



SOCIALIST REPUBLIC OF VIETNAM  
Independence - Freedom - Happiness

# DECISION

No: 004 /QD.22/NSIP-BGD

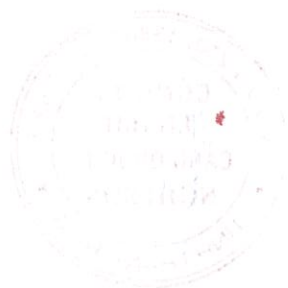
## TARIFF OF PORT SERVICES (IN USD)

Approved by: **Mr. Phan Đào Vũ**

**Executive Chairman**

Effective from: **01/4/2022**





# **NGHI SON INTERATIONAL GENERAL PORT TARIFF OF PORT SERVICES IN US DOLLARS**

## **PART I LEGAL GROUNDS**

- Pursuant to the Vietnam Maritime Code, dated November 25<sup>th</sup>, 2015.
- Pursuant to Price Law No. 11/2012/QH13 dated June 20<sup>th</sup>, 2012 of the President of the National Assembly of the Socialist Republic of Vietnam.
- Pursuant to the VAT Law No. 13/2008/QH12 dated June 3<sup>rd</sup>, 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 Decree No. 177/2013/ND-CP November 14<sup>th</sup> 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/NĐ-CP on amendments to the Decree No.177/2013/ND-CP on guidance Price Law.
- Pursuant to Circular No.54/2018/TT-BGTVT dated November 14<sup>th</sup>, 2018 promulgating the table of charges on pilotage, services of using wharves and mooring buoys, loading and unloading containers and towage services.
- Pursuant to Circular No.261/2016/TT-BTC dated November 14<sup>th</sup>, 2016 stipulating marine service charges & fees, tariff of marine service charges and fees. Circular No. 74/2021/TT-BTC on amendments to Circular No.261/2016/TT-BTC stipulating marine service charges & fees, tariff of marine service charges and fees of The Minister of Finance.
- Based on actual needs of the company.

## **PART II GENERAL PROVISIONS**

### **I. APPLICABLE SUBJECTS:**

1. 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 General Port (NSIP).
2. 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.
3. 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: 1<sup>st</sup> shift from 06:00 am to 18:00 pm, 2<sup>nd</sup> 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. Converting: decimal less than 0,5 GT is ignored, from 0,5 GT to less than 1 GT is rounded up to 1 GT.
- d. For water transport means without GT registered, the tonnage for calculating seaport service charges is converted as follows:
  - Cargo ships : 1,5 ton of registered tonnage is equal to 1 GT.
  - Tug boats, push boats : 1 HP/CV is equal to 0,5 GT
  - Barges, boats : 1,5 ton as per registered tonnage is equal to 1GT.

#### 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 1Ton.
- b. The volume is in cubic meter (m<sup>3</sup>), any decimal of less than 0,5 m<sup>3</sup> is ignored; from 0,5 m<sup>3</sup> or more shall be rounded up to 1 m<sup>3</sup>
- c. Freight ton – FT/Revenue Ton - 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, FT/RT may be used for quoting port service charges.
- d. For a single bill of lading, the minimum tonnage or volumn for calculating port service charges is 1 Ton or 1 m<sup>3</sup>

#### 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.
- c. Time unit by shift: a shift is equal to 08 hours, ½ shift is equal to 04 hours.
- d. Time unit by gang: 1 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 1 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 <sup>3</sup>	1m <sup>3</sup> = 1 Ton
2	Live animals (buffalo, cow, horse...)	1 individual = 1 ton
3	Light cargoes whose one ton occupies 2m <sup>3</sup> at least	2m <sup>3</sup> = 1 ton
4	Empty tanks, cans, boxes, bottles	1m <sup>3</sup> = 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 1 m.

**7. Unit price/rates hereunder are exclusive of VAT.**

## 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	0.0014 USD/GT/hour	
3	Minimum charges	Berthing	50 USD/time
		Alongside	40 USD/time

- 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 200% of rate as described table 2.
- In case of no-cargo handling due to bad weather for more than continuous 24 hours or leaving/shifting at the Port Authority' orders, wharfage on the time of no-cargo handling shall be waived.

**II. CHARGES ON MOORING/UNMOORING:**

**Table 3:**

Unit: Usd/mooring or unmooring service

No.	TYPE OF SHIP	UNIT PRICES
1	Under 1.000 GT	15.00
2	From 1.000 GT to < 2.000 GT	28.00
3	From 2.000 GT to < 5.000 GT	41.00
4	From 5.000 GT to < 10.000 GT	57.00
5	From 10.000 GT to < 20.000 GT	96.00

6	From 20.000 GT to < 30.000 GT	120.70
7	From 30.000 GT to above	140.00

- 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 FRESH WATER/ ELECTRICITY SUPPLY AND GARBAGES DISPOSAL:**

**Table 4:**

No.	SERVICES	UNIT PRICE
1	Fresh water supplied at wharf	3.5 USD/ m <sup>3</sup>
2	Electricity supply	0.4 USD/kwh
3	Garbages disposal	50.0 USD/m <sup>3</sup>
		50.0 USD/batch
4	Disposal of hazardous garbage (oil, paint, pesticide, chemicals etc.)	120.0 USD/m <sup>3</sup>
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.
- Charge on garbages disposal shall be levied on 1 m<sup>3</sup> at the minimum.
- For vessel of gross tonnage under 3,000 GT, charges on garbages disposal shall be levied at 50USD/disposal batch, disposal is done once every 2 days, first disposal batch shall be at the time of berthing.

**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	22.00	33.00
2	From 1.000 GT to < 2.000 GT	33.00	53.00
3	From 2.000 GT to < 5.000 GT	53.00	80.00
4	From 5.000 GT to < 10.000 GT	80.00	100.00
5	From 10.000 GT to < 20.000 GT	100.00	125.00
6	From 20.000 GT to < 30.000 GT	125.00	145.00
7	From 30.000 GT to above	145.000	175.00

- 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	RATE
1	01 Tugboat 2.000 Hp	1.112
2	01 Tugboat 3.500 Hp	1.720
3	01 Tugboat 2.000 Hp and 01 Tugboat 3.500 Hp	2.832

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

**2. Tugboat supply regulations and special cases:**

- In case the tugboat arrives on time at the channel point as ordered, but the ship comes late for whatever reason, charges shall be increased by 50% accordingly for the waiting time.
- In case of changing time or cancelling tugboat order, Ship Agent/Carrier should inform Nghi Son International Port of the change or cancellation by a two-hour prior notice. In case of no notice or notice later than two hours, a compensation fee equal to agreed tugboat service charges shall be imposed accordingly.
- In case of ordered to leave the port but the ship fails to leave on time for whatever reasons, NSIP will assist to tug the Ship to the main channel, 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% accordingly.

**PART IV  
PORT SERVICES CHARGES FOR CARGO HANDLING**

**I. CHARGES FOR CARGO HANDLING:**

**1. Table of charges:**

**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
<b>1.1 Bulk cargoes</b>	Clinker, Cement additive, lump of ore at size 1x2cm, stone at size 1x2cm	1.6	1.10	1.10
	Soil, sand, coal dusk, gypsum in grains.	1.6	1.10	0.90

	Animal feeds, 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 4x6cm	1.90	1.10	1.15
	Kinds of stone, limestone at size 30cm and above or at 1,5 T to 3 T per m <sup>3</sup> .	1.90	1.10	1.30
	Wood-chip, sulfur, soda	1.8	1.10	1.00
<b>1.2 Cargo in bag</b>	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
<b>1.3 Cargo in jumbo bag from 1.000 – 2.000 kgs/bag</b>	Cement, mineral additives in cement production	2.3	1.10	1.00
	Agricultural products, animal/poulties feeds (except bone powder, fish powder)	2.00	1.10	1.00
<b>1.4 Iron/steel in packages with weight &lt; 10 ton/pkg and length &lt; 12m/ pkgs</b>	Construction steel in bar, bars in bundles	3.15	1.20	2.00
	Metals of all types, roll coils with weight under 27 ton/roll, defective iron/steel in bundles, packages, rolls, (except steel pipes of diameter ≥100mm).	2.5	1.20	1.10
	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



<b>1.5 Heavy Iron/steel with length under 12m</b>	Under 30 tons/ pkg	8.8	2.1	5.9
	From 30 tons to under 40 tons/pkg;	12.1	3.5	6.1
	Form 40 tons to under 60 tons/pkg;	37.2	3.5	22
	Form 60 ton/pkgs to above;	56.5	3.5	27.9
<b>1.6 Fresh/ live cargo</b>	Fresh/frozen food, vegetables, fruits; live cattle as buffalo, cow, horse...	3.0	1.10	1.50
<b>1.7 Other cargoes</b>	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
	Eclectronic appliances	3.65	1.20	2.50
<b>1.8 Kinds of pipe</b>	Pipe in bundle, packages	1.6	0.65	1.3
	Pipe with length < 15m and Ø < 500 mm	3.15	0.65	1.65
	Pipe with length ≥15m or Ø ≥500 mm	3.85	1.0	2.5
	Pipe with length ≥15m 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 charges
20%	Cargo with length from 12m/pkg to < 15m/pkgs

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"> <li>- Cargo with length form 15m/pkg to ≥ 20m/pkg.</li> <li>- Cargo being stuffed or unstuffed in/out container for more than one customer.</li> <li>- Insecticide, sulfur, cargoes containing gas, flammable cargoes such as oil, petrol, alcohol etc.</li> </ul>
80%	Cargo in open- bags, regardless of type.
100%	<ul style="list-style-type: none"> <li>- For cargoes from rescued ship or cargoes not-in-order stowed and mass damaged, flammable chemicals, the substances particularly harmful to human health.</li> <li>- Frozen cargo under 0°C</li> </ul>

### 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 1.4 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, 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 per m<sup>2</sup>:

- Warehouse storage (for common cargoes): 4.50 usd/m<sup>2</sup>/month.
- Yard storage: 2.50 usd/m<sup>2</sup>/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.	Vehicles	Type of vehicles	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 <sup>3</sup> bucket	28
8		Front end loader with 3-5m <sup>3</sup> bucket	48
9		Front end loader with >5m <sup>3</sup> bucket	53
10	Bulldozer	Dozer no D41 – small size	25
11		Dozer no D61 – larger size	32
12	Water truck	12 m <sup>3</sup>	32
13	Aerial working platform	-	42.5
14	Garbages cleaning truck	CAT262D or AM9D	27

– The unit price prescribed at No.11 is exclusive of water supplying fee as stipulated in Table 4.

**b. Rent of crane:**

Without supporting workers for hooking:

- 40 tons: 60.00 USD/ crane/hour
- 50 tons: 122.5 USD/ crane/hour
- From 60 tons and above: negotiation

With workers for hooking: charges shall be added with 5.00 USD/hour/worker

**c.** Renting of wharf (not for cargo handling): 3.00 USD/m/hour.

**d. Rent of other equipment:**

**Table 13:**

No.	EQUIPMENT	UNIT PRICE
1	Ropes	2.2 USD/rope/hour
2	Crane ropes for heavy cargo	4.5 USD/rope/hour
3	plastic net; metal net	2.20 USD/cable/hour
4	Grab 6 m <sup>3</sup>	5.20 USD/hour
5	Grab 20 m <sup>3</sup>	13.00 USD/ hour
6	Container lifting spreader 20' type	11.50 USD/ hour
7	Container lifting spreader 40' type	15.50 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 RATE
<b>Internal port transportation vehicles.</b>		
1	For common cargoes	1.50
2	For metal, steel of different kinds	1.80
3	For over-sized, over –weighed cargoes	Negotiable
<b>Forklift handling cargo in holds</b>		
1	Forklift < 10 Tons	1.0
	Forklift ≤ 15 Tons	1.2
2	Forklift ≤ 25 Tons	1.5
<b>Forklift to handle cargo at yard/warehouse</b>		
1	Forklift 3.5 Tons	0.85
2	Forklift < 10 Tons	1.00
	Forklift ≤ 15 Tons	1.2
3	Forklift ≤ 25 Tons	1.5
<b>Rent of Crane (for metal/steel cargoes, structural cargoes, heavy cargoes)</b>		
1	Crane 40 Tons	29
2	Crane 50 Tons	35
3	Crane 60 Tons	50
4	Crane 100 Tons	65
5	Crane over 100 Tons and above	Negotiation

**PART V:**  
**CONTAINER HANDLING SERVICE CHARGES**

1. **Rates of container unloading/loading:**

a. **Table 15**

Unit: USD/container

TYPE OF CONTAINER	VESSEL <=> TRAILER	VESSEL <=> YARD
20' laden	36	48
20' empty	23	28
40' laden	54	70
40' empty	29	36
45' laden	82	105

45' empty	46	58
-----------	----	----

**b. Extra charges:**

- For containers containing dangerous cargo(oes) (acid, tanning, pesticide, dye, radioactive substance, etc.) , charges shall be subject to 50% addition over those rates described in table 15.
- 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 40/45' > 30 tons, for weight of cargo only) charges shall be subject to 20% addition over those rates described in table 15.
- For over-sized containers: charges shall be subject to 50% addition over those rates described in table 15.
- Handling/shifting containers within one hatch, charges shall be at 25% rate of "vessel ↔ yard" in table 15.
- Moving, shifting containers from hatch to hatch within a vessel (without dropping to wharf), charges shall be at 60 % of "vessel – trailer" in table 15.
- 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 15.
- Handling transit-containers (vessel => yard => another vessel), charges shall be at 150% of rate for "vessel ↔ yard" in table 15:
  - Handling form vessel -> yard/warehouse: charges shall be 75%
  - Handling from warehouse -> vessel : charges shall be 75%
- Handling many Flatrack containers which are stack over, charges shall be calculated as a laden container according to handling mode.

**2. CHARGES ON INSPECTING CONTAINER:**

Unit: USD/container

TYPE OF CONTAINER	UNIT PRICE
Container ≤ 20'	30
Container ≥ 40'	40

**3. CHARGES ON TRANSPORTING CONTAINER INSIDE THE PORT**

Unit: USD/container

TYPE OF CONTAINER	LADEN CONTAINER	EMPTY CONTAINER
Container 20'	12.5	10
Container 40'	18.5	15

**4. CHARGES ON WEIGHING CONTAINER**

Unit: USD/container

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

**5. RATES OF CLEANING CONTAINER**

Unit: USD/container

TYPE OF CONTAINER	SWEEPING/CLEANING (Sweeping/cleaning by water)
20'	9.5
40'	15

6. **CHARGES ON ENVIRONMENTAL SANITATION:**

Dusty, noxious cargoes, and difficult to handle

Unit: USD/container

TYPE OF CONTAINER	UNIT PRICE
20'	5.5
40'	8

7. **CHARGES ON RUNNING ELECTRICITY FOR REEFER CONTAINER**

Unit: USD/container/hour

TYPE OF CONTAINER	UNIT PRICE
20'	2.5
40'	3

8. **CONTAINER STORAGE CHARGES**

Unit: USD/container/day

TYPE OF CONTAINER	CONTAINER LADEN	CONTAINER 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
- For exported container: 02 days free of charge
- Other than the above, time to be charged for storage shall be based on the actual time of containers at the port's yard.

## PART VI: IMPLEMENTATION

1. This Tariff of port service comes to effective from 01/4/2022 and replaces the tariff attached with Decision No. 002/QD.22/NSIP-BGD dated on 01/02/2022. 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...

