

DA NANG SEAPORT SERVICES TARIFF (FOREIGN AFFAIRS)

DANANG PORT JOINT STOCK COMPANY

(To be promulgated under the Decision No.1215/QĐ-CĐN dated on 22 December 2016
by the General Director of Da Nang Port Joint Stock Company)

A - GENERAL PROVISIONS

I- OBJECTS:

The seaport service charge tariff is to be applied to:

1. Sea-going vessels transporting cargoes (including containers), passengers to and from Viet Nam, in transit, for transshipment, and out of or into export processing zones (commonly referred to as international transport), entering, leaving, or navigating through or anchoring in maritime areas or in waters belonging Vietnamese seaports.
2. Cargoes (including containers) which are exported/imported, in transit, for transshipment, out of or into export processing zones, industrial zone...,export/import cargoes that the marine dues, fees and seaport services charges paid by the carriers, foreign investors (or those authorized of the carriers).
3. Passengers (including officers, crews of passenger ships) entering Vietnam from foreign countries by sea or vice versa.

II- CURRENCY FOR CALCULATING SEAPORT SERVICE CHARGES:

- Charges are quoted in U.S Dollar (USD).
- The payment of seaport service charges shall be compliant with the Vietnamese State's current regulations on foreign currency management. In cases of changing from US dollar to Vietnam dong, the conversion shall be made at the average exchange rate on the inter-bank foreign currency market announced by the Bank at the time of payment

III- UNITS FOR CALCULATING SEAPORT SERVICE CHARGES AND ROUND – UP METHOD:

Port service charges shall be calculated on the basis of Gross Register Tonnage – GRT, engine capacity is calculated by horse power (HP) or kilowatt (KW) of ship, time is measured by hour, day; weight of cargo is measured by ton or m³, container is measured by unit, distance is measured by nautical mile. Details are as follows:

1. Tonnage unit:

1.1. The tonnage being charged is based on the gross register tonnage - GRT of water transportation means, decimal less than 0.5 GRT is ignored, from 0.5 GRT to less than 1 GRT is rounded to 1 GRT.

1.2. For ships without GRT inscription, the tonnage for calculating seaport service charges is converted as follows:

- Tug boats, push boats...:1 HP is equal to 0.5 GRT
- Barges: 1 ton of registered tonnage is equal to 1 GRT

1.3. For vessels carrying dry cargo, container, liquid cargo tankers: The tonnage for calculating seaport service charges is the total GRT inscribed in the Certificate of Registration.

1.4. For ships being a convoy of barges, tug boats (or push boats): the tonnage for calculating seaport service charges is the total GRT of the whole convoy of barges and tug boats (or push boats).

2. Engine capacity unit:

The engine capacity is calculated by horse power (HP), any odd of less than 1 HP shall be rounded to 1 HP.

3. Time unit:

- For time unit being day: one day is calculated with 24 hours, the odd part of 12 hours or less shall be calculated as $\frac{1}{2}$ day, more than 12 hours shall be rounded up to one day.

- For time unit being shift: each shift is equal to 6 hours, more than $\frac{1}{2}$ shift shall be calculated as 1 shift, less than $\frac{1}{2}$ shift shall be calculated as $\frac{1}{2}$ shift.

- For time unit being hour: 1 hour is calculated as 60 minutes, the odd part of 30 minutes or less shall be calculated as $\frac{1}{2}$ hour, more than 30 minutes shall be rounded up to 1 hour.

4. The cargo tonnage or volume unit:

- The tonnage for calculating service charges is ton or m^3 , any odd of less than 0,5 T or 0,5 m^3 shall not be counted, from 0,5 T or 0,5 m^3 or more shall be rounded to 1T or 1m³.

- For one single bill of lading, the minimum tonnage or volume for calculating seaport service charges is 1T or 1 m^3 .

- For cumbersome cargo, slight cargo, each ton occupied from 2 m^3 or more, each 2 m^3 is equal to 1 ton.

- The tonnage for calculating service charges is ton (Metric ton – MT), including both cargoes and packages (Gross weight – GW).

IV- TERM EXPLANATION:

Some terms under this Decision are interpreted as follows:

1. Warehouse/storage: those are located in the port area, managed and operated by the port.

2. Export cargo (including container): cargo originating from Viet Nam and destined abroad.

3. Import cargo (including container): cargo originating from abroad and arriving to Viet Nam.

4. Transit cargo (including container): cargo having their origin and destination located outside the Vietnamese territory, carried to Viet Nam sea ports or in transit of these ports or stored in warehouses/storages for contribution.

5. Transshipment cargo (including container): cargo discharged to transshipment port area for a certain time, then they are reloaded into other vessel to other port.

6. Vessels: including sea-going ship, coastal ship and other floating structure with or without engine used to operate in the sea and related waters.

7. Tug boat: vessel which is designed and registered for the purpose of towing, assisting ships in and out of port.

8. Work vessel: vessel serving for water work construction.

9. International shipping: transport cargo, container, passenger between Viet Nam and abroad and vice versa, transit, transshipment and in and out of Export Processing zone.

10. Dangerous cargo: those having their poisonous, dangerous nature harmful to men, ship and environment stipulated by Viet Nam law and international convention that Viet Nam signed or joined.

11. Carrier: who uses own or chartered vessels to carry cargoes, passengers.

12. Appointee: organization or individual that are appointed by carrier or cargo owner to perform the handling, delivering, and maintaining cargoes at port.

13. Voyage: Vessel coming in and out of port is to be counted as 1 voyage.

V- WORKING TIME:

1. Working time is from 0h00 to 24h00

2. Handling time is 24 hours per day (4 shifts – 6 hours /shift)

B - SPECIFIC DEFINITIONS

I- BERTHAGE, WHARFAGE DUES

1. For cargo vessel:

- Ship berthing at wharf shall pay wharfage at rates: 0.0031 USD/GT/hour

- Ship berthing alongside another ship at wharf: 0.0017 USD/GT/hour

a/ In the event of ship berthing at many places within the port are: the wharfage shall be totally charged on actual time and rate at each berth.

b/ In the event that a vessel disregards the order to leave, if the vessel still occupies a berth or a buoy after 1 hour since receiving the orders of leaving the port, dues shall be charged at additional 200% of the above rate.

c/ In the event that a vessel is not able to handle cargoes due to weather condition for more than 1 day (24 consecutive hours), wharfage shall be exempted for the period of no handling.

2. For passenger ship – military ship – other ships:

a/ Passenger ship:

- The wharfage is calculated as 100% on the total GRT of ship that has the registered schedule arriving port.

- In the event that the passenger ship arrives port without registered schedule, the port has to arrange the berth for the ship as priority, the wharfage is calculated as 130% of the rate at point 1/I.

- The additional wharfage for berth arrangement as priority, berth preparation before ship berthing wharf is as follows:

Ship with length less than 120 m:	500 USD/voyage
Ship with length from 120 m to less than 180 m:	800 USD/voyage
Ship with length from 180 m to less than 240 m:	1.000 USD/voyage
Ship with length from 240 m to less than 300 m:	1.200 USD/voyage
Ship with length from 300 m and above:	1.500 USD/voyage

b/ Military ship:

- For military ship (due to the specific feature of type of ship), the wharfage dues is calculated based on the length by meter of the wharf.

- In case the military ship berths alongside the ship at the same wharf, the wharfage dues is calculated as 50% of service charge based on the length by meter of the wharf.

- For military ship due to the specific feature and security and safety requirement, ship uses 2 berths for 1 ship, the wharfage dues is calculated based on the length by meter of the 2 berths.

- The additional wharfage for berth arrangement as priority, berth preparation before ship berthing wharf is as follows:

Ship with length less than 120 m:	500 USD/voyage
Ship with length from 120 m to less than 180 m:	800 USD/voyage
Ship with length from 180 m to less than 240 m:	1.000 USD/voyage
Ship with length from 240 m to less than 300 m:	1.200 USD/voyage
Ship with length from 300 m and above:	1.500 USD/voyage

c/ Other ships (sailboat, ship serving oil and gas work):

- The wharfage is calculated based on the length by meter of the berth.

3. Passenger, crew members and officers:

- On entry: 2 USD/person
- On exit: 2 USD/person
- Children under 12 years old shall not be charged
- The charge for passenger, crew members and officers is calculated based on the number of people on the ship.

II- MARITIME SERVICE CHARGES:

1. Charges on tugboat assistance:

Number and capacity of tugboats are applied in accordance with VINAMARINE's regulations.

1.1. Unit price

Tugboat assistance charges is applied for different type of tugboat and is calculated when entering/departing wharf, buoy.

Unit: USD/each enter or depart

No.	Name of Tugboat	Horse Power (HP)	Area			
			Tiên Sa	X50	Liên Chiểu	Mỹ Khê
1	ĐA PHƯỚC	2.800	1.270	1.400	2.100	3.150
2	TUẦN CHÂU	2.000	950	1.045	1.570	2.355
3	SÔNG HÀN	1.700	770	845	1.270	1.906
4	LIÊN CHIỂU	1.270	704	775	1.162	1.740
5	HẢI VÂN	1.140	637	700	1.052	1.576
6	MỸ KHÊ	1.000	572	630	935	1.397
7	SƠN TRÀ	800	493	540	813	1.220
8	TRƯỜNG GIANG	520	341	372	563	845
9	THU BỒN	500	341	372	563	845

1.2. Duration for tugboat assistance service shall be charged from the time the tug leaves the starting position in the port area to take vessel to the place of handling until it returns the starting position or being engaged in another service.

1.3. In the event that the tugboat has arrived on time at the meeting point and is ready to assist the vessel as required by the shipowner, but the ship has not yet arrived and does not arrive on time, the tugboat has to wait for them. The shipowner has to pay the actual operating and waiting time for the tug at the following rates:

Unit: USD/hour

No.	Name of Tugboat	Price
1	ĐA PHƯỚC	400
2	TUẦN CHÂU	300
3	SÔNG HÀN	242
4	LIÊN CHIÊU	220
5	HẢI VÂN	200
6	MỸ KHÊ	177
7	SƠN TRÀ	155
8	TRƯỜNG GIANG	108
9	THU BỒN	108

1.4. In the event that the tug has arrived on time at the meeting point and is ready to assist the vessel as required by the shipowner, but the ship has not yet arrived, does not arrive on time, or bad weather prevents them from coming . The tug has to wait and return to the starting position or be engaged in another service, the shipowner has to pay the following charges:

Unit: USD/round

No.	Name of Tugboat	Area			
		Tiên Sa	X50	Liên Chiểu	Mỹ Khê
1	ĐA PHƯỚC	800	870	1.320	1.970
2	TUẦN CHÂU	598	655	992	1.480
3	SÔNG HÀN	484	530	803	1.199

4	LIÊN CHIÊU	440	485	732	1.095
5	HẢI VÂN	402	440	660	990
6	MỸ KHÊ	308	340	512	770
7	SON TRÀ	283	310	472	699
8	TRƯỜNG GIANG	215	235	358	572
9	THU BỒN	215	235	358	572

1.5. In the event that Agents or Shipowners change or cancel tugboat assistance request, the Agents or Shipowners shall inform Danang Port Tugboat JSC before 2 hour of notice. Failure to comply this, Agents or Shipowners shall pay the waiting time according to point 1.3/, 1.4/; the minimum waiting time charge is 1 hour.

1.6. The following cases will be decided by the agreement between General Director of Port and customers in terms of the tugboat assistance:

- Ship rescue
- Stalled ship must be assisted by tug boat
- Tugboats assist ships outside the above points
- When port area has ships arriving for handling without tugboat assistance, the Port rents, and mobilizes tug from the other party, the cost of tugboat assistance rent shall be determined based on the agreement between tugboat owner, ship owner, and the Port.

1.7. The quantity and capacity of tugboat shall be in accordance with the regulations of Vietnam Maritime Administration

1.8. For the ship with the fixed route, the General Director of Danang Port has the right to increase or decrease up to 20% compared to the standard price.

2. Mooring & Unmooring dues:

2.1. Waterway transport means berthing the wharf perform the mooring and unmooring work, the dues shall be as follows:

Unit: USD/ mooring & unmooring

No.	Type of Ship	Mooring or Unmooring Price
1	≤ 1.000 GRT	20
2	From 1.001 to 2.000 GRT	22
3	From 2.001 to 4.000 GRT	28

4	From 4.001 to 6.000 GRT	39
5	From 6.001 to 10.000 GRT	50
6	From 10.001 to 15.000 GRT	70
8	From 15.001 and above	95

2.2. In the case of small ships or barges tied to big ships for handling, there are to be applied with the mooring and unmooring dues at wharf.

3. Charges on opening/closing hatch:

- Port worker opens or closes the hatch (including single hatch or double hatches) using ship crane, ship owner or cargo owner shall pay dues as below:

Unit: USD/one time – hatch

No.	Tonnage	Price for one time of closing or opening	
		Closing or opening hatch covers and putting it on ship's deck	Closing or opening hatch covers and putting it on shore
1	≤ 2.000 GRT	12	17
2	From 2.001 GRT to 4.000 GRT	17	23
3	From 4.001 GRT to 6.000 GRT	23	28
4	From 6.001 GRT to 10.000 GRT	35	39
5	From 10.001 GRT to 15.000 GRT	45	55
6	From 15.001 GRT and above	65	85

- In case of using port's crane to open or close hatch cover, there will be calculated as 150% of the above rates

- In case of closing or opening both hatch cover and tweendeck hatch covers, there will be calculated as 170% of the above rates.

III- CHARGES ON WAREHOUSE AND YARD HANDLING SERVICES:

1/ General cargo group:

1.1. Handling charges (ship cranes):

Unit: USD/ton

No.	General cargo group	Handling mode
		Ship hold => truck/barge or vice versa
1	Cargo in bulk: a/ Golden sand, coal dust, stone powder, macadam, pebble.	1.6
	b/ Klinker, white sand, coal in bulk, gypsum powder, kaolin, woodchips.	
	c/ Bulk fertilizer, bulk salt, bulk sliced cassava, ore types (excluding iron ore), bulk gypsum, iron slag, food.	
2	Cargo in bag, bale, package: a/ Sand, cement, coal, rubber, brick, stone, plank, stone powder, stone ore, enameled tile.	2.2
	b/ Fertilizer, cement, additive powder, sliced cassava, foodstuff for cattle , food , agriculture product, salt, sugar, soda, gypsum, rubber.	
3	Cargo in wood: a/ Log, packaged timber, flooring plank, eucalyptus, acacia, rubber.	2.7
	b/ Sawn timber	3.5
4	Cargo in iron, steel: a/ All kinds of metal, steel in bundles, packages, rolls.	3.0
	b/ Iron scrap in bulk, cast iron pipe, water pipe, shaped steels of all kinds in bulk	
	c/ Iron scrap in bulk, iron ore piece	4.5

5	General cargo, equipment in trunk/barrel: a/ Cargo in barrel, drum (asphalt, grease, lubricant) b/ General cargo, equipment, fine handicrafts article, machinery, chemical, cargo in trunk/barrel, gypsum board...	4.0
	c/ Fragile materials, electronic devices; motor bike, glass case, frozen cargo, fresh fruits, wine, beer.	4.2
	Vehicle: a. Vehicle <10T/unit b. Vehicle from 10T – 15T/unit c. Vehicle from 15T – 20T/unit d. For vehicle from 20T or more, all specialized vehicle	150 USD/unit 200 USD/unit 350 USD/unit As negotiated
For non self- movable vehicles (engine not able to start or to be repaired to start on ship's hold), handling charge increases 40% of the above rate.		

Notes:

- Transportation charge from ship hold to warehouse/yard and from truck to warehouse/yard or vice versa shall be calculated by 150% of appropriate price of the above cargo group from 1 to 5.

- In the event of the cargoes unlisted in the above group, the port shall base on feature and nature of cargo to classify the appropriate group.

- Some cargo handling modes which have not quoted in details, the port shall base on feature and nature of cargo to reach an agreement about price with customers.

1.2. The following cases for the charges adjustment:

a/ For cargo handling charge, shifting in the same ship's hold, it is calculated as 50% of the rate of Ship's hold => Truck/Barge (or vice versa).

b/ For cargo handling charge, shifting from one hold to another hold in the same ship but not passing through the wharf, it is calculated by 70% of the rate of Ship's hold => Truck/Barge (or vice versa). In the event that cargo to be shifted through the wharf, it is

calculated by 150% of the rate of Ship's hold => Truck/Barge (and vice versa) for two times of cargo handling.

c/ For cargo (including cargo in bag) curdled or hardened which requires picking, splitting, demolishing, then discharging; with cargo for bagging needed to sorting out, checking or bagging from 10kg and below, it is calculated by 150% of the rate of Ship's hold => Truck/Barge (or vice-versa).

d/ For fresh woodchips in bulk using conveyor of cargo owner, it is calculated by 60% of the rate of the defined cargo group in this tariff.

e/ For the types of wood under the cargo group 1 & 2, the handling charge shall increase 50% for each handling mode in accordance with cargo group.

g/ Dangerous cargo handling:

+ Group A: Explosive, inflammable chemical cargoes such as Nitrate, Nitrocompound, Alkalis, Methane, Magnesium, Nitro cellulose, Iliminite, zekon and other products having the same origin, charge increases 200% of handling service charge.

+ Group B: Poisonous, inflammable cargoes such as gasoline, oil, Alcohol , Ether, Amonia, Lime power , dry chilli, acid, coal gas, Insecticide, dye, Calcium carbide, Anthracite, charge is calculated by 150% of handling service charge.

+ Group C: Dusty, dirty, rotten cargoes such as Camphor oil, Naphthalene, wood pulp, dried shrimp, fish sauce, animal bones, dried fish and other dangerous , poisonous cargoes unlisted in group A and B, charges is calculated by 130% of handling service charge (except for cement, fertilizer, coal, klinker).

h/ Cargoes in bags, packages, barrels spilled/broken needed to be collected, charge is calculated by 130% of the rates to be applied for the actual quantity spilled/broken.

i/ Cargoes through scale, besides the handling service charge, it has to be paid for the actual number of cargoes through scale as follows (including service fees for weighing cargo):

- Manual scale: 1.00 USD/ton
- Electronic weighbridge: 0.40 USD/ton

k/ Handling charge at buoy/roadstead/bay increases 30% of the charge.

l/ Handling charge at alongside the wharf increases 20% of the charge.

1.3. Charges for handling over-weighed cargoes:

Unit: USD/ton

No.	Weight of Cargo	Ship's Hold ⇒ Truck (Ship's Crane)	Ship's Hold ⇒ Truck (Port's Crane)
1	10 T to ≤ 15 T	4.5	9.0

2	> 15 T to ≤ 20 T	6.0	11.0
3	> 20 T to ≤ 25 T	7.5	15.0
4	> 25 T to ≤ 30 T	11.0	20.0
5	> 30 T to ≤ 35 T	15.0	25.0
6	> 35 T	As negotiated	

- The above charge rate is applied for the cargo which has the length ≤ 12m.
- For the cargo which has the length > 12m, the charge increases the following rates according to the rate of above table at point 1.3:

No.	Length of Cargo	Rate of Increase
1	> 12 m to ≤ 15 m	20%
2	> 15 m to ≤ 20 m	40%
3	Over weighed, bulky cargoes which have length over 20 m, and height over 5 m.	As agreed

1.4. The Port's General Director and the customers shall mutually agree about the charge rate in the following cases :

a/ Handling cargo in salvage.

b/ Cargo to be conveyed from the port's warehouses/storage to ship or vice-versa by cargo owner's conveyor, the port 's workers.

c/ The port' equipment is unable to handle over length, over weight cargo, Port has to hire equipment from the other party.

1.5. The ship causes the waiting of workers during the handling process, waiting charges shall base on the actual number of workers, waiting time, and charge rate of hiring technical workers as defined at Section V.

1.6. In case of cargo owner's requirement, ship owner brings their workers, equipment to the port for handling with the approval of Port's General Director. The port charges 30% of charge rate for each handling mode defined in the tariff.

1.7. Storage charge:

No.	Type of Service	Unit	Rate
1	In warehouse	USD/ton/day	
	- Cargo in bulk		0.15
	- Cargo in bag		0.20
	- Other cargoes		0.25
2	In open storage	USD/ton/day	
	- Cargo in bulk		0.10
	- Cargo in bag		0.12
	- Other cargoes		0.15
3	Vehicles: truck, derrick,...	USD/unit/day	
	- In warehouse		0.11
	- In open storage		0.90

Notes:

- Warehouse, open storage duration to be charged : As from the first ton of cargo of each bill of lading actually stored.

- Quantity of cargo to be charged: Actual quantity to be stored.

- The warehouse/open storage charge rate is applied within 30 days, after 30 days to 60 days, the charge rate is calculated by progressive 1.2 times, and 1.5 times after 60 days.

2/ Container cargo group:

2.1. Container handling charges by ship's crane:

Unit : USD/cont

No.	Type of Container	Handling Mode
		Ship's hold/Barge => Warehouse/Open Storage or vice versa
1	20 feet and below	
	- Laden	50
	- Empty	30
2	40 feet	
	- Laden	76
	- Empty	40

3	Over 40 feet	
	- Laden	95
	- Empty	50

2.2. The following cases for the charges adjustment:

a/ Handling/shifting container in the same hold: 30% of rates of ship's hold => warehouse/ open storage or vice-versa.

b/ Handling/shifting container from one hold to another hold of the same ship (not through the wharf): 70% of rates of ship's hold => warehouse/ open storage or vice-versa.

c/ Handling/shifting container in the same ship (discharging from ship to shore then re-loading onto the same ship: 100% of rates of ship's hold => warehouse/ open storage or vice-versa.

d/ Handling/shifting container (discharging from ship to open storage then reloading onto another ship): 150% of rates of ship's hold => warehouse/ open storage or vice-versa, in which:

- Discharging from ship then moving to port's warehouse/open storage: 75% of the above rate.

- Loading from port's warehouse/open storage onto ship: 75% of the above rate.

e/ Discharging/loading dangerous cargo container to be charged by 200% of handling service charges.

f/ Discharging/loading over-sized, overloaded container (excluding reefer container) to be charged by an increase at the agreed rate.

g/ In case that lashing/unlashing containers on board by port 's workers as requested by the shipowner (not losing/fastening bolts), the shipowner shall pay 1 USD/cont for the actual number of containers.

h/ Charges on container inspection: 0.5 USD/cont

i/ In case that customers require shifting to stack or disassemble empty Flat rack container, the charges shall be full 45 USD/stack for container 20' and 67 USD/stack for container 40'. In the event of container stacking with 2 containers or below, the charges shall be as 50% of the above unit rates.

k/ Handling empty Flat rack container to stack, the charges shall be equal to the rate of laden container.

l/ Container 45' handling charges shall be as 120% of the container 40' rate.

2.3. Using Gantry & Liehber cranes:

Unit: USD/cont

Type of container	20'	40'	Over 40'
Laden container	3	5	6
Empty container	2	3	4

2.4. Using electronic weighbridge at container terminal:

- For container through the port's yard: 2,5 USD/container

2.5. The ship causes the waiting of workers during the handling process, waiting charges shall base on the actual number of workers, waiting time, and charge rate of hiring technical workers as defined at Section V.

2.6. For salvage handling, depending on the specific cases, the port shall make specific agreement with customers.

2.7. Charges on stuffing/unstuffing cargo into/from containers (including lift on/off, movement) in CFS.

Unit: USD/cont

Type of Container	20'	40'	Over 40'
Rate	88	170	200

2.8. Charges on container storage:

a/ Conventional container:

Unit : USD/cont/day

Type of container	Laden	Empty
20 feet and less	1.5	0.8
40 feet	2.2	1.5
Over 40 feet	2.6	1.8

Notes:

- Time calculated for storage charges: as from container is stored in port's warehouse/yard.

+ For import container (container discharged from ship and moved to port's warehouse/yard): From the 7th day and afterward.

+ For export container (container moved from port's warehouse/yard for loading onto ship): From the 7th day and afterward.

+ For container transhipped to another ship, temporary imported-exported container:
From the 7th day and afterward.

- For other containers: 120% of the above charges.

- Besides the above cases, time to be charged for storage shall be based on the actual time of containers storage in the port's warehouse/yard.

b/ Reefer container:

Unit: USD/cont-hour

Type of container	Rate
20 feet	1.80
40 feet	2.60

Notes:

- Time calculated for storage charges for reefer containers is the actual time of using the port's electricity. Storage charge for reefer containers stored in port without using port's electricity shall be as same as those of conventional containers.

- Above storage charges for reefer containers are inclusive of electricity charges and service fees.

IV- CHARGES ON WAREHOUSE/YARD RENTAL:

1. Charges on yard by m²: 2.0 USD/m²/month
2. Charges on warehouse by m²: 3.0 USD/m²/month

V- LABOUR, FACILITIES, AND EQUIPMWNT HIRING FEES:

1. Hire of labour:

Unit: USD/person-hour

No	Type of labour	Hire rate
1	Specialized technical labour	4.0
2	Unskilled labour	3.0
Labour working directly on dangerous, flammable cargo: Increase 50% of the above rate.		

2. Hire of wharf (not for cargo handling purpose): 0.37 USD/m/hour

3. Hire of facility, equipment (including drivers, server):

3.1. Cranes:

Shore cranes (except quayside cranes)

- From 10 ton to less than 25 ton : 50 USD/hour
- From 25 ton to less than 40 ton : 60 USD/hour
- From 40 ton and above : As agreed

3.2. Other vehicles:

a/ Trucks:

- Below 5 ton : 15 USD/hour
- From 5 ton to less than 10 ton : 20 USD/hour
- From 10 ton or more : 25 USD/hour

b/ Trailer (without tractor)

- From 5 ton to 10 ton : 10 USD/hour
- Above 10 ton : 15 USD/hour

c/ Specialized trailer for container (without tractor):

- For container 20 feet and less : 10 USD/hour
- For container 40 feet and more : 15 USD/hour

d/ Forklift:

- Below 5 ton : 30 USD/hour
- From 5 ton to less than 10 ton : 35 USD/hour
- From 10 to 30 ton : 60 USD/hour
- Over 30 ton : 80 USD/hour

e/ Bulldozer: : 30 USD/hour

f/ Other tools :

- Grab of under 5 m³ : 10 USD/hour/pc
- Grab of from 5 m³ and over : 20 USD/hour/pc

4. Hire of crane equipment (for handling cargo purpose):

- Group 1 : 0.9 USD/ton
- Group 2 : 1.0 USD/ton
- Group 3 : 1.1 USD/ton
- Group 4a, 4b : 1.2 USD/ton
- Group 4c : 1.6 USD/ton

- Group 5 : 1.5 USD/ton

- The above crane rate is applied to the group for ships of from 6,000 ton and below.
- For ships of over 6,000 ton, the crane hiring charges shall be an increase of 10%.

5. Reconditioning of packages and repacking charges (excluding transportation, sorting; sewing tools to be supplied by ship owners or cargo owners):

5.1. Conventional cargo : 4 USD/ton

5.2. Dangerous cargo : 5 USD/ton

6. For facilities, equipment which are not mentioned in this Section V, hiring charges shall be determined on the mutually agreed basis.

VI- GENERAL ADJUSTMENT PROVISIONS:

1. For the special cargoes which have the high economic value, super-weight and extra-length cargoes, and other cargoes which are not included in the above cargo group table, the parties shall base on the nature of cargo, packing process, handling capacity to put into appropriate cargo group for calculating the charges, or the Port and cargo owners shall reach an agreement for handling charges.

2. In the special cases, the Port's General Director is entitled to increase or decrease up to 30% compared to the rates in this tariff.

3. For cargoes, means of transport, equipment with self-rolling wheel according to the "LINER TERM" entered into the port's warehouse/yard, besides the charges paid by ship owner for the handling mode of ship's hold => truck which is defined at this tariff (foreign affairs); the charges on next stage, the Port shall collect from the domestic cargo owner according to the tariff of home affairs.

C- IMPLEMENTATION

1. This tariff takes effect from 1st January 2017.

2. The charges defined in this Seaport Services Tariff do not include value added tax (VAT).

3. For the contract about Seaport Services Tariff signed before 01/01/2017:

- The volume of work completed before 01/01/2017 applies the charges on seaport services according to the contract.

- The volume of work completed from 01/01/2017 applies the charges on this tariff.

4. In the event of new services arising which are not defined yet in this tariff, the Port and cargo owner, ship owner shall agree for each handling mode.

5. In the event of dispute over the objects applied, organizations, individuals who are responsible for paying seaport services charges must have proven documents. If failing to have proven documents, charges shall be paid according to the Seaport Services Tariff (foreign affairs) as defined in this Decision

Danang Port Joint Stock Company

GENERAL DIRECTOR