

No: 74 /QĐ-HICT

Hai Phong, 30 January, 2023

**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 20/6/2012 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 Decree No. No. 149/2016/ND-CP dated 11/11/2016 by Government amending and supplementing a number of articles of decree no. 177/2013/ND-CP dated November 14, 2013 by the government providing guidance on the implementation of a number of articles of the law on pricing
- Pursuant to Circular No. 54/2018/TT-BGTVT dated 14/11/2018 on the pricing framework for services of pilotage and utilization of wharfs, docks and mooring buoys, Container Loading and Discharging Services and Towage Services at Vietnamese Seaports signed by Minister of Transport;
- Pursuant to Resolution No. 22/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 01/2/2023 and replaces Decisions No. 608/QĐ-HICT dated 08/12/2021 and No. 1044/QĐ-HICT dated 15/12/2022 together with their attached tariffs.
- Article 3:** Deputy General Directors and Directors of functional departments are requested to implement the Decision in accordance with their functions and responsibilities.

**Recipients:**

- MOF – Price Management Department (to report);
- Vinamarine (to report);
- TC-HICT MC;
- SNP (to report);
- As Per Article 3;
- Archived: Admin, BD.





**SEAPORT SERVICES TARRIFF FOR INTERNATIONAL VESSEL  
OWNERS/ SHIPPING AGENTS AT TAN CANG HAI PHONG  
INTERNATIONAL CONTAINER TERMINAL**  
(As enclosed with Decision No.: 74 /QĐ-HICT dated 30/11 ,2023)

**SECTION I:  
GENERAL REGULATIONS**

**1. Entities of Regulation**

- Maritime Vessels disregards of Vietnam or International Vessel carrying cargos and container from Tan Cang Hai Phong International Container Terminal (herein after called TC-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 TC-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 excludes 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 (*M<sup>3</sup>*); 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 (M<sup>3</sup>). No charge shall be counted for less than 0.5 ton or 0.5 M<sup>3</sup>. From 0.5 ton or 0.5 M<sup>3</sup> to 1 ton or 1 M<sup>3</sup> respectively shall be rounded as 1 ton or 1 M<sup>3</sup>. In any case where a Bill of Lading may indicate less than minimum charge unit, 1 ton or 1 M<sup>3</sup>, seaport service charge shall be counted as 1 ton or 1 M<sup>3</sup> 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.

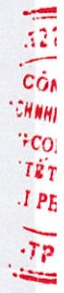
**4.6. For ballast calling/ departure:** Charge tariff for domestic vessels service charges (*domestic tariff*) shall be applied for ballast transport.

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

SCHEDULE NO.	DETAIL	UNIT	UNIT PRICE
1	<b>Tugging Service</b>	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 132,900 DWT		6,160
	- Length over all (LOA) from 300m and above and the capacity from over 132,900 DWT to 145,000 DWT		8,507
	- For vessel with the capacity no more than 132,900DWT: The allowing tugging time per in or out turn is 01 hour		
	- For vessel with the capacity from over 132,900 DWT to 145,000 DWT: The allowing tugging time per turn in (without turning basin) is 01.5 hours and per turn out is 01 hour (turning basin).		
	- In case the actual tugging time exceeds the aforementioned allowing tugging time, TC-HICT shall charge the additional in accordance with the actual tugging time.		
1.1	Other special tugging situations		





	<p>Ship Owner (Agent) or Captain address any written request for any tug boat with higher capacity than specified by Port Administration</p> <p>Wind and wave levels of 5 and higher</p> <p>The supporting boats arrive on time at specified location but can't move due to Charterer's fault</p> <p>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</p> <p>In case of rescue, strand, towing or at request by Ship Owner (Agent), required tug boat in excess of Maritime Administration's regulations</p> <p>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</p>		<p>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</p> <p>50% of unit price under Schedule-1 shall be surcharged</p> <p>50% of unit price under Schedule-1</p> <p>100% of unit price under Schedule-1</p> <p>Contract/ Agreement</p> <p>100% of unit price under Schedule-1</p>
2	<p><b>Mooring/ Unmooring Service</b></p> <p>Less than 3.000 GT</p> <p>From 3.000 to less than 6.000 GT</p> <p>From 6.000 to less than 10.000 GT</p> <p>From 10.000 GT to less than 20.000 GT</p> <p>From 20.000 GT to less than 30.000 GT</p> <p>From 30.000 GT to less than 40.000 GT</p> <p>From 40.000 GT to less than 50.000 GT</p> <p>From 50.0000 GT</p> <p>Mooring/ unmooring is required in vessels shifting</p> <p>Mooring/ unmooring to other vessel for receiving cargo or wait for berthing</p>	<p>VND/time (mooring or unmooring)</p>	<p>18.00</p> <p>25.00</p> <p>35.00</p> <p>53.00</p> <p>79.00</p> <p>119.00</p> <p>200.00</p> <p>252.00</p> <p>Free</p> <p>80% of unit price under Schedule-2</p>



3	<b>Berthing service</b> The Vessel is anchoring at berth or ship-to-ship alongside The vessel is requested to departure but still occupy the berth (not exceeding 12 hours)										
		USD/GT/hour	0.0031								
4	<b>Container handling service</b>	USD/GT/hour	0.006								
4.1	<b>Import, export, temporary import for re-export container</b> - Container 20' - Container 40' - Container 45'	USD/container	<table border="1"> <thead> <tr> <th data-bbox="323 80 408 398">Laden</th> <th data-bbox="323 398 408 779">Empty</th> </tr> </thead> <tbody> <tr> <td data-bbox="408 80 459 398">60</td> <td data-bbox="408 398 459 779">40</td> </tr> <tr> <td data-bbox="459 80 510 398">88</td> <td data-bbox="459 398 510 779">56</td> </tr> <tr> <td data-bbox="510 80 561 398">98</td> <td data-bbox="510 398 561 779">62</td> </tr> </tbody> </table>	Laden	Empty	60	40	88	56	98	62
Laden	Empty										
60	40										
88	56										
98	62										
4.2	<b>Transhipment container (Unloading from Vessel to CY then Shifting from CY to Terminal and Loading to other Vessel), transit container</b> - Container 20' - Container 40' - Container 45'		<table border="1"> <tbody> <tr> <td data-bbox="561 80 612 398">36</td> <td data-bbox="561 398 612 779">24</td> </tr> <tr> <td data-bbox="612 80 663 398">53</td> <td data-bbox="612 398 663 779">34</td> </tr> <tr> <td data-bbox="663 80 715 398">59</td> <td data-bbox="663 398 715 779">37</td> </tr> </tbody> </table>	36	24	53	34	59	37		
36	24										
53	34										
59	37										
4.3	<b>Barge handling charge transportation between seaports for export/import</b> - Container 20' - Container 40' - Container 45'		<table border="1"> <tbody> <tr> <td data-bbox="715 80 766 398">15</td> <td data-bbox="715 398 766 779">15</td> </tr> <tr> <td data-bbox="766 80 817 398">23</td> <td data-bbox="766 398 817 779">23</td> </tr> <tr> <td data-bbox="817 80 868 398">23</td> <td data-bbox="817 398 868 779">23</td> </tr> </tbody> </table>	15	15	23	23	23	23		
15	15										
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23	23										
4.4	<b>Other Surcharges for Container Handling</b>	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		Increased 50% of unit price								

12.23.2024



	LxWxH: 12m x 3.5m x 3.5m		
<b>4.4.3</b>	Overweight cargo container with size or weight exceeding the level prescribed in No. 4.4.2 (within the capacity of terminal equipment)		Agreement
<b>4.4.4</b>	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 container loading/discharging and cargo's dimension LxWxH: 12m x 3.5m x 3.5m)		Normal loading/discharging rate + 4.4.1 + 4.4.2
<b>4.4.5</b>	Loading/Discharging Flatrack containers in bundle (maximum of 04 containers)		equal to a laden container for each turn
<b>4.4.6</b>	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
<b>4.4.7</b>	Container of OOG cargo exceeding capacity of terminal crane and requiring cargo unlash for loading/discharging purpose (as requested by Ship Owner, Agent, Shipper or Cosignee)		Agreement
<b>4.4.8</b>	For Containers of domestic shipping which are transported by International Vessel		Comply with TC-HICT Domestic Tarriff
<b>4.5</b>	<b>Handling, shifting container</b>		
	- 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
<b>5</b>	<b>Storage service</b>		USD/container/day
<b>5.1</b>	<b>Storage charge for container</b>		
	- The charging the storage days is calculated by subtracting free storage days from the actual incurring storage days.		
	- 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.		
	- The number of storage days of export containers is calculated from the gate-in (lift-off) date to the initial estimated departure date		



		<i>(ETD) of the vessel as registered by shipping lines.</i>	
		<b>Laden</b>	<b>Empty</b>
<b>6</b>	<b>+ Within the first 20 days</b>		
	- Container 20'	1.40	1.00
	- Container 40'	2.00	1.50
	- Container 45'	2.00	1.50
	<b>+ From 21<sup>st</sup> day onwards</b>		
	- Container 20'	1.70	1.10
	- Container 40'	2.40	1.70
	- Container 45'	2.40	1.70
	<b>For DG/OOG container</b>	50% of storage rate as specified in Schedule-5.1 shall be surcharged	
	Free storage – Normal container	Free 03 days (includes Sunday and holidays)	
Free storage – DG/OOG container	No free storage time		
<b>7</b>	<b>Reefer Monitoring Service</b>		
	- The unit price includes electricity and monitoring but excluding storage charge for reefer containers.		
	- The minimum charge is 01 hour.		
		USD/container/hour	
	- Container 20'	1.43	
	- Container 40', 45'	2.53	
	For DG/OOG container	50% of unit price as specified in Schedule-6 shall be surcharged	
<b>7</b>	<b>PTI service charge for reefer container</b>		
	- Container 20'		USD/container
	- Container 40', 45'		35
<b>8</b>	<b>Emergency rescue tug assistance service</b>		
	<b>Type of tugboat used:</b>		USD/hour
	From 3000 HP to under 4000 HP ordinary propeller		50
			872.00



	From 3000 HP to under 4000 HP Azimuth propeller		1,307.00
	From 4000 HP to under 5000 HP ordinary propeller		1,188.00
	From 4000 HP to under 5000 HP Azimuth propeller		1,782.00
	From 5000 HP to under 6000 HP ordinary propeller		1,782.00
	From 5000 HP to under 6000 HP Azimuth propeller		2,673.00
	From 6000 HP to under 7000 HP Azimuth propeller		3,080.00
	The length of time for emergency assistance service is counted from the time the tugboat leaves its position until the tugboat returns to its base, counting at least 1 hour of assistance.		
	If the assistance time exceeds 1 hour, the exceeded time shall follow the General Regulations prescribed in Section I of this Tariff.		
	In case the tugboat is deploying to assist the vessel but it is cancelled (not due to the fault of the tugboat), the cost will be calculated according to the unit price of emergency assistance service which is mentioned above. The length of time in this case is counted from the time the tug leaves its position until receiving the request of cancelling the work.		
	In case the emergency assistance service is in progress but it is paused to wait for the settlement of procedures, disputes or other reasons not due to the fault of the tugboat, the unit price for waiting fee is 50% of the emergency assistance service's unit price which is mentioned above. The waiting time is counted from the time receiving the order of waiting from the shipping line/TC-HICT until there is a new notice from the shipping line/TC-HICT.		
9	<b>Other service charges not prescribed in the Tariff</b>		Negotiated on a case-to-case basis
10	<b>In case vessel owners (shipping agents) have valid contract with TC-HICT</b>		Contract rate shall be applied

GENERAL DIRECTOR



AKIRA KURITA