

SAIGON NEWPORT CORPORATION
TAN CANG – PETRO CAM RANH
COMPANY LIMITED

No: 223 /QĐ-TCPC

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness

Cam Ranh, March 12, 2025

DECISION

On the Promulgation of the Service Tariff of Cam Ranh International Port in 2025

DIRECTOR OF TAN CANG – PETRO CAM RANH COMPANY LIMITED

Pursuant to Circular No. 261/2016/TT-BTC dated November 14, 2016, stipulating maritime fees and charges and the Schedule of maritime fees and charges of the Ministry of Finance;

Pursuant to Decree No. 177/2013/ND-CP dated November 14, 2013, of the Prime Minister, detailing and guiding the implementation of several articles of the Price Law;

Pursuant to Circular No. 56/2014/TT-BTC dated April 28, 2014, guiding the implementation of Decree No. 177/2013/ND-CP dated November 14, 2013, of the Government, detailing and guiding the implementation of several articles of the Price Law;

Pursuant to Circular No. 12/2024/TT-BGTVT dated May 15, 2024, stipulating the mechanism and policies for managing service prices at Vietnam seaports of the Ministry of Transport;

Upon the proposal of the Head of the Business and Planning Department.

DECIDES:

Article 1. To promulgate, attached to this Decision, the Port Service Tariff of Tan cang - Petro Cam Ranh Company Limited, payable in foreign currency (USD).

Article 2. The subjects to which the Tariff of this Decision applies include:

- Vessels engaged in transportation, cargo from Vietnam to foreign countries and from foreign countries to Vietnam, transit transportation through Vietnam, international transshipment (collectively referred to as international transportation) that actually enter, leave, pass through, or anchor in the maritime area or waters of the port.

- Cargo: export, import, transit, transshipment, including cargo entering and leaving export processing zones, paid for by the carrier or the person authorized by the carrier for port service fees and prices.

- Passengers (including crew members and officers of passenger ships) from foreign countries to Vietnam by sea or vice versa.

Article 3. The unit prices specified in this Tariff do not include Value Added Tax (VAT) as per current law.

Article 4. The functional departments of Tan cang - Petro Cam Ranh Company Limited are responsible for implementing this Decision.

Article 5. This Decision takes effect from March 12, 2025 and replaces Decision No. 675/QD-TCPC dated October 1, 2024, on the promulgation of the Port Service Tariff of Cam Ranh International Port in 2024.

Recipient:

- SNP (for reporting);
- B.O.M (for reporting);
- TCPC B.O.D (for reporting);
- Maritime Agents, shipping lines, and customers;
- TCPC Functional Departments (for implementation);
- Archive: Clerical office, Business & Planning Dept. A09.



DIRECTOR

Dang Anh Diep

SAIGON NEWPORT CORPORATION
TAN CANG – PETRO CAM RANH
COMPANY LIMITED

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness

**SEAPORT SERVICE TARIFF
OF TAN CANG – PETRO CAM RANH COMPANY LIMITED**
Payment in USD – prices exclude VAT

*(Issued in conjunction with Decision No. 223/QĐ-TCPC dated March 12, 2025 of the
Director of Tan cang - Petro Cam Ranh Company Limited)*

A. GENERAL PROVISIONS

I. SCOPE OF APPLICATION

The seaport service tariff of Tan cang - Petro Cam Ranh Company Limited (hereinafter referred to as the "port tariff") applies to the following entities:

1. Vessels transporting goods or passengers from Vietnam to foreign countries and from foreign countries to Vietnam, transit transport through Vietnam, international transshipment transport (generally referred to as international transport) must actually enter, depart from, pass through, or anchor in the maritime area or waters belonging to the port.

2. Export, import, transit, and transshipment goods, including goods entering and exiting export processing zones..., import and export goods of projects for which the carrier, foreign investor (or the party authorized by the carrier, investor) pays the seaport service fees.

3. Passengers (including crew members and officers) traveling from foreign countries to Vietnam by sea or vice versa.

II. EXPLANATION OF TERMS

Some terms in this Decision are defined as follows:

1. *Storage yards*: are warehouses and yards within the Port's land area, managed by the Port.

2. *Exported goods*: are containers and goods with the place of dispatch (origin) in Vietnam and the place of receipt (destination) abroad.

3. *Imported goods*: are goods with the place of dispatch (origin) abroad and the place of receipt (destination) in Vietnam.

4. *Goods in transit*: are goods with the place of dispatch (origin) and the place of receipt (destination) outside the territory of Vietnam, going directly or being unloaded through Vietnamese seaports or entering warehouses and yards for further transport.

5. *Transshipped goods*: are goods unloaded from a ship and placed in a transshipment port area for a certain period of time, then loaded onto another ship for transport to another port.

6. *Watercraft*: includes seagoing vessels, river vessels, and other types of ships, boats, and vehicles (regardless of whether they are motorized or non-motorized) operating at sea and in waters related to the Vietnamese sea.

7. *Assistance tugboats*: are vessels designed, inspected, and registered to operate as assist ships with maneuvering in and out of the port.

8. *Construction vessels*: are specialized vessels used for constructing hydraulic structures.

9. *International transportation*: is the transportation of goods, containers, and passengers from Vietnam to foreign countries and from foreign countries to Vietnam, international transit transportation, international transshipment transportation, and transportation to or from export processing zones.

10. *Dangerous goods*: are goods that are toxic and dangerous to people, ships, and the environment according to the provisions of Vietnamese law and relevant international treaties that Vietnam has signed or acceded to.

11. *Carrier*: is a person who uses a watercraft owned by them or charters a watercraft owned by another person to carry goods and passengers.

12. *Authorized person*: is an organization or individual authorized by the cargo owner or carrier to carry out transportation, loading, unloading, delivery, and storage of goods at the port.

13. *Trip*: a watercraft entering the port once and leaving the port once is counted as one trip.

III. CURRENCY UNIT FOR PORT SERVICE FEES AND CHARGES

- The currency for port service fees and charges is stipulated in United States Dollars (USD)

- Payment of charges shall be made in accordance with the current regulations on foreign exchange management of the State of Vietnam. In the event of conversion from United States Dollars to Vietnam Dong for payment, the exchange rate shall be the buying rate at the time of payment of the bank processing the payment.

IV. PORT SERVICE FEE UNITS AND ROUNDING RULES

1. Units of measurement and rounding methods

1.1. The unit for calculating Gross Tonnage (GT) is the largest gross tonnage (GT) of the seagoing vessel or watercraft as recorded on the certificate issued by the classification society.

1.2. Conversion: Fractions below 0.5 GT are not counted; 0.5 GT and above are rounded up to 1 GT.

1.3. For dry cargo vessels (including container ships): The chargeable tonnage for port services is the largest gross tonnage (GT) recorded on the Registration Certificate.

1.4. For liquid cargo tankers: The chargeable volume for port service fees is 85% of the largest gross tonnage recorded on the Registration Certificate, regardless of the presence or absence of ballast or segregated ballast tanks, or 85% of the converted gross tonnage as specified in point 1.5 of this section in cases where the vessel does not have a recorded GT.

1.5. For vessels without a recorded GT, the conversion method with the largest GT volume is applied as follows:

a) Seagoing vessels and self-propelled inland waterway vessels: 1.5 tons of deadweight equals 1 GT.

b) Barges: 1 ton of total deadweight equals 1 GT.

c) Tugs, pushboats, passenger ships (including seaplanes), and floating cranes: 1 horsepower (HP, CV) equals 0.5 GT; 1 KW equals 0.7 GT; 1 ton of lifting capacity of cranes on vessels equals 6 GT.

d) Passenger ships without recorded engine power: 1 passenger seat equals 0.67 GT; 1 berth equals 4 GT.

e) In the case of a towed, pushed, or alongside-berthed convoy: the calculation is based on the total gross tonnage of the entire convoy, including barges and tugs (or pushboats).

2. Units for calculating engine power: The engine power of vessels is calculated in HP, CV, or KW; fractions below 1 HP, 1 CV, or 1 KW are rounded up to 1 HP, 1 CV, or 1 KW.

3. Units of time

- For time units in days: 1 day equals 24 hours; fractions of a day of 12 hours or less are counted as 1/2 day, and fractions above 12 hours are counted as 1 day.

- For time units in hours: 1 hour equals 60 minutes; fractions of 30 minutes or less are counted as 1/2 hour, and fractions above 30 minutes are counted as 1 hour.

- Specifically for time units in hours applied to military vessels: 1 hour equals 60 minutes, fractions of 30 minutes or less are not counted, and fractions above 30 minutes are counted as 1 hour.

4. Units of Cargo Weight (including packaging) is tons or cubic meters (m^3); fractions below 0.5 tons or 0.5 m^3 are not counted, and fractions of 0.5 tons or 0.5 m^3 and above are counted as 1 ton or 1 m^3 . In a single bill of lading, the minimum weight for calculating fees is 1 ton or 1 m^3 . For cargo types where 1 ton occupies 2 m^3 or more, every 2 m^3 is counted as 1 ton.

B. SPECIFIC REGULATIONS

I. FEES FOR USING PIERS, WHARVES, AND MOORING BUOYS

1. Ships and watercraft berthing at piers or mooring buoys must pay according to the following rates

- Ship docked at a pier: 0.0031 USD/GT - hour
- Ship docked at a buoy: 0.0013 USD/GT - hour
- Ship docked alongside another ship at a pier: 0.0015 USD/GT - hour

a) If a ship docks at multiple locations within the Port's area, the fee is calculated based on the actual time the ship spends at each area and then summed up.

b) If a ship receives an order to leave the Port but the vessel still occupies the pier or buoy, it must pay the following fees:

- Occupying a pier: 0,006 USD/GT/hour.
- Occupying a buoy: 0,002 USD/GT/hour.

c) If a ship does not handle cargo due to weather conditions for more than 1 day (24 hours), the pier fee for the continuous non-handling period is waived.

d) The minimum fee for one vessel berthing at a pier is: 100 USD.

e) In the case of using an additional empty pier as a safety corridor: 570 USD/100m of pier/day.

2. Some other cases apply to passenger ships - military vessels - other vessels

a) Cruise ships

- The pier fee is calculated at 100% of the ship's total GT for ships with a registered arrival plan.

- In the case of passenger ships arriving at the Port unexpectedly, without a pre-registered plan, the Port must arrange a pier to prioritize berthing for the passenger ship, the pier fee is calculated at 130% of the pier fee mentioned in point I.1.

- The pier preparation fee, including the preparation of the wharf area, pier cleaning, removal of handling equipment, and arrangement of equipment before the international cruise ship berths, is calculated as follows:

- + Ships with a length of less than 240m : 1.500 USD/trip.
- + Ships with a length of 240m or more : 2.000 USD/trip.

b) Military vessels

- Due to the specific nature of this type of vessel, the fee for receiving foreign military vessels at the pier is calculated based on the length of the pier, Unit price: 0.37 USD/meter of pier - hour.

- Alongside berthing: 0.185 USD/meter of pier - hour.

- Pier meters are calculated specifically as follows:

- + Ships with a length of ≤ 240 m are calculated as 240 meters of pier.
- + Ships with a length of > 240 m are calculated as 400 meters of pier.

- Application method:

+ Pier occupation time from the 49th hour to the 96th hour, the pier fee is calculated at 150% of the unit price in Section b, Point 2/I/B.

+ Pier occupation time from the 97th hour onwards, the pier fee is calculated at an 200% of the unit price in Section b, Point 2/I/B.

- For military vessels, due to their special nature and security and safety requirements; if a vessel uses 2 berths for 1 ship, the port collects fees based on the pier meters calculated as specified in Section b, Point 2/I/B for both berths.

- In the case of military vessels arriving at the Port unexpectedly, without a pre-registered plan (the Port receives a notification of the vessel's arrival less than 10 days before the vessel berths), and the port must arrange a pier to prioritize berthing for the military vessel, it is calculated at 130% of the pier fee mentioned in Section b, Point 2/I/B.

- In the case of military vessels canceling their arrival plan unexpectedly (the Port receives a cancellation notice less than 10 days before the vessel's scheduled berthing), the Port will collect the pier fee mentioned in Section b, Point 2/I/B, based on the time of 12 hours, 240 meters of pier, and the pier preparation fee.

- The pier preparation fee, including the preparation of the wharf area, pier cleaning, removal of handling equipment, and arrangement of equipment before the military vessel berths, is calculated as follows:

+ Ships with a length of less than 240m: 1,500 USD/trip.

+ Ships with a length of 240m or more: 2,000 USD/trip.

c) Other vessels (sailing boats, oil and gas service vessels, training ships, yachts...)

- The pier fee is calculated at 100% of the ship's total GT for ships with a registered arrival plan.

- The pier preparation fee, including the preparation of the wharf area, pier cleaning, removal of handling equipment, and arrangement of equipment before other vessels berth, is calculated as follows:

+ Ships with a length of less than 240m: 1,500 USD/trip.

+ Ships with a length of 240m or more: 2,000 USD/trip.

3. Pier service fees for passengers, sailors, and crew members

- Entry: 3.5 USD/person

- Exit: 3.5 USD/person

- Children under 12 years old are exempt.

- The fee for passengers and crew members is calculated based on the number of passengers and crew members on the ship.

4. Shore pass fee for passengers and crew members: 5 USD/person.

II. MARITIME SERVICE FEES

1. Tugboat assistance service fees

1.1. Foreign Military Vessels: Unit price includes tugboat rental fee and tugboat security inspection fee

1.1.1. Towing Unit Price

No.	Tugboat Type	Unit	Unit price
1	Under 1000HP	USD/Hr	577
2	1400HP	USD/Hr	824
3	2.000HP (Azimuth)	USD/Hr	925
4	4.000HP (Azimuth)	USD/Hr	1.275

1.1.2. Security Inspection Fee for Outsourced Tugboats Serving Foreign Military Vessels, Ensuring Military Defense Missions at Cam Ranh International Port

No.	Tugboat Type	Unit	Unit price
1	Under 1000HP --	USD/trip (In/Out)	846
2	1400HP	USD/trip (In/Out)	852
3	2.000HP (Azimuth)	USD/trip (In/Out)	900
4	4.000HP (Azimuth)	USD/trip (In/Out)	950

1.2. International Cargo and Cruise Ships

1.2.1. Towing Unit Price

No.	Tugboat Type	Unit	Unit price
1	Under 1000HP	USD/Hr	500
2	1400HP	USD/Hr	550
3	2.000HP (Azimuth)	USD/Hr	650
4	4.000HP (Azimuth)	USD/Hr	1.000

1.3. Service requests must be submitted at least 24 hours prior to the required service time. Requests must be submitted in writing or via email.

1.4. In the event of changes to the service execution time or cancellation of the service request, a written or email notification must be sent at least 06 hours (during administrative working hours) before the requested time, according to the most recent notification.

1.5. Support time is calculated from the moment the tugboat leaves its starting position until it returns to the initial position or switches to another operation. The minimum time for calculating support service fees is 02 hours/berthing or departure.

1.6. If the tugboat has arrived at the pick-up location for the towed vessel at the time requested by the agent and approved by the maritime administration but the towed vessel has not arrived, causing the tugboat to wait, the towing

party must pay an additional waiting fee according to the agreement between the two parties.

1.7. If the tugboat has arrived at the pick-up location for the towed vessel at the time requested by the agent and approved by the maritime administration, but the requesting towed vessel is not ready for maneuvering, and the tugboat must return to its starting position or switch to another operation, the towing party must pay a tugboat mobilization fee according to the agreement between the two parties.

1.8. The above unit prices apply under normal working weather conditions. Both parties agree to use actual on-site confirmations and current price lists as the basis for fee calculation and payment.

2. Mooring/Unmooring Service Fees

2.1. Mooring/Unmooring Service Rates at Pier (for Foreign Military Vessels)

No.	Vessel Tonnage (GRT)	Unit price
		USD/time
1	<=2000 GRT	24
2	From 2001 GRT to 4000 GRT	31
3	From 4001 GRT to 6000 GRT	43
4	From 6001 GRT to 10000 GRT	55
5	From 10001 GRT to 15000 GRT	76
6	From 15001 GRT up	104

Mooring/unmooring service fee is charged per mooring or unmooring.

2.2. Mooring/Unmooring Service Rates (for International Cargo and Cruise ships)

No.	Vessel Tonnage (GT)	Unit price (USD)	
		At pier	At buoy
1	Under 500 GT	20	35
2	From 501 GT to 1000 GT	25	45
3	From 1001 GT to 4000 GT	40	95
4	From 4001 GT to 10000 GT	55	125
5	From 10001 GT to 15000 GT	65	155
6	From 15001 GT to 20000 GT	85	175
7	From 20001 GT up	105	205

Mooring/unmooring service fee is charged per mooring or unmooring

2.3. In cases where small vessels or barges moor alongside larger vessels for cargo transfer, the mooring/unmooring service rates at the pier shall apply.

3. Hatch Opening/Closing Service Fees

If the ship owner requests workers to open or close hatches (single or double) using the pier, the following unit prices shall apply:

3.1. Using the ship's crane

No.	Vessel Tonnage (GT)	Unit price (USD)	
		Open/Close Hatch Covers Left on Deck	Open/Close Hatch Covers Moved Ashore
1	≤ 2.000 GT	17	20
2	From 2001 to 4000 GT	21	28
3	From 4001 to 6000 GT	28	32
4	From 6001 to 10000 GT	40	45
5	From 10001 to 15000 GT	54	66
6	From 15001 up	Negotiated Price	

3.2. Using the port's crane: 150% of the unit price in item 3.1.

3.3. Opening or closing both hatch covers and tweendeck covers: 200% of the unit price in item 3.1.

3.4. For container ships of major shipping lines that frequently call at the port and have contracts with the port for more than 1 year: hatch opening/closing service fees are as per the contract.

4. Garbage Disposal Services

- Includes fees for garbage collection and treatment vehicles.
- Garbage disposal frequency as per current regulations: minimum once every two days, first disposal calculated from the time the vessel berths at the pier.
- Garbage disposal frequency as per current regulations for international cruise ships: minimum once a day, garbage disposal must be carried out immediately after the ship arrives.
- Maximum waiting time for garbage collection vehicles: 02 hours.

4.1. For cargo ships

- At the pier:
 - + Under 200 GT: 17.5 USD/time
 - + From 200 to 15,000 GT: 30 USD/time
 - + From 15,001 GT up: 35 USD/time
- At buoys, roadsteads, or bays:
 - + Under 200 GT: 25 USD/time
 - + From 200 to 15,000 GT: 45 USD/time
 - + From 15,001 GT up: 55 USD/time
- If the garbage volume exceeds 2m³, the Port will charge an additional 17 USD/m³.
- If the garbage volume exceeds 20m³, the Port will charge an additional 50 USD/m³.

4.2. For military vessels

- At the pier: 1 USD/person/time; minimum charge: 150 USD/time/vessel.

- At buoys, roadsteads, or bays (or disposal at the pier but requiring support vehicles): 130% of the unit price in item 4.2.

4.3. For cruise ships

- At the pier: 0.7 USD/person/time; minimum charge: 150 USD/time/vessel.

- At buoys, roadsteads, or bays (or disposal at the pier but requiring support vehicles): 130% of the unit price in item 4.3.

4.4. Disposal of hazardous waste and medical waste: 2 USD/kg (minimum 200 kg).

4.5. Wastewater treatment service by tank truck: 43 USD/m³ (minimum 10 m³/trip).

4.6. Sludge oil treatment service by tank truck: 135 USD/m³ (minimum 10 m³/trip).

4.7. Wastewater suction service must be ordered at least 2 (two) days before the vessel's arrival; service cancellation notice for wastewater treatment service is 04-(four) hours before the scheduled service time. If later, the Port will still charge the full service fee.

4.8. Sludge oil, hazardous waste, and medical waste collection and treatment services must be ordered at least 4 (four) days before the vessel's arrival; service cancellation notice for sludge oil treatment service is 2 (two) days before the scheduled service time. If later, the Port will still charge the full service fee.

4.9. Maximum waiting time for service execution is 02 hours from the time the vehicle arrives at the pier for operation. If this time is exceeded, the port will still charge the full service fee at the minimum rate.

4.10. Cargo or cruise ships that use garbage treatment equipment before disposal, if they actually hire garbage disposal, will be charged 50% of the unit prices specified in items 4.1 and 4.3.

4.11. In cases where garbage must be destroyed (incinerated, buried, etc.) at the request of the ship owner or quarantine agencies, the Port will negotiate a specific price with the customer.

5. Fresh Water Supply Fees

- At the pier: 5 USD/m³

- By watercraft: 8 USD/m³

6. Electricity Supply Fees: 0,4 USD/KWH

7. Pier Security Fees: (ensuring operational safety in the pier area where vessels are moored)

- For vessels berthing at the pier: 1 USD/m/day (m: calculated according to pier meters as per Section b, Point 2/I/B).

- For vessels berthing alongside: 0,5 USD/m/day (m: calculated according to pier meters as per Section b, Point 2/I/B).

8. Upon the ship owner's request, the Port and the ship owner will negotiate prices for services such as:

- Deck sweeping and washing.
- Hold cleaning.
- Cargo lashing and securing.
- Designation of anchorage positions, berthing times, and other utility services.

9. Ground Occupancy Fees

Each vessel berthing at the pier is allowed to use a maximum of 50% of the pier's surface area. If the vessel requests to use more than 50% of the pier's surface area, in addition to the pier fees in Section 1, the ground occupancy fees will be applied as follows:

9.1. Ground occupancy fee: 0,80 USD/m²/day

9.2. Application method

- Vessels with a length overall (LOA) less than or equal to 240m have a permitted usage area of 3,600 m² (240m x 15m). Any excess usage will be charged at the rate specified in Clause 9.1 of Section 9/I/B, based on actual usage.

- Vessels with a length overall (LOA) greater than 240m have a permitted usage area of 6,000 m² (400m x 15m). Any excess usage will be charged at the rate specified in Clause 9.1 of Section 9/I/B, based on actual usage.

- If the usage time is less than 24 hours, it will be rounded up to 1 day.

III. CARGO HANDLING FEES

1. Cargo Grouping

- *Group 1:* Bulk cargo: ores of all kinds, bulk pig iron, bulk cement, grains, fertilizers, salt, bulk sugar, wood chips, gypsum, bulk sulfur, lump stone, crushed stone, sand, coal, stone powder, clinker, etc.

- *Group 2:* Goods packed in cloth bags, sacks, paper bags, jute bags, nylon bags, coir bags, bottle shells in cardboard pallets and wrapped in nylon, block stone, etc.

- *Group 3:* Round timber (logs), packaged vehicle timber, bamboo, reed, rattan, etc.

- *Group 4:* Machinery, equipment, goods packed in boxes, crates, bundled, packaged, coiled, sheet, bar steel, packaged, coiled non-ferrous metals.

- *Group 5:* Packaged goods such as cotton, jute, hemp, coir, paper, fabric, yarn, plastic granules, etc., garments, household appliances, general merchandise, rubber, inner tubes, tires, refractory bricks, glazed tiles, medical equipment, etc.

- *Group 6:* Wood flooring, wooden tools, handicrafts, etc., goods packed in baskets, hampers, wicker baskets, etc.

- *Group 7:* Goods packed in bottles, jars, earthenware, porcelain, glassware, fragile goods, electronic components, motorcycles, etc.

- *Group 8*: Fresh fruits, live animals, frozen goods, etc.
- In cases where goods are not listed in the above groups, the Port will classify them into equivalent groups based on their characteristics and nature.

2. Cargo Handling Rates: As per agreement.

IV. PORT STORAGE FEES

1. Warehouse Storage Rates: As per agreement, depending on each cargo group.

2. Yard Storage Rates: 1,40 USD/m²/month (Less than 15 days is calculated as ½ month; More than 15 days is calculated as 01 month).

Notes:

- Depending on the type of goods, the unit price will have separate adjustments and will be agreed upon between the two parties.
- Time and volume for calculating warehouse/yard storage fees:
 - + Time for calculating warehouse/yard storage fees: from the first ton of goods entering the warehouse/yard for each bill of lading or as per the port's preferential policy.
 - + Volume for calculating warehouse/yard storage fees: based on actual warehouse/yard storage.
- Cargo owners and shipping lines with large throughput volumes and long-term contracts with the port (contracts for one year or more): storage and handling rates are as per agreement.

V. LABOR, VEHICLE, AND EQUIPMENT RENTAL RATES

1. Labor Rental

Unit: USD/person - hr

No.	Labor Type	Unit price
1	Professional technical labor	8
2	General unskilled labor	7
<i>If workers have to perform tasks directly with hazardous goods (explosive, radioactive, flammable, etc.), the above unit price is increased by 50%.</i>		
<i>If the labor is waiting due to the lessee's fault, the waiting labor fee is 30% of the rental rate.</i>		
<i>Minimum time for calculating labor rental fees: 01 hour.</i>		

2. Vehicle and Equipment Rental (including service fees)

- For vehicles and equipment rented by the hour, the minimum time for calculating the rental rate is 01 hour.
- If the vehicle is waiting due to the lessee's fault, the waiting vehicle fee is 30% of the rental rate.
- For vehicles and equipment rented by the day, if the rental time is less than 1 day, it is still rounded up to 1 day.

2.1. Cranes

- 30T tire crane: 110 USD/hour

2.2. Forklifts

- 1,5T forklift: 25 USD/hour

- 2T forklift: 30 USD/hour

- 3T forklift: 35 USD/hour

- 5T forklift: 40 USD/hour

- Man lift, excluding operator – reach 41m: 915 USD/day.

2.3. Ambulance on duty: 70 USD/day.

2.4. Fire truck on duty: 70 USD/day.

2.5. Yokohama fenders rental:

- Size 3,3 x 6,5m/3,5 x 5m: 700 USD/unit-day (including mob and demob).

- Size 2,5 x 5m: 650 USD/unit-day (including mob and demob).

2.6. Gangway rental 15 – 40ft (4,5 – 12,2m): 786 USD/unit/day.

2.7. Tent rental 5x10m, 5x3m (including tables, chairs): 100.000 VND/m²/day.

2.8. Event tent rental 15x20m (including tables, chairs, tent lighting, mist fans): 189.000 VND/m²/first day, from the 2nd day onwards: 48.000 VND/m²/day.

2.9. Tent rental 6x12m (excluding tables, chairs): 145.000 VND/m²/first day, from the 2nd day onwards: 36.000 VND/m²/day.

2.10. Trained metal detector operator rental: 8 USD/hour.

2.11. Metal detector gate rental: 575 USD/first day, from the 2nd day onwards: 175 USD/day.

2.12. Water barrier rental: 3 USD/m/day.

2.13. Area warning sign rental: 15 USD/unit/day.

2.14. Mobile lighting tower rental: 15 USD/unit/day.

2.15. Oil containment boom rental: 2 USD/m/day (excluding oil spill response fees).

2.16. Support barge rental size 20x10x1.8m: 3.000 USD/unit/day.

2.17. Barge rental size 6,6x6,6x1,8m: 1.200 USD/unit/day.

2.17.1 Equipment mobilization fee: 1.000 USD/time.

2.18. Mobile toilet rental: 30 USD/unit/day.

2.19. Mobile hand wash basin rental: 15 USD/unit/day.

3. Transportation Services

3.1. 5-seater, 7-seater, 16-seater vehicle rental: 2.950.000 VND/trip/day.

3.2. 5-seater, 7-seater, 16-seater vehicle rental: 3.650.000 VND/2 trips/day.

3.3. 45-seater bus rental: 4.750.000 VND/trip/day.

3.4. 45-seater bus rental: 5.750.000 VND/2 trips/day.

(The route of one trip is defined as: Port – Nha Trang – Port)

3.5. 5-ton truck rental: 300.000 VND/hour (within the port).

3.6. 15-ton truck rental: 500.000 VND/hour (within the port).

4. For types of vehicles and equipment not specified in section V, the rental price will be determined based on an agreement between the parties.

VI. CARGO DUES

1. Fuel supply: 0,7% of the total cargo value

- The cargo value is determined based on the fuel purchase invoice, customs declaration, and other equivalent documents showing the value of the fuel shipment.

2. Provisions supply: 10% of the total cargo value

- The cargo value is determined based on the merchandise purchase invoice, customs declaration, and other equivalent documents showing the value of the shipment.

- The Port will coordinate with Customs to verify the declared quantity of food supplied before allowing the Agent/Ship Representative/Captain or supplier to supply provisions to the vessel. Therefore, Agents/Ship Representatives/Captains and suppliers are kindly requested to take note and plan accordingly to avoid delays in provisions supply as requested by the vessel.

VII. GENERAL REGULATIONS AND IMPLEMENTATION

1. This price list is effective from March 12, 2025.

2. The unit prices specified in this Port Service Tariff do not include Value Added Tax (VAT).

3. In the event of services arising that are not specified in this Tariff, the Director is authorized to determine appropriate prices based on actual conditions for the relevant parties.

4. The unit prices specified in this price list are standard prices. In special cases, such as serving foreign affairs, etc., the Director is authorized to increase or decrease the standard price by 10 to 25%, except for items regulated by the state.

5. If fuel prices and market prices fluctuate significantly, the Director will adjust the prices accordingly.

6. In the event of disputes regarding applicable parties, the organization or individual responsible for paying port service fees must provide supporting documentation. If no supporting documentation is provided, payment must be made according to the foreign service port tariff specified in this Decision.



DIRECTOR

Dang Anh Diep