

No: 103 /QĐ-HICT

Hai Phong, dated May 26th, 2021

DECISION
on
Issuance of Port Service Tarriff
for International Vessel Owners (Shipping Agent)

GENERAL DIRECTOR
Of
TAN CANG HAI PHONG
INTERNATIONAL CONTAINER TERMINAL CO. LTD

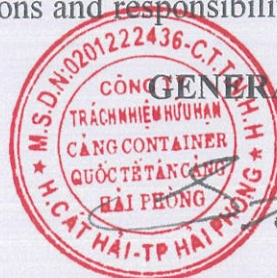
- Pursuant to Law on Prices No. 11/2012/QH13 dated 26/6/2012 by National Assembly of Socialist Republic of Vietnam;
- Pursuant to Decree No. 177/2013/NĐ-CP dated 14/11/2013 by Government detailing and guiding the implementation of a number of the Law on Prices;
- Pursuant to Decision No. 3946/QĐ-BGTVT dated 09/12/2016 on the pricing framework for services of pilotage and utilization of wharfs, docks and mooring buoys at Vietnamese Seaports signed by Minister of Transport;
- Pursuant to Decision No. 3863/QĐ-BGTVT dated 01/12/2016 on Price Bracket for Container Loading and Discharging Services and Towing Services in Vietnam Seaports;
- Pursuant to Resolution No. 16/MC-HICT by Members' Council of Tan Cang Hai Phong International Container Terminal Company Limited;

HEREBY DECIDE:

- Article 1:** To issue Port Service Tarriff for International Vessel Owners/ Shipping Agents (International Tariff) at Tan Cang Hai Phong International Container Terminal Co. Ltd as attached with the Decision.
- Article 2:** The Decision takes effect since date of 01/04/2021 and replaces Decision No. 161219-02/QĐ-HICT dated 16/12/2019 and its attached tariff.
- Article 3:** Deputy General Directors and Directors are requestd to implement the Decision under their functions and responsibilities.

Recipients:

- MOF – Price Management Department (for report);
- Vietnam Maritime Department (for report);
- Members' Council;
- As Per Article 3
- Archived: BD.



GENERAL DIRECTOR

YANG YU NUNG

**SEAPORT SERVICES TARRIFF FOR INTERNATIONAL VESSEL
OWNERS/ SHIPPING AGENTS AT TAN CANG HAI PHONG
INTERNATIONAL CONTAINER TERMINAL**
(As enclosed with Decision No.: /QĐ-HICT dated , 2021)

**SECTION I:
GENERAL REGULATIONS**

1. Entities of Regulation

- Maritime Vessels disregarads of Vietnam or International Vessel carrying cargos and container from Tan Cang Hai Phong International Container Terminal (herein after called HICT) abroad and vice versa, transit, international transshipment (generally refered as international ocean shipping) to call, depart or berth at water area under management of HICT.
- Import – Export, Transit, Transshipment Cargos, Containers payable by carriers or trustees for seaport service charges.

2. Principles of Price Calculation

- 2.1. Prices shall be calculated in accordance with work items to be performed.
- 2.2. Prices as indicated in the Tariff includes VAT

In case the vessel owners/shipping agents do not meet the requirements for 0% VAT, the service charges for tugging, container handling and berthing services shall be subject to an addition of 10% VAT.

2.3. Payment shall be settled in United State Dollars. Conversion from USD to Vietnam Dong shall be complied with selling transfer exchange rate announced by Vietnam Commercial Joint Stock Bank at time of payment. Payment of seaport charges and duties shall comply with current legal regulations of Prices management of Vietnamese Government.

3. Unit Prices of Seaport Service Charges and Method of Rounding

Service Charges and Tariffs shall be calculated by GT (*GROSS TONNAGE – GT*); Main Engin shall be calculated by HP (*HORSE POWER – HP*) or (*KILOWATT-KW*); Time shall be recorded in hour and day; Cargo quantity shall be counted by Tons (*T*) or Cubic Meter (*M³*); Container and other vehicles shall be counted by pieces. Details are as follows:

3.1. Unit

3.1.1. For Dry Carriers (dry cargo including container): Tariff and Port Service Charges shall be calculated in accordance with Maximum Gross Tonnage (GT) as recorded in Certificate of Calibration.

3.1.2. Vessels without GT: Capacity to use for Tariff and Port Service Charges shall be converted as follows:

- + Cargo Vessels : 1.5 Tons as registered shall be equal to GT.
- + Tug and Push Boats : 1 HP shall be equal to 0.5 GT.
- + Barges : 1 Tons as registered shall be equal to 1 GT.

3.1.3. For Vessels of group of barges and tug boats (or push boats): Tariff and Port Service Charges shall be calculated in accordance with Total GT of Group of Barges and Tug (or push) Boats.

3.2. Power Unit: Hourse Power (*HP*) or kilowatt (*KW*). Decimals less than 1HP (or KW) shall be rounded to 1HP (or KW).

3.3. Unit of Time: Day and Hour (not applicable to storage charges):

+ For unit of day: A day will consist of 24 hours, less than 12 hours shall be counted as ½ (half a) day, more than 12 hours to 24 hours shall be counted as 1 day.

+ For unit of hour: An hour shall consist of 60 minutes, less than 30 minutes shall be counted as ½ (half an) hour, more than 30 minutes to 60 minutes shall be counted as 1 hour.

3.4. Unit of Cargo Volume (packing included): Ton (T) or Cubic Meter (M³). No charge shall be counted for less than 0.5 ton or 0.5 M³. From 0.5 ton or 0.5 M³ to 1 ton or 1 M³ respectively shall be rounded as 1 ton or 1 M³. In any case where a Bill of Lading may indicate less than minimum charge unit, 1 ton or 1 M³, seaport service charge shall be counted as 1 ton or 1 M³ or as minimum unit in tariff.

3.5. In such a case where an authorization of service charge payment is given to a Shipper/ Consignee by Ship Owner, who is entitled to a discounted preferential price as per Contract signed with Tan Cang Hai Phong International Container Terminal; such service charges shall be paid immediately applicable to unit price as stipulated in service Charge tariff.

4. SERVICE CHARGES APPLICABLE TO VIETNAM VESSELS IN INTERNATIONAL TRANSPORT

4.1. Case-1: Discharging imported cargo, Loading cargo for domestic transport:

- At calling, international charges shall be applied (*international tariff*).
- At departure, domestic charges shall be applied (*domestic tariff*).

4.2. Case-2: Discharging domestic cargo, loading exported cargo:

- At calling, domestic charges shall be applied (*domestic tariff*).
- At departure, international charges shall be applied (*international tariff*).

4.3. Case-3: During the transport voyage, vessel calling to port without discharging imported cargo and with loading exported cargo:

- At calling, domestic charges shall be applied (*domestic tariff*).
- At departure, international charges shall be applied (*international tariff*).

4.4. Case-4: During the transport voyage, vessel calling to port with discharging imported cargo and without loading exported cargo:

- At calling, international charges shall be applied (*international tariff*).
- At departure, domestic charges shall be applied (*domestic tariff*).

Note: For aforesaid cases, berthage charges shall be applied for international vessel service charges (*international tariff*).

4.5. In such a case where calling/ departure is required during transport route without loading/discharging due to proper maritime reason: Charge tariff for domestic vessels service charges (domestic tariff) shall be applied for both calling/ departure.

4.6. For ballast calling/ departure: Charge tariff for domestic vessels service charges (domestic tariff) shall be applied for ballast transport.

**SECTION II:
SERVICE CHARGES FOR MARITIME VESSELS**

SCHEDULE NO.	DETAIL	UNIT	UNIT PRICE
1	Tugging Service	USD/turn (in or out)	
	- Length over all (LOA) < 90m		355
	- Length over all (LOA) from 90m to less than 110m		1,278
	- Length over all (LOA) from 110m to less than 130m		1,278
	- Length over all (LOA) from 130m to less than 150m		1,278
	- Length over all (LOA) from 150m to less than 170m		2,307
	- Length over all (LOA) from 170m to less than 200m		2,307
	- Length over all (LOA) from 200m to less than 220m		3,475
	- Length over all (LOA) from 220m to less than 275m		4,565
	- Length over all (LOA) from 275m to less than 300m		5,087
	- Length over all (LOA) from 300m and above and the capacity from over 100,000 DWT to less than 132,000 DWT		6,160
	- The allowing tugging time per in or out turn is 01 hour. In case the actual tugging time exceeds 01 hour, TC-HICT shall charge the additional in accordance with the actual tugging time.		
1.1	Other special tugging situations		
	Ship Owner (Agent) or Captain address any written request for any tug boat with higher capacity than specified by Port Administration		In addition to the Schedule-1, be obligated to pay a surcharge equivalent difference between the rate of such higher capacity tug boat and that as specified by Port Administration
	Wind and wave levels of 5 and higher		50% of unit price under Schedule-1 shall be surcharged
	The supporting boats arrive on time at specified location		50% of unit price under Schedule-1

	but can't move due to Charterer's fault		
	The reserved time for supporting boats is changed or cancelled, a notice shall not be issued to the Port at least 02 hours in advance		100% of unit price under Schedule-1
	In case of rescue, strand, towing or at request by Ship Owner (Agent), required tug boat in excess of Maritime Administration's regulations		Contract/ Agreement
	An Order of Departure is released bt due to failure of vessel engine, the Port will use tug boat to tow such vessel to main Channer		100% of unit price under Schedule-1
2	Mooring/ Unmooring Service	VND/time	
	Less than 3.000 GT		16.30
	From 3.000 to less than 6.000 GT		23.00
	From 6.000 to less than 10.000 GT		32.00
	From 10.000 GT to less than 20.000 GT		48.00
	From 20.000 GT to less than 30.000 GT		72.00
	From 30.000 GT to less than 40.000 GT		108.00
	From 40.000 GT to less than 50.000 GT		181.50
	From 50.0000 GT		228.80
	Mooring/ unmooring is required in vessels shifting		Free
	Mooring/ unmooring to other vessel for receiving cargo or wait for berthing		80% of unit price under Schedule-2
3	Berthing service		
	The Vessel is anchoring at berth or ship-to-ship alongside	USD/GT/hour	0.0031
	The vessel is requested to departure but still occupy the berth (not exceeding 12 hours)	USD/GT/hour	0.006
4	Container loading/ discharge service	USD/container	
4.1	Import, export, temporary import for re-export		Laden Empty

	container			
	- Container 20'		60	40
	- Container 40'		88	56
	- Container 45'		98	62
4.2	Transshipment container (Unloading from Vessel to CY then Shifting from CY to Terminal and Loading to other Vessel), transit container			
	- Container 20'		36	24
	- Container 40'		53	34
	- Container 45'		59	37
4.3	Barge handling charge transportation between seaports for export/import			
	- Container 20'		15	15
	- Container 40'		23	23
	- Container 45'		23	23
4.4	Other Surcharges for Container Handling	USD/container		
4.4.1	Container of hazardous and dangerous cargo and other hazardous cargo in accordance with IMDG Code		Increased 50% of unit price	
4.4.2	Oversize/Overweight cargo containers having weight (including tare) up to 35 tons for barge – CY container loading/discharging and up to 45 tons for vessel – CY container loading/discharging and cargo's dimension LxWxH: 12m x 3.5m x 3.5m		Increased 50% of unit price	
4.4.3	Oversize/Overweight cargo container with size or weight exceeding the level prescribed in No. 4.4.2 (within the capacity of terminal equipment)		Agreement	
4.4.4	Container of both Oversize/Out of Gauge (OOG) and Hazardous/Dangerous cargo (having weight (including tare) up to 35 tons for barge – CY container loading/discharging and up to 45 tons for vessel – CY		Normal loading/discharging rate + 4.4.1 + 4.4.2	

	container loading/discharging and cargo's dimension LxWxH: 12m x 3.5m x 3.5m)				
4.4.5	Loading/Discharging Flatrack containers in bundle (maximum of 04 containers)			equal to a laden container for each turn	
4.4.6	Handing of flat rack container (Vessel (Barge) ↔ CY) requiring bundling prior to loading onboard vessel			100% of handling charge for laden container Vessel (Barge) ↔ CY	
4.4.7	Container of OOG cargo exceeding capacity of terminal crane and requiring cargo unlashng for loading/ discharging purpose (as requested by Ship Owner, Agent, Shipper or Cosignee)			Agreement	
4.4.8	For Containers of domestic shipping which are transported by International Vessel			Comply with HICT Domestic Tarriff	
4.5	Handling, shifting container				
	- In 01 bay			25% of unit price under Schedule-4	
	- From bay to bay on the same vessel (not via CY)			55% of unit price under Schedule-4	
	- In the same vessel (discharge from vessel to terminal and load to the same vessel)			100% of unit price under Schedule-4	
5	Storage service	USD/container/day			
5.1	Storage charge for container				
	<i>- The charging the storage days is calculated by subtracting free storage days from the actual incurring storage days.</i>				
	<i>- The number of actual incurring storage days is the total number of days that the container is stored at CY, from the gate-in date to the gate-out date.</i>				
	<i>- The number of storage days of export containers is calculated from the gate-in (lift-off) date to the initial estimated departure date (ETD) of the vessel as registered by shipping lines.</i>				
	+ Within the first 20 days			Laden	Empty
		- Container 20'		1.27	0.90
		- Container 40'		1.80	1.36
		- Container 45'		2.80	2.00
+ From 21st day					
	- Container 20'		1.53	1.08	

