

**Upper Limits of Rates and Charges
of
Taiwan International Commercial Ports**

Effective on July 1, 2024

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SECTION ONE

UPPER LIMITS OF RATES, CHARGES AND RULES FOR SHIPS AND GENERAL CARGO OPERATIONS

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UPPER LIMITS OF RATES, CHARGES AND RULES FOR SHIPS AND
GENERAL CARGO OPERATIONS

I. HARBOR CHARGES

1. DOCKAGE

Unit: NT\$ per ship per hour

Vessel size in gross tonnage(G/T)	Conventional ship	Container ship
G/T < 500	30	904
500 ≤ G/T < 1,000	59	
1,000 ≤ G/T < 3,000	118	994
3,000 ≤ G/T < 5,000	206	1,176
5,000 ≤ G/T < 10,000	353	1,537
10,000 ≤ G/T < 20,000	559	2,079
20,000 ≤ G/T < 40,000	823	3,254
40,000 ≤ G/T < 60,000	1,146	4,338
60,000 ≤ G/T < 120,000	1,431	6,093
120,000 ≤ G/T < 180,000	1,758	7,484
G/T ≥ 180,000	2,084	8,874

Notes:

- i. The rates also apply to the conventional ships mooring outside berth to another vessel.
- ii. Dockage will be doubled for ships requesting quick dispatch wharf.
- iii. A 60% discount applies to ships operating domestic routes.
- iv. Yacht dockage is charged as follows:
 - (i). Yachts are charged in accordance with LOA in meters (rounded down to the first decimal place; a foot = 0.3048 meters).
 - (ii). The base charge for yachts is set at LOA of 24.4 meters; port cleaning and maintenance charges are included in the yacht dockage.
 - (iii). Yachts shorter than the base LOA shall be charged NT\$ 450 per day; Those longer than the base LOA shall be charged NT\$ 450 + NT\$ 40 * N. (N = (yacht actual LOA - 24.4)/ 1.5, carried unconditionally to the whole number)

2. BUOY CHARGE

Unit: NT\$ per ship per hour

Vessel size in gross tonnage(G/T)	Rate
G/T < 500	18
500 ≤ G/T < 1,000	28
1,000 ≤ G/T < 3,000	45
3,000 ≤ G/T < 5,000	64
5,000 ≤ G/T < 10,000	109
10,000 ≤ G/T < 20,000	190
20,000 ≤ G/T < 40,000	307
40,000 ≤ G/T < 60,000	461
G/T ≥ 60,000	660

Note: A 60% discount applies to ships operating domestic routes.

3. TUG SERVICE CHARGE

Unit: NT\$ per hour

Tug horsepower level (HP)	Rate
HP < 1,400	5,324
1,400 ≤ HP < 1,800	7,321
1,800 ≤ HP < 2,200	9,983
2,200 ≤ HP < 2,600	13,329
2,600 ≤ HP < 3,000	16,674
3,000 ≤ HP < 3,800	21,692
3,800 ≤ HP < 4,400	24,541
4,400 ≤ HP < 5,000	30,228
5,000 ≤ HP < 6,000	34,560
6,000 ≤ HP < 7,000	36,800
HP ≥ 7,000	41,600

Notes:

- i. Tug service charges are collected starting with a one hour minimum. Once hiring time beyond the first hour, charges are calculated by the half hour. Any portion of a half hour is counted as a full half hour.
- ii. Tug service charges accrue from the time the tugboat leaves its berth until completion of works.
- iii. Work out of the port entrance is charged double rate.

- iv. Ships using tugboat ropes is charged an additional charge of NT\$ 4,068 per tug.
- v. Tugboat hired across day and night shift shall be charged on the proportion of that time period used and night shift shall be charged firstly. The increment less than 30 minutes shall be charged for a full 30 minutes and the increment between 30 minutes and 1 hour shall be charged for a full 1 hour based on night shift rate. After the night shift charges are determined, remaining time shall be charged at the day rate.
- vi. The period and amount of surcharge shall refer to Section IV.

4. MOORING AND UNMOORING CHARGE

Unit: NT\$ per time

Vessel size in gross tonnage(G/T)	Labor Charges				Equipment Charges	
	Mooring on Wharf	Unmooring on Wharf	Mooring at Buoy	Unmooring at Buoy	Mooring/Unmooring Boat	Mooring / Unmooring Vehicle
G/T < 5,000	938	616	1,407	924	2,303	777
5,000 ≤ G/T < 15,000	1,234	938	1,851	1,407		
15,000 ≤ G/T < 30,000	1,874	1,234	2,811	1,851		
30,000 ≤ G/T < 60,000	2,515	1,874	3,773	2,811		
60,000 ≤ G/T < 120,000	2,994	2,515	4,491	3,773		
G/T ≥ 120,000	4,491	2,994	6,737	4,491		

Notes:

- i. Equipment charges shall be charged per mooring/unmooring boat or mooring/unmooring vehicle. No equipment charge is assessed if the equipment is not used.
- ii. Mooring or unmooring charges accrue from the time the labors depart from the station until completion of works.
- iii. The mooring or unmooring work shall apply night time surcharges when the work time period continues between day time and night time.
- iv. The period and amount of surcharge shall refer to Section IV.

5. WATER SUPPLY CHARGE

Unit: NT\$ per ton of water

Water supply source		Rate
Water supply on Pier	Equipment Charge	36.9
	Water Charge	25
Water supplied by water barge	Equipment Charge	95.9
	Water Charge	25

Notes:

- i. The minimum charge quantity of water required to be supplied on wharf is 20 tons per run for ships sailing internationally and 10 tons per run for those sailing domestically.
- ii. The minimum charge quantity of water to be supplied by water barge is 50 tons per run for ships sailing internationally and 20 tons per run for those sailing domestically.
- iii. The water charge is subject to adjustment made by Taiwan Water Corporation.
- iv. An equipment charge will be assessed for the minimum quantity of water (but without any water charge) if a water barge or water operator on pier was dispatched, but no water is supplied for the reasons attributed to applicant.
- v. Currently, a 5% water resource conservation and compensation fee is added, as required by the Ministry of Economic Affairs in a letter dated Mar 6 2006 and captioned Water 09520225680. This surcharge is subject to change by the Ministry of Economic Affairs at any time.
- vi. The equipment charge is doubled for out of port entrance water supply by a water barge.
- vii. The period and amount of equipment and surcharge shall refer to Section IV.

6. PORT CLEANING AND MAINTENANCE CHARGE

During port stay of ships, whether berthing at wharves, buoys or in anchorage, the following port cleaning and maintenance charge is assessed starting from berthing until departure.

Unit: NT\$ per 24-hour period per ship

Vessel size in gross tonnage (G/T)	Rate
G/T < 500	108
500 ≤ G/T < 5,000	217
5,000 ≤ G/T < 15,000	413
G/T ≥ 15,000	607

Notes:

- i. The minimum charge is collected for 24 hours. For those over 24 hours, the charge will be counted per 24 hours.
- ii. Carriers are responsible for disposal of any waste in the hold.

7. ESCORT BOAT CHARGE

Vessels requesting escort boat service shall be charged NT\$3,254 of one escort boat and NT\$2,169 for additional escort boat requested.

II. WHARF OPERATIONS CHARGES

1. CARGO HANDLING CHARGES

(1). GENERAL CARGO HANDLING CHARGES

A. STEVEDORING CHARGE

Stevedoring charge shall be assessed against a vessel unless otherwise agreed between carrier and merchant. If multiple agreements are placed on one single voyage, the merchants shall pay stevedoring charge. Stevedoring charges refer to the cargo discharged from a ship to pier, barge, or water surface, or the cargo loaded from shipside pier, barge, or water surface to a ship.

Unit	Rate (NT\$)
Per Ton	49.9

Notes:

- i. Transshipment cargo receives a 20% discount.
- ii. An additional charge of NT\$ 19.10 per ton shall be collected for work on national or legal holidays.
- iii. The period and amount of surcharge shall refer to Section IV.

B. LONGSHORING CHARGES

Longshoring charges are borne by merchant unless otherwise agreed between carrier and merchant.

a. Warehouse or Storage Yard Handling

- (a) Inbound cargo: includes the transfer of unhooking and moving cargo from the shipside to warehouse (or storage yard) for stacking, and loading onto land transportation from warehouse (or storage yards).
- (b) Outbound cargo: includes the transfer of unloading cargo from land transportation, moving cargo to warehouse (or storage yard) for stacking, and to shipside for loading on hook.
- (c) Transshipment cargo: includes the transfer of unhooking and moving cargo from the shipside to warehouse (or storage yard) for stacking and moving cargo from warehouse (or storage yard) back to shipside for loading on hook.
- (d) Outbound shut out cargo: includes the transfer of unloading and moving cargo to warehouse (or storage yard) for stacking and loading to land transportation from warehouse (or storage yard).

- (e) Cargo handling in and out of a warehouse or storage yard shall be, in principle, dispatched to front pier of the warehouse or storage yard for stevedoring.

b. Alongside Delivery

- (a) Inbound cargo: includes the transfer of loading cargo onto land transportation from shipside, or unhooking and loading cargo from the ship on land transportation directly.
- (b) Outbound cargo: includes the transfer of offloading cargo from land transportation and loading on hook from the shipside, or loading on hook from the land transportation directly.
- (c) If land transportation is required for those inbound and outbound cargoes scheduled for alongside delivery, merchant shall be liable for the additional charge for moving cargo.

c. Itemized handling

- (a) Loading cargo onto land transportation from warehouse or storage yard, or unloading cargo into warehouse or storage yard.
- (b) Unloading from train to another land transportation such as trucks or trailers, or unloading from land transportation onto train.
- (c) Other itemized handling.

Unit: NT\$ per ton

Commodity Class	Warehouse or storage yard handling	Alongside delivery	Itemized handling
1	102.9	53.7	53.7
2	122	63.1	63.1

Notes:

- i. Transshipment cargo receives a 20% discount.
- ii. An additional charge of NT\$ 19.10 per ton shall be collected for work on national or legal holidays.
- iii. The period and amount of surcharge shall refer to Section IV.
- iv. The details of classification shall refer to the “Classification table of commodities for longshoring and storage rates” as attached.

C. SURCHARGE FOR LOADING/UNLOADING OR HOOKING/UNHOOKING CARGO BETWEEN BARGE (LIGHTER)/ WATER AND PIER OR FROM/ONTO LAND TRANSPORTATION

Unit	Rate (NT\$)
Per Ton	30

(2). HANDLING CHARGE FOR BULK GRAINS IN AND OUT OF SILOS

The following charge is collected for moving grains into and out of silos using a pneumatic grain conveyer.

Unit	Rate (NT\$)
Ton	159.80

Notes:

- i. A surcharge of NT\$19.10 per ton is assessed based on the actual quantity of grain handled on national or legal holidays.
- ii. The period and amount of surcharge shall refer to Section IV.

(3). CARGO HANDLING CHARGE FOR SELF-UNLOADER

The cargo handling charge for self-unloader shall be paid by merchant unless otherwise agreed by merchant and carrier. The charge applies to cargo handling work using automated handling gears on ship and cargo stacking and cleaning works on by longshoremen. An automated cargo handling ship is defined as:

- A. A ship equipped with an automated cargo handling facilities;
- B. Shipboard operations require no manual labor control or operation of boom cranes, scrap loaders, wheel loaders, excavators or any other cargo handling equipment; and
- C. No manual labors are needed for cleaning or stacking work in the cargo hold.

Upon compliance with the above conditions the cargo handling work for an automated cargo handling ship is eligible to be assessed according to the following table. Otherwise it shall be assessed in accordance with the regular stevedoring charges.

Charged by	Charge (NT\$)
Per ton	53.70

Notes:

- i. Loading machinery needed for landside work shall be, by preference, provided by stevedoring company unless the stevedoring company fails to provide suitable machinery.
- ii. Alongside delivery should be used in stevedoring work unless land vehicles are not enough for pick-up. Demurred cargo at shipside should be picked up or stored further back of the wharf or the yard within 4 hours of ship departure. If another ship is due to dock at that berth prior to the 4-hour deadline, the goods pickup or storage further back of the pier or the yard) must be completed before the incoming ship wharf. Goods not picked up (or stored further back of the wharf or the yard) at the time the incoming ship wharf will be charged demurrage at the applicable rate. For pickup or movement back for storage, the longshoring charge will be assessed based on the highest Class of itemized handling, as found in the Class Table.
- iii. In addition to the demurrage charge, for goods stored back of the wharf or yard an additional longshoring charge will be added, based on itemized handling for loading and pickup by truck.
- iv. Carriers and merchants shall be responsible for keeping the wharf area clean. Scattered or loose goods shall be picked up and disposed of and must not be swept into the water. Before trucks leave the port, their tires shall be washed and all goods secured and covered with tarps, if not transported in an enclosed vehicle. The Port's environment protection related requirements shall apply to all cargo handling.
- v. This rate is a lump-sum charge and includes surcharges for specific work hours and national or legal holidays. It does not include charges for using vehicles, vessels and/or machines of stevedoring companies. For maximum berth utilization, the merchant is advised to work continuously (e.g. 24-hour days) and scrupulously abide by the cargo handling requirements of the port.
- vi. The stevedoring company shall dispatch workers to help with land-side stacking and wharf cleaning.
- vii. The handling charges shall be negotiated separately if the cargoes are discharged from a self-unloader to a warehouse or storage yard owned or rented by the merchant.
- viii. For the use of oil/cement trucks and conveyer belts used for stevedoring and which require manual or mechanical assistance in cargo holds, the handling charges are agreed upon otherwise, if such an agreement exists.
- ix. The rate for self-unloader applies to sand carriers that operate with conveyer belts even if the carrier ship is equipped with an excavator or other assistive machinery.

(4). HANDLING CHARGE AT SCRAP IRON WHARF

The handling charge at the scrap iron wharf is a lump-sum rate, as below:

Charged by	Rate (NT\$)
Per ton	187

Notes:

- i. The merchant is responsible for renting excavators for use in the cargo hold and shipside truck loading equipment for work on land; for shipside truck loading, equipment from the stevedoring company should be rented first, if available.
- ii. Demurrage is charged for goods stored back on the wharf or in the yard.
- iii. This rate is a lump-sum rate (including extras for specific work hours and national or legal holidays, but not including the charges for using vehicles, boats and/or machines belonging to the stevedoring operator). For maximum berth utilization, merchant is advised to work continuously (e.g. 24-hour days) and scrupulously follow the cargo handling requirements of the port.

(5). HANDLING CHARGE FOR USING AUTOMATIC COAL UNLOADER

A flat rate applies to the use of automatic coal unloader, whether for alongside delivery or through a warehouse.

Charged by	Rate (NT\$)
Per ton	157.70

Notes:

- i. The handling charge is assessed to the following processes, but does not include the use of vehicles, vessels, machines and/or tools of the stevedoring operator. The handling charge includes:
 - (i). Coal discharge, including cargo hold sweeping, removal of coal residue in bulkhead crevices, and stacking in cargo hold using bucket loaders.
 - (ii). Stacking at a coal storage yard.
 - (iii). Control of unloading bellows at the truck departure lane at the freight station, and truck tire washing.
- ii. A surcharge of NT\$19.10 per ton is assessed based on the actual quantity of coal handled on national or legal holidays.
- iii. The period and amount of surcharge shall refer to Section IV.

2. SURCHARGE FOR HEAVY CARGO

For any single item weighing 5 tons or more and which needs to be transferred into or out of a warehouse (or stockyard) by mechanical equipment, a “heavy cargo surcharge” is assessed in addition to the longshoring charge; the use of vehicles, vessels, machines and/or tools of the stevedoring operator will not be charged.

Weight per piece (ton)	Rate per ton (NT\$)
$5 \leq \text{weight} < 10$	102
$10 \leq \text{weight} < 25$	172
$25 \leq \text{weight} < 50$	226
$50 \leq \text{weight} < 75$	311
$75 \leq \text{weight} < 100$	419
$\text{Weight} \geq 100$	629

Note: Transshipment cargo receives a 20% discount.

3. GENERAL CARGO DEMURRAGE

Merchant is to pay the general cargo demurrage. General cargo demurrage is charged for cargo held in temporary storage at dock, a non-regular stockyard, or on the water surface. General cargo demurrage starts from the day the cargo is placed in temporary storage. The port is not responsible for cargo in temporary storage and assumes no liability for them.

Charged by	Rate (NT\$)
Per ton per day	3.3

4. STORAGE CHARGE

Storage charge refers to the charge for cargo storage at a transit shed, empty lot, pier or storage yard and is paid by the merchant. The charge accrues at the rate specified below and is for each 5-day period (or portion thereof) beginning on the day that the first lot of goods on the same bill of lading or shipping order enters the storage facility for storage.

Unit: NT\$/ton

Days in storage	Period	Cumulative amount of storage charge		
		Class		
		1	2	3
1~5	1	10.80	16.20	21.60
6~10	2	26.80	40.30	53.80
11~15	3	53.70	80.60	107.60
16~20	4	91.20	137.00	182.80
21~25	5	139.50	209.60	279.60
26~30	6	198.40	298.10	397.90
31 or more		59.00	88.60	118.30

Notes:

- i. The rate for transshipment cargo is NT\$1.65/ton/day, i.e., NT\$8.3 per period, regardless of the class of goods. The rate is not cumulative and there is no free storage time.
- ii. Free storage time may be specified by individual ports as appropriate.
- iii. The details of classification shall refer to the "Classification table of commodities for longshoring and storage rates" as attached.

5. WHARFAGE

Wharfage shall be assessed against merchants (against carriers in the case of transshipment cargo). Wharfage should be collected for both inbound and outbound cargoes, and includes vehicles being transported on domestic coastal ferries. Cargoes to be collected include:

- (1). Cargoes held on wharves or wharf premises;
- (2). Cargoes handled across wharves or wharf premises and those handled overside of vessel directly from/to another vessel or barge/lighter berthed at wharf;
- (3). Cargoes loaded or unloaded by barge/ lighter from a ship making berth by a buoy or at anchorage;
- (4). Shut out cargoes;
- (5). Cargoes transferred from between vessels;
- (6). Goods transferred from one truck to another on wharf; and
- (7). Bulk or liquid goods loaded/unloaded using pipelines, conveyors, or other mechanical equipment.

Item	Charged by	Rate (NT\$)	
General goods	Ton	8.70	
Pipeline goods	Ton	17.40	
Vehicles carried by RO/RO ship	Vehicle	Weight (ton)	Rate
		Weight < 2	15
		2 ≤ weight < 5	30
		5 ≤ weight < 10	60
		10 ≤ weight < 20	120
		Weight ≥ 20	160
Trailers carried by RO/RO ship	Trailer	50	

Notes:

- i. Cargo shipped domestically receives a 50% discount.
- ii. Tour buses, passenger cars, motorcycles and empty trucks carried by RO/RO vessels are charged by vehicle weight; loaded trucks are charged by the specified total weight regardless of the actual weight of goods carried; no charge for cargo trailers carried by RO/RO vessels; vehicles carried by dedicated auto carriers are charged as general goods.
- iii. Tour buses, passenger cars, and unloaded trucks are exempt from wharfage. Charges for trucks carrying goods shall be calculated based on the rated gross weight.
- iv. Materiel and equipment for use by the ROC or allied militaries, imported foreign aid goods, mail and emergency relief supplies are exempt from wharfage.
- v. Goods for the use of foreign embassies/consulates that enjoy diplomatic immunity from Customs duties are exempt from wharfage.
- vi. Tools and equipment used to handle cargo at wharves are exempted from wharfage.
- vii. Accompanied baggage (excluding vehicles) and articles for ships are exempted from wharfage.
- viii. Cargo shifted through two or more wharves in the same port shall be assessed wharfage only once.
- ix. Transshipment cargoes receive a 50% discount. Cargoes to be exported from the importing port shall be assessed wharfage only on import.
- x. Shut out cargoes and transit cargoes re-stowed onto wharf or a barge shall be charged only once.
- xi. "Pipeline cargoes" refer to goods loaded/unloaded through a pipeline installed above or below ground or the water's surface.
- xii. Container cargo handling equipment imported by a container terminal operator for company use or shifted between container terminals for company use, or retired container handling equipment by carriers and being exported are exempted from wharfage.

6. WEIGH STATION CHARGE

Item	Charged by	Rate (NT\$)
When charged by ton	Per ton per run	3.3
When charged by truck	Per truck per run	55

Note: Charged by truck applies only to empty vehicle which are weighed at the weigh station.

7. GENERAL WHARF NIGHT WORK EQUIPMENT CHARGE

Price in NT\$ per time period

Vessel size in gross tonnage(G/T)	Rate	
	1800 to 2400	0000 to 0600
G/T < 1,000	538	538
1,000 ≤ G/T < 10,000	1,075	1,075
10,000 ≤ G/T < 20,000	2,151	2,151
G/T ≥ 20,000	3,225	3,225

Notes:

- i. A 50% discount applies to domestic line ships of 500 Gross tonnage or less.
- ii. This rate is charged only when night work equipment is used.
- iii. For demurrage goods that are held at dock or lot and which require nighttime lighting, the “general wharf night work equipment charge for demurrage goods” is paid by the merchant according to the lowest class in this section.

8. MISCELLANEOUS WORK CHARGES: PAID BY THE MERCHANT

(1). CONTINGENT LABOR CHARGE

The charge applies to work or odd jobs done with manual labor beyond regular shipboard or landside cargo handling or other miscellaneous covered work. The hourly rate per worker is the basic wage specified in the Labor Standards Act, plus 30% as maximum, and the charges are collected for 8 hours, at a minimum.

Notes:

- i. Contingent labor is paid double time (i.e. 200% of regular pay) for work on national or legal holidays.
- ii. There is a surcharge of an additional 100% for work performed between 1800hrs and 2400hrs, and a surcharge of 150% for work performed between 0000hrs and 0600hrs.

(2). CARGO SHIFTING CHARGE

Item	Charge per	Rate (NT\$)
Shipboard cargo Shifting	Ton	78.8
Cargo shifted to wharf, transit shed (or yard), barge or water surface and being reloaded	Ton	205

Notes:

- i. Charges for the use of vehicles, vessels, machines and/or equipment of the Terminal stevedoring operator, storage charges, and general cargo demurrage are collected separately.
- ii. A surcharge of NT\$19.10 per ton is assessed based on the actual quantity of cargo shifted on national or legal holidays.
- iii. The period and amount of surcharge shall refer to Section IV.

(3). CARGO HOLD SWEEPING CHARGE

Vessel size in gross tonnage(G/T)	Charged by	Rate (NT\$)
G/T < 3,000	Per Cargo hold	1,262
G/T ≥ 3,000	Per Cargo hold	2,525

Note: Sweeping charges are double (i.e. 200%) for work on national or legal holidays.

(4). BARGE/LIGHTER SERVICE CHARGE

Cargoes discharged to a barge/ lighter and require manual labor handling and service at the barge/ lighter shall be charged as below:

Item	Charged by	Rate (NT\$)
Barge/ lighter service	Per ton per day	8.60

(5). HATCH COVER OPENING/CLOSING CHARGE

If a hatch cover is opened a second time, or more and closed during a shift, a hatch cover opening/ closing charge should be assessed as below:

Item	Charged by	Rate (NT\$)
Hatch opening/ closing	Per run	319

(6). REPACKING CHARGES

Item	Description	Charge per	Rate (NT\$)
Agricultural goods	Pack filling and sealing	Ton	49.40
Chemicals	Pack filling and sealing	Ton	79.90
Cement	Including one weighing	Packing	8.00
Coal	Including one weighing	Packing	9.60
Fresh fish		Box	6.40

Notes:

- i. Repacking is charged by weight in tons.
- ii. The re-packaging of general goods shall be calculated at the rate for agricultural goods.
- iii. A surcharge of NT\$19.10 per ton shall be assessed for agricultural goods based on the actual weight of cargo repacked on national or legal holidays while other goods shall be charged at 200% of the rate.
- iv. The period and amount of surcharge shall refer to Section IV.

9. MARITIME EXPRESS CONSIGNMENT HANDLING CHARGE

Maritime express consignment handling charge refers to the charge collected from Maritime Express Delivery Enterprise by the Maritime Express Handling Unit Operator as specified in the “Regulations Governing Customs Clearance Procedure for Maritime Express Consignments” for necessary processing of goods stored at import, export, or transshipment section. The rate and requirements are as follows:

Charges if by	
per parcel (basic rate)	Kg
NT\$ 50	NT\$ 5

Notes:

- i. Every lot of a maritime express consignment shall be charged by kilogram (kg). Weight is rounded to the first decimal place; the chargeable weight is based either on the actual weight or on the dimensional weight of the goods, whichever is greater; the charge is in NT dollars and the amount of the charge shall be rounded to the nearest whole number.

- ii. All maritime express consignments warehoused on the same voyage or all maritime express consignments of same master bill of lading shall be collected storage charge starting from the time the first parcel enters the Maritime Express Handling Unit (the "Unit").
- iii. In the event of force majeure, whether act of nature or extraordinary circumstances, that prevents entry to or exit from the Unit, charges may be postponed. The chargeable time shall be excluded based on closure time announced by the local government where the Unit is located.
- iv. Customs released maritime express consignments but not withdrawn from warehouse by the deadline given by the unit operator, and are moved to another area by the unit operator, shall be collected a 50% surcharge on the rate specified above for the movement. The unit operator may take necessary measures according to Article 619 of Taiwan's Civil Code if cargoes are stored for 6 months or longer.

SECTION TWO

UPPER LIMITS OF RATES, CHARGES AND RULES FOR CONTAINER TERMINAL OPERATIONS

SECTION TWO
UPPER LIMITS OF RATES, CHARGES AND RULES FOR CONTAINER
TERMINAL OPERATIONS

I. CONTAINER TERMINAL OPERATIONS CHARGES

1. CONTAINER HANDLING CHARGES FOR PORTS OF KEELUNG, TAIPEI AND SU-AO

(1). IMPORT, EXPORT AND TRANSSHIPMENT CONTAINERS

Shipside operation for loading/ unloading import, export or transshipment containers and MY operation (“Marshalling yard operation”) shall be charged per described below.

Shipside operation means the operation where a container is unloaded from a ship onto a shipside trailer or barge or is loaded from a shipside trailer or barge onto a ship.

MY operation means the operation where an import (or transshipment) container is unloaded and temporarily stored at marshalling yard, or an export container is stored at marshalling yard before being loaded onto a trailer and then onto a ship.

Unit: NT\$ per box per move

Shipside Operation	Import/export		Transshipment	
	20-foot or below	over 20-foot	20-foot or below	over 20-foot
Gantry crane (laden container)	1,887	2,416	1,412	1,836
Gantry crane (empty container)	1,741	2,270	1,412	1,836
Onboard crane	919	1,448	735	1,158
Onboard conventional gear	1,241	1,954	992	1,563
Floating crane/ mobile crane	2,209	2,922	1,670	2,241
RO/RO operation (note 8)	574	904	460	724
MY Operation	Import/export		Transshipment	
	20-foot or below	over 20-foot	20-foot or below	over 20-foot
Gantry crane (laden container)	2,747	3,276	1,714	2,136
Gantry crane (empty container)	2,602	3,131	1,714	2,136
Onboard crane	1,779	2,308	1,036	1,459
Onboard conventional gear	2,101	2,814	1,294	1,865
Floating crane/ mobile crane	3,069	3,782	1,971	2,542
RO/RO operation (note 8)	1,434	1,764	761	1,025

Notes:

- i. The container handling charge includes the costs of management and labor involved in ship loading and unloading, and also the use of equipment such as gantry cranes, mobile (floating) cranes, yard equipment (e.g. transtainers, straddle carriers and stackers etc.), but does not cover the charges for moving containers from shipside (or onboard) to container yard.
- ii. The loading and unloading of transshipment containers should be charged separately.
- iii. Container wharfage and demurrage should be charged separately.
- iv. Shifting of containers should be charged based on shipside operation for loading/ unloading import, export or transshipment containers. Shifting conducted on board should be charged based on the actual number of shifting. Shifting onto wharf or on a barge and back to ship will be counted as two moves.
- v. A surcharge of NT\$ 438 is assessed for each 20-foot container or below and NT\$ 656 for each container more than 20-foot during work performed on national or legal holidays.
- vi. Container handling for container ships without cell guides inside the cargo hold shall be assessed a surcharge of NT\$ 62 for each 20-foot container or below and NT\$ 122 for each container more than 20-foot.
- vii. Equipment charges for handling containers, outside the scope of shipside operation for loading/ unloading import, export or transshipment containers or MY operation shall be charged separately.
- viii. The RO/RO operation rate refers to operations when the stevedoring operator does not provide equipment and containers on trails in the ship, by using carrier's equipment, i.e. truck-tractors, disembark and leave alongside handling area. In this circumstance, 10-foot RO/RO containers or below shall be charged 50% of the rate set for 20-foot or below.
- ix. OOG (Out of gauge) containers shall be stored on chassis. For those without chassis and requiring OOG wires / Over-height Adapter operation to store at container yard, an additional NT\$ 1,100 per container shall be charged.
- x. A NT\$ 1,100 (tax excluded) surcharge per move shall be assessed against cargo owner or owner's agent for each FCL container owned or operated by carrier or carrier's agents entering or exiting container yard/ marshalling yard at night time (between 1800 to 0600), on Saturday, Sunday, or national or legal holiday, except those that are not an off-day.

(2). **COASTAL SHIPPING CONTAINERS**

Coastal shipping containers include 3 types as specified below:

A. Import and transit: refer to an imported container that is unloaded at an international commercial port in Taiwan (the transit port), loaded to another ship and shipped to and unloaded at another international commercial port in Taiwan (the port of destination) for import.

B. Transit and export: refer to an exported container that is loaded at an international commercial port in Taiwan (the port of loading), carried to and unloaded at another international commercial port in Taiwan (the transit port), and then loaded onto a ship at the latter for export.

C. Transit and transshipment: refer to a transshipment container that is loaded and unloaded at 2 different international commercial ports in Taiwan, connected by coastal shipping.

Unit: NT\$ per box per move

Shipside Operation	Import and Transit/ Transit and export		Transit and transshipment	
	20-foot or below	over 20-foot	20-foot or below	over 20-foot
Gantry crane (laden / empty container)	1,058	1,388	1,058	1,388
Onboard crane	574	904	574	904
Onboard conventional gear	776	1,221	776	1,221
Floating crane/ mobile crane	1,744	2,189	1,744	2,189
RO/RO (note 6)	574	904	574	904
MY Operation	Import and Transit/ Transit and export		Transit and transshipment	
	20-foot or below	over 20-foot	20-foot or below	over 20-foot
Gantry crane (laden / empty container)	1,488	1,818	1,273	1,604
Onboard crane	1,004	1,334	789	1,120
Onboard conventional gear	1,206	1,651	990	1,437
Floating crane / mobile crane	2,174	2,619	1,958	2,405
RO/RO (note 6)	1,004	1,334	790	1,120

Notes:

- i. The container handling charge includes the costs of management and labor involved in ship loading and unloading, and also the use of equipment such as gantry cranes, mobile (floating) cranes, yard equipment (e.g. transtainers, straddle carriers and stackers etc.), but does not cover the charges for moving containers from shipside (or onboard) to container yard.
- ii. Container wharfage and demurrage should be charged separately.
- iii. A surcharge of NT\$ 438 is assessed for each 20-foot container or below and NT\$ 656 for each container more than 20-foot for work performed on national or legal holidays.
- iv. Container handling for container ships without cell guides inside the cargo hold is assessed a surcharge of an additional NT\$ 62 for each 20-foot container or below and NT\$ 122 for each container more than 20-foot.
- v. Equipment charges for handling containers, outside the scopes of loading/ unloading containers to/from ship, or entering/ exiting CY/MY shall be assessed separately.
- vi. The RO/RO operation rate applies to operations when the stevedoring operator does not provide equipment and containers on trails in the ship, by using carrier's equipment, i.e. truck-tractors, disembark and leave alongside handling area. In this circumstance, 10-foot RO/RO containers or below shall be charged 50% of the rate set for 20-foot or below.
- vii. Loading and unloading of "Transit and transshipment" containers shall be charged separately.

2. CONTAINER HANDLING CHARGES FOR PORTS OF TAICHUNG, HUALIEN, KAOHSIUNG AND ANPING

Containers, loaded or unloaded, transferred between ship and wharf or yard shall be charged as follows:

Unit: NT\$ per box per move

Container size	Rate class	Rate
20-foot or below	1	1,147
	2	1,550
over 20-foot	1	1,808
	2	2,442

Notes:

- i. Transshipment containers receive a 20% discount.
- ii. RO/RO operation receives 50% discount. 10-foot containers or below shall be charged 50% of “20-foot or below” rate class.
- iii. Shifting conducted on board should be charged based on the actual number of shifting.
- iv. Shifting onto wharf or on a barge and back to ship will be counted as two moves.
- v. The class 1 rate applies to containers moved by onboard crane provided by carrier, gantry crane or through RO/RO operation; the class 2 rate applies to those moved by an onboard conventional gear, a floating crane, or a mobile crane.
- vi. During work performed on national or legal holidays, the following surcharges shall be assessed: an NT\$ 547 for each 20-foot container or below of rate class 1 and NT\$ 739 of rate class 2; an NT\$ 820 for each container over 20-foot of rate class 1 and NT\$ 1,108 of rate class 2.
- vii. A surcharge of NT\$ 45 per move shall be assessed for every container unloaded directly from a ship onto a trailer.
- viii. Container handling for container ships without cell guides inside the cargo hold shall be assessed surcharges as follows: an NT\$ 77 for each 20-foot container or below of rate 1 and NT\$ 103 of rate class 2; an NT\$ 153 for each container over 20-foot of rate 1 and NT\$ 207 of rate class 2.

3. EQUIPMENT USE CHARGE

Loading/ unloading containers onto/ from ships or trucks or moving laden or empty containers at wharf, container yard or container freight station shall be assessed as follows:

Unit: NT\$ per move

Item	Rate
Gantry crane, floating crane or mobile crane	968
Transtainer, straddle carrier, stacker or side loader	430
Truck-tractor	194
Trailer	108

Notes:

- i. Empty containers handled by gantry crane receive 15% discount.
- ii. Coastal shipping containers receive a 50% discount.
- iii. Transshipment containers receive a 30% discount.

4. CONTAINER DEMURRAGE

Import/export, transshipment or coastal shipping containers, no matter laden or empty, not examined and released Customs and temporarily held at port waiting for shipment or to be hauled to an inland container freight station, shall be charged demurrage as below table from the beginning of storage at a container yard, wharf, empty lot, or marshalling yard. Containers stored for 6 months or longer are subject to applicable laws.

Unit: NT\$ per box per day

Container size	Rate
20-foot or below	79
over 20-foot	158

Notes:

- i. Transshipment and coastal shipping containers receive a 50% discount.
- ii. Container trailers shall be charged as “over 20-foot” rate.

5. FCL CONTAINERS STORAGE CHARGE

Import or export FCL containers, no matter laden or empty, stored at a container yard, container freight station, wharf, empty lot, or marshalling yard shall be charged by 5-day periods, beginning on the first day of storage. For the first 5-day period, storage is charged at the rate below, after which, each period shall be assessed a 30% compound charge of the rate, for up to 6 months. Containers stored for 6 months or longer are subject to applicable laws.

Unit: NT\$ per box per period

Container size	Rate
20-foot or below	403
over 20-foot	805

Notes:

- i. Trailers stored at a container yard, container freight station, wharf, empty lot or marshalling yard shall be charged as “over 20-foot” rate.
- ii. Transshipment containers receive a 50% discount.

6. CONTAINER WHARFAGE

Containers entering or exiting the port, including domestic shipping containers, shall be charged wharfage as below.

Unit: NT\$ per box

Container size	Rate
20-foot or below	391
over 20-foot	781

Notes:

- i. Inbound/outbound empty containers and container shifting and reloading back to ship for export shall be free of container wharfage charges.
- ii. Transshipment containers receive a 50% discount. Transshipment containers being exported from the importing port are collected only once, on import.
- iii. Shut out cargoes and transit cargoes re-stowed onto wharf or a barge shall be charged only once.
- iv. Containers shifted through two or more wharves within same port shall be charged only once.
- v. Domestic shipping containers receive a 50% discount of wharfage; each half shall be collected at the exporting port and importing port respectively. When carried by coastal shipping services, inbound containers or transshipment containers, for the purpose of export, transited to other port in Taiwan shall be assessed wharfage at importing port or exporting port respectively per normal wharfage standard.
- vi. Materiel and equipment for use by the ROC or allied militaries, imported foreign aid goods, mail and emergency relief supplies are exempt from wharfage.
- vii. Goods for the use of foreign embassies/consulates that enjoy diplomatic immunity from Customs duties are exempt from wharfage.
- viii. Tools and equipment used to handle cargo at wharves are exempted from wharfage.
- ix. Articles for ships are exempted from wharfage.
- x. 10-foot RO/RO containers or below shall be charged 50% of the rate set for "20-foot or below".

7. WEIGH STATION CHARGE (WEIGHING CHARGE)

All outbound laden containers shall be weighed and charged as follows:

Unit: NT\$ per box per time

Item	Rate
Container weighing	43

Note: outbound non-containerized cargo handled by gantry cranes shall be weighed and charged by standard of laden containers.

8. NIGHT-TIME EQUIPMENT USE CHARGE

Night-time operation of any ships, regardless of the ship type, berthing at container wharves shall be charged as below:

Unit: NT\$ per shift

Vessel size in gross tonnage (G/T)	Rate	
	1800 to 2400 hours	0000 to 0600 hours
G/T < 1,000	2,151	2,151
1,000 ≤ G/T < 10,000	4,300	4,300
10,000 ≤ G/T < 20,000	5,375	5,375
G/T ≥ 20,000	6,450	6,450

Note: this rate is charged only when night-time equipment is used.

9. ELECTRICITY CHARGE FOR REFRIGERATED CONTAINERS

Refrigerated (Reefer) containers using electricity and devices at terminal shall be charged as below:

Unit: NT\$ per reefer per 24 hours

Container size	Rate
20-foot or below	484
over 20-foot	538

Note: the minimum charge is for 24 hours; periods shorter than 24 hours are charged as a full 24 hours

10. CONTAINER STUFFING AND STRIPPING CHARGE

Containers stuffed or stripped at a container yard, empty lot, or marshalling yard within the premises of port shall be charged as below:

Charged by	Rate (NT\$)
Per ton	150

Notes:

- i. Bulk cargoes stuffed, stripped or repacking shall be assessed a 100% of extra charge.
- ii. Crude rubber stuffed or stripped shall be assessed a 20% of extra charge.
- iii. Long shaped Cargo measured 8 feet or longer or raw cowhide shall be assessed a 50% of extra charge.

II. TERMINAL OPERATION CHARGES FOR CONTAINERS CARRIED BY CONVENTIONAL SHIPS

1. HANDLING CHARGE

- (1). Revenue tonnage of cargoes in containers shall be calculated as 70% of the container volume. Containers carried by conventional ship through offshore-island lines and are unloading/ loaded between ship and wharves only without exiting port shall be assessed revenue tonnage by cargoes inside.
 - (2). The rates shall be assessed as Class 1 in the attached "Classification table of commodities for longshoring and storage rates."
2. Equipment use charges, container demurrage, container wharfage, weigh station charges and electricity charge for refrigerated containers shall be collected according to rates of "container terminal operation charges".
 3. Other charges shall follow rates applicable to conventional vessels.

SECTION THREE

UPPER LIMITS OF RATES, CHARGES AND RULES FOR INTERNATIONAL AND CROSS-STRAIT PASSENGER SHIPS

SECTION THREE
UPPER LIMITS OF RATES, CHARGES AND RULES FOR
INTERNATIONAL AND CROSS-STRAIT PASSENGER SHIPS

I. HARBOR CHARGES

1. DOCKAGE

Unit: NT\$ per ship per hour

Ship size in gross tonnage (G/T)	Rate
G/T < 5,000	550
5,000 ≤ G/T < 10,000	850
10,000 ≤ G/T < 20,000	1,350
20,000 ≤ G/T < 40,000	2,050
40,000 ≤ G/T < 60,000	2,950
60,000 ≤ G/T < 80,000	4,050
80,000 ≤ G/T < 100,000	5,350
100,000 ≤ G/T < 120,000	6,850
120,000 ≤ G/T < 140,000	8,550
140,000 ≤ G/T < 160,000	10,450
G/T ≥ 160,000	12,550

Notes:

- i. This rates also apply to international and cross-strait (direct Taiwan-China) passenger mooring outside berth to another ship.
- ii. A 10% surcharge shall be added for peak period, from Friday to Sunday.

2. PORT CLEANING AND MAINTENANCE CHARGE

During port stay of ships, whether berthing at wharves, buoys or in anchorage, the following port cleaning and maintenance charge is assessed starting from berthing until departure.

Unit: NT\$ per ship per 24 hours

Ship size in gross tonnage (G/T)	Rate
G/T < 5,000	750
5,000 ≤ G/T < 10,000	1,500
10,000 ≤ G/T < 20,000	3,000
20,000 ≤ G/T < 40,000	5,250
40,000 ≤ G/T < 60,000	8,250
60,000 ≤ G/T < 80,000	12,000
80,000 ≤ G/T < 100,000	15,750
100,000 ≤ G/T < 120,000	19,500
120,000 ≤ G/T < 140,000	23,250
140,000 ≤ G/T < 160,000	27,000
G/T ≥ 160,000	30,750

Note: Industrial waste shall be disposed of by carriers separately and shall not be included in this charge.

II. WHARF OPERATION CHARGES

1. PASSENGER GANGWAY CHARGE

Ships requesting use of passenger gangways shall be charged as below:

Charged by	Rate (NT\$)
Per Hour	2,400

Notes:

- i. In consideration of the safety of passengers boarding and disembarking, passenger gangway shall be connected to the ship at all time during berthing and shall not be removed until departure. The carrier may request temporary removal of the gangway during periods when no passengers are expected to board or disembark, provided that there will not be safety concerns and the request is approved by Taiwan International Ports Corporation.
- ii. The minimum charge is one hour, charged in increments of 30 minutes thereafter.
- iii. Use time is calculated from the time the ship berths or the carrier requests dispatch of the passenger gangway, whichever is later, and continues until the gangway is removed before the ship departs. Carriers may request to jointly calculate their number of hours for multiple uses during the same voyage.
- iv. The charge also applies to passenger ships sailing domestic voyages.

2. SHUTTLE SERVICE CHARGE

Carriers may request shuttle service to transport passengers between wharf where the ship is berthed and passenger clearance building. The charge is as below:

Charged by	Rate (NT\$)
Per vehicle	5,000

Notes:

- i. Number of shuttles needed shall be estimated by the requester. The shuttles provided are generally buses, but other types of vehicles may be arranged based on actual circumstances.
- ii. The basic hire period per vehicle is 2 hours, followed by increments of 2 hours thereafter.
- iii. Shuttle service is provided only between the wharf where the ship berths and passenger clearance building.
- iv. The charge shall be exempted if the service is required due to the disagreement on berth arrangement between Taiwan International Ports Corporation and carrier.

3. SECURITY EQUIPMENT CHARGE

Using security equipment provided by Taiwan International Ports Corporation shall be charged as below:

Charged by	Rate (NT\$)
Per use	60,000

Notes:

- i. Security equipment includes X-ray machines and walk-through metal detectors. If either is used only, the rate shall be charged as follows:
 - (1) 95% of the set rate for using an X-ray machine;
 - (2) 5% of the set rate for using walk-through metal detectors.
- ii. The charge shall be exempted if it is required due to the disagreement on berth arrangement between Taiwan International Ports Corporation and carrier.

III. PASSENGER SERVICE CHARGE

The passenger service charge, NT\$ 460 per person, is charged to departing passengers as follows:

1. Departing passengers are to pay for the charge at the service counter set up by TIPC at the wharf, before boarding, and will be given a receipt for the paid charge that was collected. Passengers shall not board ship until the receipt is checked by port police. "Departing passengers" refer to departing passengers on international and cross-strait (direct Taiwan-China) passenger ships at international commercial ports of Taiwan.
2. The service charge for departing passengers may be collected by the ship company, based on the number of passengers, and forwarded to TIPC along with a passenger manifest.
3. The passenger service charge is waived for the following passengers with valid certification:
 - (1). Head of states and his/her family;
 - (2). Prime ministers and his/her family;
 - (3). Foreign ministers and his/her family;
 - (4). Diplomatic attachés;
 - (5). Children under 2 years of age.
4. The passenger service charge may also apply to departing passengers on international and cross-strait (direct Taiwan-China) passenger ships at domestic commercial ports operated by Taiwan International Ports Corporation.

SECTION FOUR

MISCELLANEOUS

SECTION FOUR MISCELLANEOUS

I. GENERAL DEFINITIONS AND INFORMATION FOR RULES AND CHARGES

1. The rates in this document are charged in/by:
 - (1). “New Taiwan Dollar” or NT\$ for all amounts listed;
 - (2). “Metric Ton” for weight;
 - (3). “Cubic meter” for volume ton;
 - (4). “Day” for calendar days.

2. For goods charged by ton, the minimum charge unit for each lot is one ton; any lot less than one ton are charged as one ton. Standards of calculation are as follows:
 - (1). Non-bulk cargoes are assessed on the basis of weight or measurement, whichever will yield the greater revenue; the length, width and height of volume is determined from the most protruding parts outside of the cargo.
 - (2). Bulk cargoes, except timber or otherwise specified, are assessed by weight.
 - (3). Bulk cargoes, though repacked in a cargo hold or at the wharf, are assessed as bulk cargoes. The repacked cargoes shall be charged by measurement ton as specified in the cargo manifest; If not specified they shall be charged by weight plus the following extra percentages:

Corn + 34%	Sugar + 17%	Vegetable seeds + 68%
Soybeans + 45%	Mung beans + 40%	Rice + 28%
Barley + 62%	Wheat + 45%	
 - (4). Large live animals, such as cattle, horses and elephants, are counted at 3 measurement tons per head; pigs are counted at 0.5 measurement tons per head; piglets and other small animals are counted at the measurement tons of their containers.
 - (5). The measurement tons of packed coke (coal product) are counted at the weight in tons plus 170%; however, coke in FIBC bags is charged by actual measurement ton.
 - (6). The measurement tons of wood chips and sawdust are counted at the weight in tons plus 40%.

- (7). Lumber, logs or timber is counted at one cubic meter or 424 board feet per measurement ton; sunken timber is charged by measurement plus 11.8%.
- (8). The minimum charge unit of bunker coal is 5 tons.
- (9). Iron Scrap handling is charged as follows:
 - i. An extra 50% is charged for scrap metal crushed into cubes; an additional 25% is charged for scrap metal requiring the use of excavator.
 - ii. An extra 100% is charged for mixtures of crushed cubes and loose scrap; an additional 50% is charged for those requiring the use of excavator.
 - iii. An extra 200% is charged for loose scrap; an additional 100% is charged for those requiring the use of excavator.
- (10). Eight main categories of offshore wind-power cargoes, namely Nacelle, Tower, Blade, Transition piece, Monopile foundation, Jacket foundation, Offshore substation and Pre-piling template shall be charged by weight tonnage plus a 200% increment. A separate announcement will be made to add new applicable categories when necessary.
3. Special goods not listed in the "Classification table of commodities for longshoring and storage rates" shall be charged at the highest class for longshoring and storage charges.
4. When rates are to be revised, the following principles shall be used to determine rates to be applied:
 - (1). Handling charges against a vessel shall be assessed at the rate of the day the vessel commences loading or discharging.
 - (2). Charges borne by merchant shall be assessed at the rate of the pick-up day for cargoes entering warehouse or the commencement day of loading/ discharging for alongside delivery.
 - (3). Other charges shall be assessed at the rates on the day of work.
5. The following may be charged by separate agreement:
 - (1). Special works or goods listed;
 - (2). Work done using vehicles, vessels, machines and/or tools provided by stevedoring companies.

6. National or Legal holidays are any national holidays, Labor Day and other holidays designated by legal authority, as specified in Article 37 of the Labor Standards Act.
7. Rates listed are the upper limits.
8. All rates listed are exclusive of business tax.
9. Should there be any discrepancy between English and Chinese versions, the Chinese version shall prevail.

II. OVERTIME PERIOD AND SURCHARGES

1. HARBOR CHARGES:

- (1). Night time: night time runs from 1800 to 0600 next morning. Percentages and periods of surcharges of each charge item are shown as below "Overtime Period and Surcharge Table".
- (2). Work on national or legal holidays, Saturday and Sunday (holidays): an extra 30% is charged; however, no extra port charge is required for a national or legal holiday that is not an off-day.

Overtime Period and Surcharge Table

Extra rate time period	Tug service charge	Mooring and unmooring charge	Water supply charge
Night time	1800 to 0600 next morning	1800 to 0600 next morning	1800 to 0600 next morning
	Surcharge + 40%	Surcharge + 50%	Surcharge + 50%
Holidays	0600 to 1800	0600 to 1800	0600 to 1800
	Surcharge + 30%	Surcharge + 30%	Surcharge + 30%

2. CARGO HANDLING AND MISCELLANEOUS WORK CHARGES OF WHARF OPERATIONS

- (1). Night time: the extra rate per ton does not exceed NT\$ 19.1 for 1800 to 2400, or NT\$ 28.7 for 0000 to 0600.
- (2). National and legal holidays: surcharges shall refer to stipulations as specified in this Part and notes of charge items.

TABLE

**CLASSIFICATION TABLE OF
COMMODITIES FOR LONGSHORING AND
STORAGE RATES**

TABLE
CLASSIFICATION TABLE OF COMMODITIES FOR
LONGSHORING AND STORAGE RATES

No.	Commodities	Rate class	
		Longshoring charge	Storage charge

1. Cotton, hemp, wool, silk, leather and artificial fibers

0101	Cotton and its products	1	3
0102	Hemp and its products	1	3
0103	Wool and its products	1	3
0104	Silk and its products	1	3
0105	Leather and its products	1	3
0106	Artificial fibers and their products	1	3
0107	Feather, hair, bristle and their products	1	3
0108	Scrap materials and products	1	2

2. Grains

0201	Rice (packs < 80 kg)	1	1
0202	Rice (packs ≥ 80 kg)	1	1
0203	Wheat, groats, flour, bran and rice bran (packs < 80 kg)	1	1
0204	Wheat, groats, flour, bran and rice bran (packs ≥ 80 kg)	1	1
0205	Bean, bean flour, corn and starch (packs < 80 kg)	1	1
0206	Bean, bean flour, corn and starch (packs ≥ 80 kg)	1	1
0207	Bean, wheat, corn and vegetable seeds (bulk)	1	1
0208	Bean cake, peanut, peanut cake, cotton seeds and vegetable seeds	1	1
0209	Fodder and fish meal	1	1

3. Dried goods

0301	Cans, dried fruits, dried seafood, tea, tetra-packed food	1	2
0302	Milk products, melon seeds, pecan, molasses, sesame seeds	1	2
0303	Sugar and salt (packs < 80 kg)	1	1
0304	Sugar and salt (packs ≥ 80 kg)	1	1
0305	Industrial salts	1	1

4. Tobacco, alcohol and bottled food

0401	Tobacco and its products	2	3
0402	Alcohol	2	3
0403	Bottled food	2	3

5. Wood, rattan, bamboo and straw

0501	Logs and their products	1	1
0502	Rattan and its products	1	2
0503	Bamboo and its products	1	2
0504	Straw and its products	1	2
0505	Firewood made of scrap materials and products (packs)	1	1
0506	Firewood made of scrap materials and products (bulk)	1	2

6. Metal and metal ore

0601	Metal and its products	2	3
0602	Scrap metals and scrap products	2	3
0603	Ore	2	3
0604	Empty oil barrel	1	1

7. Porcelain, porcelain enamel and glass

0701	Porcelain	2	3
0702	Porcelain enamel	2	3
0703	Glass and its products	2	3

8. Electric appliance, electronics, machines, instruments, vehicles and vessels

0801	Electric equipment and its accessories	2	3
0802	Electronic equipment and its accessories	2	3
0803	Mechanical equipment and its accessories	2	3
0804	Instruments and their accessories	2	3
0805	Vehicles and their accessories	2	3
0806	Vessels and their accessories	2	3
0807	Aircrafts and their accessories	2	3
0808	Scrap products and their accessories	2	3

9. Gum, rubber and plastic

0901	Raw rubber, rubber, plastics, scrap rubber and their products	2	3
0902	Tires	1	3

10. Chemicals and dyes

1001	Chemicals	2	3
1002	Dyes	2	3
1003	Chemical fertilizer (packs)	1	1
1004	Chemical fertilizer (bulk)	1	2
1005	Sulfur (packs)	1	3
1006	Sulfur (bulk)	2	3
1007	Graphite (packs)	1	3
1008	Graphite (bulk)	2	3

11. Gravels and earth

1101	Soil, stones, sand and lime (packed in iron drums or handled with conveyor belt)	1	2
1102	Soil, stones and sand (bulk)	2	2
1103	Bricks, roof tiles and earth products	1	3
1104	Cement (packs), cement clinker (packed in iron drums or handled with conveyor belt)	1	2
1105	Cement clinker (bulk)	2	2
1106	Gypsum (packs)	1	2
1107	Gypsum (bulk)	2	2
1108	Asbestos and its products	1	2
1109	Stone products	1	3

12. Coal, fuel and bitumen

1201	Coal and coke	2	3
1202	Asphalt	2	3
1203	Liquid fuel in barrel	2	3

13. Paper, books and stationeries

1301	Pulp, paper, paper asphalt and their products	1	2
1302	Books, printed materials and stationeries	1	2
1303	Scrap paper (packs)	1	2
1304	Scrap paper (bulk)	2	3

14. Medicines and medical supplies

1401	Western and Chinese medicines	2	3
1402	Medical supplies	2	3

15. Candles, soap, grease, wax and pine resin

1501	Candles, wax and pine resin	2	3
1502	Soap, detergent and cosmetic products	2	3
1503	Oil and grease	2	3
1504	Oil paint	2	3

16. Fresh fruits, flowers and tree saplings

1601	Banana	1	1
1602	Vegetables and fresh fruits	1	1
1603	Flowers, saplings and turf	2	3

17. Animals

1701	Live animals (cattle, horse, pig, sheep, etc.)	2	
1702	Fresh fish (frozen)	2	

18. Musical instruments, artefacts, luggage and exercise apparatus

1801	Musical instruments	2	3
1802	Artefacts and toys	2	3
1803	Taxidermy specimens	2	3
1804	Luggage	2	3
1805	Exercise apparatus	1	3
1806	Other miscellaneous	1	3

19. Ammunition and weapons

1901	Ammunition	2	3
1902	Weapons	2	3

20. Precious goods and securities

2001	Amber, coral, hawksbill turtle and mercury	2	3
2002	Antiques	2	3
2003	Monetary notes, post stamps and securities	2	
2004	Ivory	2	3
2005	Radioactive materials, such as Th 232 and U 238	2	3
2006	Nuclear equipment	2	3

Notes:

1. Goods spanning two classes that are undifferentiated are charged for the lower class.
2. For a bill of lading or shipping order of the same number that contains two or more types of goods, longshoring charges and storage charges are collected for the highest class.