

No: 129 /QĐ-HICT

Cat Hai, 26/01, 2026

DECISION
On Issuance of Port Service Tariff
for International Vessel Owners (Shipping Agent)

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

- Pursuant to Price Law No. 16/2023/QH15 dated 19/6/2023 of the National Assembly of the Socialist Republic of Vietnam;
- Pursuant to Decree No. 85/2024/ND-CP dated 10/7/2024 of the Government on detailing of a number of articles of the Price Law;
- Pursuant to Circular No. 12/2024/TT-BGTVT dated 15/05/2024 by Ministry of Construction on mechanisms and policies for management of service charges at Vietnamese seaports, as amended and supplemented by Circular No. 31/2024/TT-BGTVT dated 31/10/2024;
- Pursuant to Decision No. 809/TT-BGTVT dated 01/07/2024 by Ministry of Construction on charge bracket for use of wharves, docks and mooring buoys at Vietnamese seaports;
- Pursuant to Decision No. 810/TT-BGTVT dated 01/07/2024 by Ministry of Construction on charge bracket for container handling at Vietnamese seaports;
- Pursuant to Decision No. 811/TT-BGTVT dated 01/07/2024 by Ministry of Construction on charge bracket for towage services at Vietnamese seaports;
- Pursuant to Decision No. 107 / QĐ-HICT dated 21/01/2026 by Members' Council of Tan Cang Hai Phong International Container Terminal Company Limited;

HEREBY DECIDE:

- Article 1:** To issue Port Service Tariff 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 01/02/2026 and replaces Decision No. 259/QĐ-HICT ngày 21/02/2025 together with its attached tariff.
- Article 3:** Deputy General Directors and Directors of functional departments are requested to implement the Decision in accordance with their functions and responsibilities. *mn*

Recipients:

- Ministry of Construction (to report);
- Vietnam Maritime And Waterway Administration (to report);
- TC-HICT MC;
- As Per Article 3
- Archived: Admin, BD.MA03.

GENERAL DIRECTOR

CHAO, TA-CHUNG

**SEAPORT SERVICES TARIFF FOR INTERNATIONAL VESSEL OWNERS/
SHIPPING AGENTS AT TAN CANG HAI PHONG INTERNATIONAL
CONTAINER TERMINAL**

(As enclosed with Decision No.: 129 /QĐ-HICT dated 26/01/2026)

**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 referred 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 includes Value-Added Tax.

For cases eligible for the 0% tax rate, the service charges specified in Section 2 of this Tariff for tugging, handling, mooring/unmooring, berthing and emergency rescue will be adjusted accordingly.

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 1 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). *72*



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. *m*

SECTION II:
SERVICE CHARGES FOR MARITIME VESSELS

SCHEDULE NO.	DETAIL	UNIT	UNIT PRICE	
1	Tugging Service	USD/hour	VAT 8%	VAT 10%
	- Tugboats with capacity from 500HP to less than 800HP		321.84	327.80
	- Tugboats with capacity from 800HP to less than 1300HP		510.84	520.30
	- Tugboats with capacity from 1300HP to less than 1800HP		758.16	772.20
	- Tugboats with capacity from 1800HP to less than 2200HP		947.16	964.70
	- Tugboats with capacity from 2200HP to less than 3000HP		1,053.00	1,072.5
	- Tugboats with capacity from 3000HP to less than 4000HP		1,328.40	1,353.00
	- Tugboats with capacity from 4000HP to less than 5000HP		1,749.60	1,782.00
	- Tugboats with capacity from 5000HP		2,624.40	2,673.00
	General principles:			
	- Number and capacity of tugboats: The number and capacity of tugboats used to support vessels berthing and departing the terminal shall comply with the regulations of the competent authority in normal hydrometeorological conditions, the vessel is not limited by draft or special side height. In case of providing tugboats with a quantity and capacity greater than the minimum level prescribed in the regional seaport regulations, at the request of the port authority/pilot/captain or ship owner/agent, the applicable unit price based on the actual number and capacity of tugboats. - The above unit prices apply to the water area in front of the berth. - For the use of the specialized Azimuth tugboat, applying the unit price equal to 150% of the rates mentioned above. - 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 regulations			
1.1	Other special tugging situations			
	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 but can't move due to Charterer's fault		50% of unit price under Schedule-1	

	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 In case of rescue, strand, towing or at request by Ship Owner (Agent), required tug boat in excess of Maritime Administration's regulations 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
	Contract/ Agreement		
	100% of unit price under Schedule-1		
2	Mooring/ Unmooring Service		VAT 8% VAT 10%
	Less than 3.000 GT	VND/time	28.62 29.15
	From 3.000 to less than 6.000 GT	(mooring or unmooring)	38.88 39.60
	From 6.000 to less than 10.000 GT		55.08 56.10
	From 10.000 GT to less than 20.000 GT		83.16 84.70
	From 20.000 GT to less than 30.000 GT		125.28 127.60
	From 30.000 GT to less than 40.000 GT		190.08 193.60
	From 40.000 GT to less than 50.000 GT		285.12 290.40
	From 50.0000 GT		358.56 365.20
	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		VAT 8% VAT 10%
	The Vessel is anchoring at berth	USD/GT/hour	0.00335 0.00341
	The vessel is requested to departure but still occupy the berth (not exceeding 12 hours)	USD/GT/hour	0.00648 0.00660
4	Container handling service		Laden Empty
	Import, export, temporary import for re-export container	USD/container	VAT 8% VAT 10% VAT 8% VAT 10%
	- Container 20'		74.84 80.30 51.84 52.80
	- Container 40'		115.56 117.70 73.44 74.80
	- Container 45'		128.52 130.90 81.00 82.50

4.2	Transhipment container (Unloading from Vessel to CY then Shifting from CY to Terminal and Loading to other Vessel), transit container	- Container 20'	47.52	48.40	31.3	31.90
		- Container 40'	69.12	70.40	44.28	45.10
		- Container 45'	77.76	79.2	48.60	49.50
	Barge handling charge transportation between seaports for export and transfer to destination seaport					
4.3		- Container 20'	18.36	18.70	18.36	18.70
		- Container 40'	27.00	27.50	27.00	27.50
		- Container 45'	27.00	27.50	27.00	27.50
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 40 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	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 40 tons for vessel – CY container loading/discharging and cargo's dimension LxWxH: 12m x 3.5m x 3.5m)		Increased 100% of unit price			
4.4.4	Oversize/Overweight cargo container with size or weight exceeding the level prescribed in No. 4.4.2 (within the capacity of terminal equipment		Agreement			
4.4.5	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 Consignee)	Agreement
4.4.8	For Containers of domestic shipping which are transported by International Vessel	Comply with TC-HICT Domestic Tarriff
4.5	Handling, shifting container	
	- The same bay	25% of unit price under Schedule-4
	- From bay to bay on the same vessel (via wharf)	50% of unit price under Schedule-4
	- From vessel to the yard and loading back to the same vessel	100% of unit price under Schedule-4
5	Storage service	
5.1	Storage charge for container	
	- 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 (ETD) of the vessel as registered by shipping lines.	
	Storage charge	
	+ From the 1 st day to the 7 th day	USD/container/day
	- Container 20'	VAT 8% VAT 10% VAT 8% VAT 10%
	- Container 40', 45'	1.78 1.82 1.31 1.33
		2.61 2.66 1.90 1.94
	+ From the 8 th to the 14 th day	
	- Container 20'	2.14 2.18 1.78 1.82
	- Container 40', 45'	3.33 3.39 2.38 2.42
	+ From the 15 th day onwards	
	- Container 20'	3.33 3.39 2.61 2.66
	- Container 40', 45'	4.99 5.08 3.80 3.87

	For DG/OOG container		Increase 50% of storage charge as specified in Schedule-5.1
6	Reefer Monitoring Service		
	- The unit price includes electricity and monitoring but excluding storage charge for reefer containers.		
	- The minimum charge is 01 hour		
	For normal reefer container		VAT 8%
			VAT 10%
7	- Container 20'	USD/container/hour	2.20
	- Container 40', 45'		3.96
	For DG/OOG reefer container		50% of unit price as specified in Schedule-6 shall be surcharged
	PTI service charge for reefer container		VAT 8%
			VAT 10%
8	- Container 20'	USD/container	49.68
	- Container 40', 45'		71.28
	Emergency rescue tug assistance service		
	Type of tugboat used:	USD/hour	VAT 8%
	From 3000 HP to under 4000 HP ordinary propeller		VAT 10%
	From 3000 HP to under 4000 HP Azimuth propeller		941.76
	From 4000 HP to under 5000 HP ordinary propeller		1,411.56
	From 4000 HP to under 5000 HP Azimuth propeller		1,283.04
	From 5000 HP to under 6000 HP ordinary propeller		1,924.56
	From 5000 HP to under 6000 HP Azimuth propeller		1,924.56
	From 6000 HP to under 7000 HP Azimuth propeller		2,886.84
			3,326.40
	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	Other service charges not prescribed in the Tariff	Negotiated on a case-to-case basis
10	In case vessel owners (shipping agents) have valid contract with TC-HICT	Contract rate shall be applied

GENERAL DIRECTOR



CHAO, TA-CHUNG

