
Forklift handling cargo in holds		
1	Forklift < 10 Tons	1,0
2	Forklift ≤ 15 Tons	1,2
3	Forklift ≤ 25 Tons	1,5
Forklift to handle cargo at yard warehouse		
1	Forklift 3.5 Tons	0,85
2	Forklift < 10 Tons	1,0
3	Forklift ≤ 15 Tons	1,2
4	Forklift ≤ 25 Tons	1,5

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
20' laden	47	59
20' empty	28	35
40' laden	71	89
40' empty	38	47
Above 40' laden	106	132
Above 40' empty	56	70

Table 15b: Applied for transit and transshipment containers:

Unit: USD/container

TYPE OF CONTAINER	VESSEL ↔ TRAILER	VESSEL ↔ YARD
20' laden	35	44
20' empty	21	26
40' laden	54	67
40' empty	28	35
Above 40' laden	79	99
Above 40' empty	42	52

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	UNIT PRICE
Container ≤ 20'	30
Container ≥ 40'	40

III. CHARGES ON TRANSPORTING CONTAINER INSIDE THE PORT

Table 17:

Unit: USD/container

TYPE OF CONTAINER	LADEN CONTAINER	EMPTY CONTAINER
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Container ≤ 20'	12,5	10
Container ≥ 40'	18,5	15

IV. CHARGES ON WEIGHING CONTAINER

Table 18:

Unit: USD/container

TYPE OF CONTAINER	EXPORTED	IMPORTED
Container ≤ 20'	7	11
Container ≥ 40'	10	16

V. RATES OF CLEANING CONTAINER: excluding charges on transporting and lifting on|lifting off container

Table 19:

Unit: USD/container

TYPE OF CONTAINER	SWEEPING/CLEANING [Sweeping/cleaning by water]
Container ≤ 20'	9,5
Container ≥ 40'	15

- 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	UNIT PRICE
Container ≤ 20'	5,5
Container ≤ 20'	8

VII. CHARGES ON RUNNING ELECTRICITY FOR REEFER CONTAINER

Table 21:

Unit: USD/container/hour

TYPE OF CONTAINER	UNIT PRICE
Container ≤ 20'	2,5
Container ≤ 20'	3

VIII. CONTAINER STORAGE CHARGES

Table 22:

Unit: USD/container/day

TYPE OF CONTAINER	LADEN	EMPTY
20'	2	1

40'	3	1,8
Above 40'	6	3

- 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];
- 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
Container 20'	22	15
Container 40'	29	20
Container above 40'	33	25

- Containers contain dangerous and toxic cargoes [DG], oversized and overloaded containers [OOG]: add 50% of the unit price of Table 23.
- Reefer containers: add 35% of the unit price 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 **15/7/2024** and replaces the tariff attached with Decision No.005/QD.24/NSIP-BGD dated on 15/02/2024. 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...

