

# Port fees and charging method

## Chapter 1 General

1. The main ports along the coast of the People's Republic of China and along the Yangtze River trunk and all other open ports provide services for the entry and exit of ships, berthing and berthing of ships, passengers' departure and departure, cargo loading and unloading, barging, storage and port security. The port operators and pilotage agencies shall pass through the collecting ports of ships, cargo parties or their agents. The service fee is applicable to these measures.

2. Charges charged by ports for transportation between ports and Hong Kong, Macao and Taiwan shall be implemented in accordance with the relevant provisions of these Measures on ships sailing international routes and foreign trade import and export cargo and containers.

3. The Port Fees and charging methods for other ports shall be formulated in accordance with the pricing authority and specific scope of application stipulated in the local pricing catalogue and may be implemented with reference to the relevant provisions of these Measures.

Port fees and charging methods for ship pilotage (mooring) on the main Yangtze River shall be stipulated separately.

Port charges include operating and service charges with government pricing, government guidance price and market adjustment price. Port charges with government pricing include cargo port charges and security charges for port facilities. Port charges with government guidance price include pilotage (berthing) charges, tug charges, berthing charges, barge collection and delivery charges, and special charges. The port charges for carrying out the market adjusted price include the port operation charge, the storage charge, the storage charge, the use charge of the warehouse, and the water supply (material) service charge, the oil supply (gas) service charge, the power supply service charge, the garbage reception and treatment service charge, and the sewage oil and water reception and treatment service. Fee and tally service fee.

The above-mentioned fee items shall be charged separately. Port operators and pilotage agencies shall not set up additional port fee items beyond the above-mentioned scope. Port operators and pilotage agencies should establish a list system of charges, and take the initiative to publicize charges, corresponding service contents and charges standards by means of public notice boards, public signs, price lists (books) or electronic display screens and electronic touch screens, accept social supervision. The toll notice boards (including public signs, electronic display screens, electronic touch screens, etc.) should be fixed in toll collection sites for a long time as well as in places convenient for reading in the port area. They should be placed as independently as possible, with obvious location and standard fonts.

4. Charges for ports subject to government pricing must be charged according to the charging standards stipulated in these Measures; charges for ports subject to government-guided pricing shall be at the upper limit of the charging standards stipulated in these Measures; port operators and pilotage agencies may independently formulate specific charging standards within the scope of the charging standards not exceeding the upper limit; and market-regulated prices shall be implemented. Port charges are set by port operators independently according to market supply and demand and competition, production and operation costs and service content. The charges for ports fixed by the government shall be determined according to the rates stipulated in these Measures, and the charges for ports with government-guided prices shall be determined according to the base rates, additional charges and preferential charges as stipulated in these Measures. The specific charges for pilotage (mooring) fees shall be reported to the provincial transportation and pricing authorities by the port administrative department at the port where the port is located and promulgated and executed by the pilotage agencies.

5. The shipowner, cargo owner or their agent shall submit written information concerning the payer to the port operator, manager or pilot agency no later than the day the ship arrives at the port. If the import and export manifests and relevant information provided by the ship or its agent are incorrect or need to be changed, the port operator, administrator or pilot institution shall be notified in writing before unloading or loading.

6. The port fees charging unit and the calculation method shall meet the following requirements:

6.1 The cost is calculated in RMB. The end of each bill of lading or bill of lading is rounded up and the minimum charge per bill of lading is 1RMB.

6.2 Ships are charged by net tonnage, 1 net tonnage is the min charge unit, and no net tonnage ship will be charged by gross tonnage, neither net tonnage nor gross tonnage by load tonnage, neither net tonnage nor gross tonnage or gross tonnage by displacement, are charged by standard charge tonnage. The towboat is calculated by horse power, and the 1 horsepower is 1 metric tons. Wood and bamboo floatation and water floatation are calculated by volume, and 1 cubic meter is 1 billing ton. Less than 1 billing tons will be charged at 1 metric ton.

6.3 The unit of time charge is per day or hour. If charged by day, less than 1 day will be charged at 1 billing day; If charged by hour, less than 1 hour will be charged at 1 billing hour; More than 1 billing hour and less than 1.5 billing hour, will be charged at 1.5 billing hour. More than half hour will be counted as 1 billing hour. Unless otherwise specified.

6.4 The distance is calculated by kilometer or Nautical mile, less than 1 nautical mile or 1 kilometer will be counted as 1 billing unit.

6.5 The area is based on the square meter, and the less than 1 square meters is to be

charged at 1 square meters.

6.6 The goods are billed by weight ton or volume ton, when goods have weight ton and volume ton, choose big bill. The gross weight of the goods is weight ton, 1,000 kilograms per ton; the volume of the goods is "measured in full scale" and 1 cubic meter per ton. The weight of special goods is converted according to Table 1 (Special Goods Weight Conversion Table). When the weight is greater than the converted weight, the weight is calculated according to the converted weight.

6.7 The lowest weight or volume of each item in each bill of lading or loading order is calculated at 1 ton or 1 volume ton; if the weight or volume of each item exceeds 1 ton or 1 volume ton, the tail shall be rounded at 0.01. Each bill is added to the same level of goods.

6.8 Containers are billing units (20 feet or 40 feet). Collapsible empty containers, 4 boxes and 4 boxes stacked together, are charged according to 1 boxes of corresponding standard heavy boxes. Unless otherwise specified.

7. The weight or volume of the goods shall be specified in the contract of purchase, packing list or port cargo operation contract. Port operators and administrators may verify the weight or volume of the cargo. If the weight or volume listed in the bill of lading, loading document or port cargo operation contract does not conform to the verification, the actual verification results shall be taken as the basis for charging.

8. In addition to the freight port charges and security charges for port facilities, pilotage (mooring) charges, tugboat charges, berthing charges, barge pick-up and delivery charges, special level cabin charges and the use of oil fences shall be charged at the upper limit as stipulated in these Measures.

## **Chapter 2 Cargo dues**

9. Goods and containers handled through the port shall be charged by the unit responsible for the maintenance and management of port infrastructures such as breakwaters, waterways and anchorages to the consignor or his agent for port freight charges.

10. The port charges for foreign trade cargo shall meet the following requirements:

10.1 The port charges for foreign trade goods shall be calculated separately according to the rates stipulated in Table 2 (the rate table of port charges for foreign trade goods).

10.2 The following goods and containers are exempt from foreign trade goods: port charges:

10.2.1. Luggage checked by ticket;

10.2.2. Burning materials for ship's own use;

10.2.3. Loading and binding materials of ship.

10.2.4 Packaging and spare parts along with packaged goods.

10.2.5. Antiseptic ice and salt for fish and fish.

- 10.2.6. Necessary feed for live animals and live birds.
- 10.2.7. Articles of Embassy, United Nations articles, gifts, exhibits and samples;
- 10.2.8. International transit goods;
- 10.2.9. Empty container (except commodity box).
- 11. The port charges for domestic trade shall meet the following requirements:
  - 11.1 The port charges for domestic trade goods shall be calculated separately according to the rates stipulated in Table 3 (the rate table of port charges for domestic trade goods).
  - 11.2 The following goods and containers are exempt from domestic freight.
    - 11.2.1. Luggage checked by ticket;
    - 11.2.2. Burning materials for ship's own use;
    - 11.2.3. Loading and binding materials of ship.
    - 11.2.4. Packing along with packaged goods.
    - 11.2.5. Fishing boats catch fresh fish and their antiseptic ice and salt.
    - 11.2.6. Necessary feed for live animals and live birds.
    - 11.2.7. Articles of Embassy, United Nations articles and military articles
    - 11.2.8 Cargo temporarily discharged from port due to accident still needs to be shipped to the original destination
    - 11.2.9. Goods for construction of the port
    - 11.2.10. Ships purchased or sold;
    - 11.2.11. Empty container (except commodity box).

### **Chapter 3 Port facilities security fee**

12. For import and export goods and containers handled through ports, the port operators who have obtained the "Port Facilities Security Compliance Certificate" shall charge the import and export port facilities security fees to the consignors or their agents at the rates specified in Table 4 (Port Facilities Security Rate Table).

13. For the import and export of containers transported by internal branch lines of foreign trade, the shipowner or his agent who undertakes the international transport section shall pay the security fee for port facilities to the port operator who is attached to the port.

14. If foreign trade imported goods and containers stop at the intermediate port for any reason and are no longer transported by water to the port of arrival or other ports, the security fee for port facilities shall be charged by the intermediate port; if the intermediate port fails to go through the customs clearance formalities and continues to be transported by water to the original port of arrival or other ports, the security fee for port facilities shall be charged by the arrival port.

15. The following goods and containers are free from port facilities security:

- 15.1. Luggage checked by ticket;
- 15.2. Burning materials for ship's own use;
- 15.3. loading and binding materials of ship.

- 15.4. Packing along with packaged goods.
- 15.5. Fishing boats catch fresh fish and their antiseptic ice and salt.
- 15.6. Necessary feed for live animals and live birds
- 15.7. Articles of Embassy, United Nations articles and military articles
- 15.8. Import chemical fertilizers, international transshipment and international transit goods and containers;
- 15.9. Empty container (except commodity box).

#### **Chapter 4 Pilotage (transfer) fee**

16. The calculation of pilotage charges from the ship or its agent for the entry and exit of vessels piloting international routes shall comply with the following provisions:

16.1 Pilotage charges for pilotage distances within 10 nautical miles and less than 120 000 net tons of pilotage vessels shall be charged at the rates specified in Table 5 (Benchmark Charge Rate Table for Ships on International Routes) No. 1 (A). The pilot distance is within 10 nautical miles, and the pilotage charge for ships exceeding 120000 tons is calculated at RMB55000.

16.2 Pilotage charges exceeding 10 nautical miles shall be charged according to the rates specified in Table 5, number 1 (B).

16.3 Pilotage charges exceeding the pilotage distance of each port shall be charged at 30% of the rate specified in Table 5 No. 1 (A).

16.4 Pilotage surcharges for ports (harbors) other than Dalian, Yingkou, Qinhuangdao, Tianjin, Yantai, Qingdao, Rizhao, Lianyungang, Shanghai, Ningbo, Xiamen, Shantou, Shenzhen, Guangzhou, Zhanjiang, Fangcheng, Haikou, Yangpu, Bazhao and Sanya are not exceeded 0.30 yuan per toll ton.

16.5 Pilotage charges for navigation of ships on international routes shall be added to the navigation fees for navigation through locks, and the navigation fees shall be charged at the rates specified in Table 5, Number 1 (C).

17. When a ship navigates a domestic route enters or leaves the harbor, the collection of pilotage charges from the ship or its agent shall comply with the following provisions:

17.1 Pilotage charges for a distance of 10 nautical miles or less shall be charged at the rates specified in Table 6 (Benchmark Charge Rate Table for Domestic Route Ships) No. 1 (A).

17.2 Pilotage charges exceeding 10 nautical miles shall be charged according to the rates specified in Table 6, number 1 (B).

17.3 The pilotage fee for the excess of the pilotage distance of each port shall be charged at 30% of the rate specified in Table 6 No. 1 (A).

18. Pilotage distance of the port shall be determined by the port administrative department of the port where the port is located and announced to the public. At the same time, it shall be reported to the provincial transportation authorities.

19 Either a domestic trade ship or international trade ship is to be piloted to move in a port, the pilot agent shall collect the fee from the ship or its agent. Guiding ships on international routes to move within the harbor, the fees shall be charged at the rate specified in Table 5 (Benchmark Charge Rate Table for Ships on International Routes) No. 1 (D). Guiding domestic ships to move to the port, the transfer fee shall be charged at the rate specified in Table 6 (Benchmark Charge Rate Table for Domestic Lines) No. 1 (C).

20. Pilotage charges shall be charged at the rates specified in Table 7 (Standard Pilotage Rate Table of Pilotage Fees for Domestic Line Ships in Heilongjiang River System). Pilotage charges for ships above 20,000 tons and for ships above 4,000 tons towed by tugs, like barges, wooden bamboo rafts and floating objects on water shall be charged as per the negotiation and determine between pilotage agencies and ships. The harbor mooring fees will be billed in accordance with Table 6 (Benchmark Charge Rate Table for Domestic Line Ships) No. 1 (D) rate.

21. Pilotage (mooring) surcharges shall be levied separately on holidays or night moorings for ships sailing on international routes according to actual operation conditions. If the pilotage (mooring) operation time of holidays or night moorings accounts for half or more of the total operation time, or the operation time of holidays or night moorings is greater than or equal to half an hour, the pilotage (mooring) surcharge for holidays or night moorings shall be 45% of the rate specified in Table 5 (Benchmark Charge Table for Ships and Ports on International Routes) No. 1. Pilotage (mooring) surcharge for both holidays and night moorings is added at 90% of the rate specified in Table 5, Number 1.

22. The minimum charge tonnage for port pilotage (mooring) of ships sailing on international routes is 2000; the minimum charge tonnage for port pilotage (mooring) of ships sailing on domestic routes in Heilongjiang River system is 300; and the minimum charge tonnage for port pilotage (mooring) of vessels sailing on other domestic routes is 500.

23. Pilotage fees are charged according to the first arrival and the last departure.

24. Pilotage (mooring) charges for ships, barges, wooden and bamboo rafts or floating objects towed by tugs shall be calculated as per the power (horsepower) of the tugs and the tonnages of the towed vessels, barges, wooden and bamboo rafts or floating objects

on the water.

## **Chapter 5 Tugboat fees**

25. Tugs are used for berthing and piloting or mooring, and tug fees are charged to the ship or its agent by the tug service provider. The rates of each tug for ships sailing on international and domestic routes are charged in accordance with the provisions of Table 8 (Benchmark Tug Rate Table for ships sailing on international routes), Table 9 (Benchmark Tug Rate Table for ships sailing on domestic coastal routes) and Table 10 (Benchmark Tug Rate Table for ships sailing on domestic inland river routes).

The standards for the number of tugboats to be used for a ship berthing, piloting and mooring at coastal ports shall be jointly made by the local port executive administration bureau and MSA. The provincial departments of transportation shall make an audit of their compliance and rationality before publication. The allocation standards for the number of tugboats on the Yangtze River trunk line shall be formulated by Yangtze River navigation Administration, in conjunction with the relevant provincial transportation authorities along the Yangtze River, and published to the public.

26. If the berth to be towed is more than 30 nautical miles from the nearest tugboat base but less than or equal to 50 nautical miles, the tug fee may be charged at 110% of the base rate; if the distance is more than 50 nautical miles, the tug fee may be charged at 120%.

27. When the tugboat fee is linked with the fuel price and the fuel price rises or falls sharply, the benchmark tugboat fee rate standard shall be adjusted appropriately. The specific linkage mechanism and method shall be separately stipulated.

## **Chapter 6 Berthing fees**

28. If a ship is moored at a port wharf or buoy, the port operator providing mooring services shall charge the berthing fee to the ship or its agent. The calculation of parking fees should meet the following requirements:

28.1 For ships sailing on international and domestic routes, berthing charges are respectively charged at the rates specified in Table 5 (Benchmark Charge Rate Table for Ships on International Routes) No. 2 (A) and Table 6 (Benchmark Charge Rate Table for Ships on Domestic Routes) No. 2 (A).

28.2 The berthing charges for ships on the following international and domestic routes are charged at the rates specified in Table 5 No. 2 (B) and Table 6 No. 2 (B):

28.2.1. 4 hours after the completion of cargo and container loading or unloading, the ship remaining on berth due to the ship's cause;

28.2.2. Ships that are waiting for repairing or Overhaul not due to port reasons (other

than those repaired or overhauled in the process of loading, unloading, waiting for cargo, container operation);

28.2.3. The ships remain on berth after refueling and adding water

28.2.4. Ships loading or unloading not by port workers;

28.2.5. International passenger and tourist vessels.

29. For ships on international routes berthed at port anchorage, the unit responsible for maintaining the port anchorage shall charge the berthing fee to the ship or its agent at the rate specified in Table 5 (Benchmark Charge Rate Table for Ships on International Routes) No. 2 (C).

30. The ship is berthing at port terminals, buoys and anchorages shall be charged at 24 hours a 1 days, and less than 24 hours will be billed as 1 days. If a ship berths at a wharf, buoy or anchorage every 24 hours, the berthing fee shall be charged at the rate specified in Table 5 No. 2 (A).

31. Vessels moored at wharfs and buoys shall be regarded as vessels berthed at wharfs and buoys to collect berthing fees.

32. The berthing fee is exempted for ships in the harbor due to harbor reasons or special meteorological reasons, and for ships in port construction projects, military vessels and official ships carrying out official duties.

### **Chapter 7 Barge fees**

33. Tugboats are used to take and deliver barges to wharfs for loading and unloading on the Yangtze River trunk line and the ports of Heilongjiang River system. The port operators who provide tugboat services charge barge collection and delivery fees from the ship owners, the cargo owners or their agents. Barge pick-up and delivery charges may be charged according to the weight of the barge and the distance of pick-up and delivery, from the port center anchorage to the loading and unloading wharf, only once by heavy load, and within 5 km by the rate specified in Table 6 (Benchmark Charge Rate Table for Domestic Route Ships) No. 3 (A); The distance is more than 5 km, the rate is calculated in according to table 6, number 3 (B).

### **Chapter 8 Special trimming charges and oil fences fees**

34. For trimming purpose, placing cargo on the bulk cargo and other trimming operations as required by the ship or its agent, the port operator shall collect special placing charges from the ship or its agent. No special trimming charges shall be billed for the general leveling of bulk cargo in the process of loading, the trimming of bulkhead



apex after loading and the loading of ballast bags on bulk cargo.

35. The vessel shall use the oil fence in accordance with the regulations, and the unit providing the service of the oil fence shall collect the fee for the use of the oil fence from the vessel or its agent.

36. The special trimming charge and the oil fence fees for ships sailing on international routes shall be respectively charged at the rates specified in Table 5 (Benchmark Charge Rate Table for Ships on International Routes) No. 3 and No. 4.

37. Surcharge of special trimming charges on holidays or night shifts for ships sailing on international routes shall be respectively added to the special trimming charges according to actual operation conditions. If the special trimming operation time of holidays or night shifts accounts for half or more of the total operating time, or the operating time of holidays or night shifts is greater than or equal to half an hour, the surcharge of special trimming charges on holidays or night shifts shall be added at 45% of the rate specified in Table 5 (Benchmark Charge Rate Table for Ships and Ports on International Routes) No. 3 respectively. Surcharge of special trimming charges on both holidays and night shifts is added at 90% of the rate specified in Table 5, Number 3.

38. The trimming charges and the oil fences fees for vessels sailing on domestic routes shall be charged respectively at the rates specified in Table 6 (Benchmark Charge Rate Table for Domestic Routes) No. 4 and No. 5.

### **Chapter 9 Port operation fee**

39. Port operators provide port handling and other labor-related operations for cargo and containers transported by ships, and collect port operating charges from ship owners, cargo owners or their agents; port operators provide port and station services for passenger transport and tourist ships, collect port services from passenger transport and tourist ship operators or their agents.

40. The scope of the contract fee for port operations includes the whole process of port operations. The port operator shall include the following cargo, container port operations and passenger port services into the contract fee for port operations respectively, and shall not set up a separate charge item for additional charges:

40.1 Cargo and container port operations: bulk cargo handling, container loading and unloading, use of railway lines, pick-up and delivery of railway trucks, vehicle handling, moving, dump, container train, barge loading and unloading, container dismantling, loading, lifting ship, crane, hoist use, lifting machine power, unpacking and inverting, filling and sewing packages. Tickets, sample picking, general sweeping and partition board removal, rain proof equipment for loading and unloading, rain shield use, loading and unloading and other working hours, shore crane use, as well as difficult operations, miscellaneous operations, load reduction, tamping, transfer warehouse, overlong (heavy,

dangerous, cold storage, sporadic) cargo operations, use of ground scale, track scale, size measurement In the library, lifts or other mechanical uses, dust removal, container cleaning, and group tools.

40.2 Passenger Port Services: Passenger and Tourist Terminal Services, Port Station Services, Luggage Agents, Luggage Handling, Inbound and Outbound Wharf Services.

41. Port operators may increase or decrease the operation contents stipulated in Article 40 according to the operation of the port, but they shall all be included in the unified calculation and collection of the port operation contract fees, and the charges shall be set by the port operators themselves.

42. The port operation contract fee shall not include the fee items with government pricing, government guiding price and other fee items with market regulating price.

### **Chapter 10 Storage and charges**

43. Storage of goods and containers in port warehouses and yards shall be charged by the port operator to the cargo party or its agent for storage and storage.

44. With the consent of the port operator, the processing, sorting and sampling shall be carried out at the port depot, and the port operator shall charge the usage fee of the depot to the cargo party or its agent.

45. The standard of charge for storage and storage fees shall be formulated by the port operator independently.

### **Chapter 11 Ship supply service charge**

46. The port operator provides water supply (material), oil supply (gas), power supply, garbage reception and treatment, and sewage oil and water reception and treatment services for the ship. The port operator shall collect the ship supply service fee from the ship owner or his agent.

47. The charge standard for ship supply service charges is formulated by the port operator independently. The price of water, oil, gas and electricity shall be implemented according to the price policy prescribed by the state.

### **Chapter 12 Supplementary provisions**

48. The term "full-scale measurement" as mentioned in these Measures refers to the measurement conducted in accordance with the Regulations for the Measurement and Inspection of the Load of Import and Export Commodities (SN/T 0892).

49. The term "dangerous goods" as mentioned in these Measures refers to the goods listed in the List of Dangerous Goods (GB12268) and the List of Dangerous Goods

under the International Maritime Dangerous Goods Code (IMDG Code).

50. The term "holidays" mentioned in these Measures refers to the statutory holidays and holidays in People's Republic of China. Night mooring operation time refers to the operation time of 8 consecutive hours from 21:00 to 8:00 on the next day. The specific time starting and ending points are determined by the port administrative department of the port where the port is located and announced to the public.

51. For offshore domestic branch container ships, the port charges at the government-guided price shall be charged at 50% of the rate stipulated in Table 5 (Benchmark Charge Rate Table for Ships on International Routes); for container ships on the Yangtze River, the port charges at the government-guided price shall be charged at Table 6 (Benchmark Charge Rate Table for Ships on Domestic Routes) Ships carrying ocean crude oil and liquefied petroleum gas (excluding import and export crude oil and liquefied petroleum gas) shall be charged at 50% of the rate stipulated in Table 5 at ports subject to government-guided prices.

52. Charges for port operations for transportation of emergency and disaster relief materials shall be formulated by the Ministry of Transport in conjunction with the National Development and Reform Commission. Charges for port operations of military transport shall be formulated by the Ministry of Transport in conjunction with the administrative department responsible for military transport and the State Development and Reform Commission.

53. The Ministry of transport and the national development and Reform Commission are responsible for the interpretation of these measures.

54. The measures shall be implemented from September 15, 2017, and the validity period is 5 years. On December 29, 2015, the Port Charging Measures issued by the Ministry of Transport and the State Development and Reform Commission ceased to be implemented. If the relevant provisions previously issued are inconsistent with the present measures, the present Measures shall prevail.

Table 1 Special cargo weight conversion table

Name of goods	Unit calculation	Converted-Weight (KG)
camel, cow, horse, mule, donkey.	head	1000
pig, sheep, dog, calve, foal, mule and donkey	head/bar/Piece	200
Bulk piglet and lamb	Head/piece	30
Caged pig, lamb, poultry, livestock, wild animal, snake, egg	cbm	500
Rattan, bamboo chair, stool, shelf, bookshelf	piece	30
Fry (seedlings, seeds)	cbm	800
Other goods that are not sure of weight	cbm	1000

Furniture (except folding)	Self-weight plus two times (refers to the gross weight of the cargo itself plus two times)
Empty containers of various materials (folded and straw bags, cloth bags, paper bags, sacks, plastic bags)	

Table 2 The rate table of port charges for foreign trade goods

Category	No.	Name of goods and containers	Unit	Fees ( RMB )	
				Import	Export
Goods	1	Coal, ore, mineral sand, ore powder, apatite soil, cement, soda ash, grain, salt, sand, stone, brick, pig iron, steel (excluding scrap), steel pipe, billet, ingot, nonferrous metal block ingot, coke, semi-coke, lump coal, chemical fertilizer, light foam goods	Weight ton	1.40	0.70
			Volume ton	0.90	0.45
	2	Class I Dangerous Goods, Refrigerated Goods, Ancient Paintings, Antiques, Gold Wares, Silver Wares, Jewellery, Jade Wares, Jadeite, Coral, Agate, Crystal, Diamond, Jade Carvings, Wood Carvings, Sculptures, Shell Carvings, Lacquer Wares, Ancient Porcelain, Cloisonne, Carpets, Blankets, Embroidery	Weight ton	6.60	3.30
			Volume ton	4.40	2.20
	3	Other goods	Weight ton	3.30	1.65
			Volume ton	2.20	1.10
Container	4	Containers and cartons for general cargo	20 feet	40.00	20.00
			40 feet	80.00	40.00
	5	Containers, refrigerators (heavy containers) for loading dangerous goods of class I	20 feet	80.00	40.00
			40 feet	160.00	80.00

Note :1. "Light Bubble Goods" refers to goods with a volume of 4 cubic meters per heavy ton and a weight of 5 tons per piece charged by weight ton.

2. "Fertilizer" in Number 1 refers to chemical fertilizers used in agricultural production, other chemical raw materials are not included.

3. Class I Dangerous Goods" in Number 2 includes Dangerous Goods in Categories 1, 2, 7, 5.2 and 6.2 of the Dangerous Goods described in the International Maritime Dangerous Goods Code (IMDG Code) and Dangerous Goods Categories 3, 4, 8, 5.1 and 6.1 (dangerous goods with Packing level I and II) as well as the Dangerous Goods List (GB12268) and do not include chemical fertilizers and pesticides used in agricultural production

4. Crude oil is charged according to the "other goods" in No. 3.
5. Other containers are charged according to their internal volume and the ratio of the contents of similar containers.

Table 3 the rate table of port charges for domestic trade goods

No.	Category	Scope	Unit	Fees (RMB)
1	Goods	Coastal port	Weight ton	0.50
		River port		1.00
		Coastal port	Volume ton	0.25
		River port		0.50
2	Containers and cartons for general cargo	Coastal and river port	20 feet	8.00
			40 feet	16.00
3	Containers and refrigerators (heavy containers) for loading dangerous goods of class I	Coastal and river port	20 feet	16.00
			40 feet	32.00

- Note : 1. Other containers are charged according to their internal volume and the ratio of the contents of similar containers.  
 2. Fuzhou port charges according to inland port charges.

Table 4 Port Facilities Security Rate Table

No.	Category	Unit	Fees (RMB)
1	Containers (heavy containers)	20 feet	10.00
		40 feet	15.00
2	Goods	Weight ton or Volume ton	0.25

- Note : 1. Non-standard containers other than 20 ft heavy boxes and 40 ft heavy boxes are charged at the rate similar to the box type  
 2. Container LCL goods share the security cost of port facilities according to the actual weight of the cargo or tonnage.

Table 5 Benchmark Charge Rate Table for Ships on International Routes

No.	Item	Unit	Fees (RMB)	Remark	
1	Pilotage (transfer) fee	Billing Ton (BT)	A	0.50	Ship NRT 0-40000
				0.45	Ship NRT 40001-80000
				0.425	Ship NRT 80000-120000
		BT* Sea mile	B	0.005	Over distance of 10Sea Miles
		BT	C	0.16	Gate guide

		BT	D	0.22	Mooring in port
2	Berthing fee	BT*Day	A	0.25	
		BT*Hour	B	0.15	
		BT*Day	C	0.05	Anchorage
3	Special trimming Charges	BT	3.70	The charge ton is calculated at 30% of the tonnage of the cargo in the hatch.	
4	Oil Fence Fees	Ship*time		3000.00	Ship NRT 0-1000
				3500.00	Ship NRT 1000-3000
				4000.00	Ship NRT 3000-above

Table 6 Benchmark Charge Rate Table for Domestic Route Ships

N o.	Item	Unit	Fees( RMB )		Remark
1	Pilotage (transfer) fee	Billing Ton	A	0.20	
		BT* Sea mile	B	0.002	
		BT	C	0.15	Shifting in port
			D	0.12	Shifting in port of Heilongjiang waters
2	Berthing fee	BT*Day	A	0.08	
			B	0.12	
3	Barge Pickup fee	BT	A	0.50	No exceed 5km
		BT*km	B	0.10	Exceed 5km
4	Special trimming fee	BT	0.80 ( coastal ) 1.65( River )		The charge ton is calculated at 30% of the tonnage of the cargo in the hatch.
5	Oil Fence Fee	Ship*time		1000.00	Ship NRT:0-500
				1200.00	Ship NRT:500-1000
				1400.00	Ship NRT :100-above

Table 7 Standard Pilotage Rate Table of Pilotage Fees for Domestic Line Ships in Heilongjiang River System(omit)

**Table 8** Benchmark Tug Rate Table for ships sailing on international routes; Billing Unit: RMB/ tug\*time

No.	LOA	Container/Ro-Ro/Passenger	Tanker	Bulk /General cargo/other ships
1	0-80	6000	5700	5300
2	80-120	6500	7800	7400
3	120-150	7000	8500	8000
4	150-180	8000	10500	9000
5	180-220	8500	12000	11000
6	220-260	9000	14000	13000
7	260-275	9500	16000	14000
8	275-300	10000	17000	15000
9	300-325	10500	18000	16000
10	325-350	11000	18600	16500
11	350-390	11500	19600	17800
12	390-	12000	20300	19600

**Table 9** Benchmark Tug Rate Table for ships sailing on domestic coastal routes; Unit: RMB/ tug\*time

No.	LOA	Container/Ro-Ro/Passenger	Tanker	Bulk /General cargo/other ships
1	0- 80	3500	3500	3200
2	80-120	4000	4600	4400
3	120-150	4500	5200	5000
4	150-180	4800	6500	5500
5	180-220	5100	7300	6500
6	220-260	5500	9000	8000
7	260-275	5800	10000	8500
8	275-300	6100	10500	9000
9	300-325	6500	11000	9500
10	325-350	6800	11300	10000
11	350-390	7100	11900	10500
12	390-	7500	12500	11900

**Table 10** Benchmark Tug Rate Table for ships sailing on domestic inland river routes; Unit: RMB/ tug\*time

No.	LOA	Container/Ro-Ro/Passenger	Tanker	Bulk /General cargo/other ships
1	0- 80	5200	5000	4500
2	80-120	5700	6500	6200
3	120-150	6200	7300	6900
4	150-180	6900	9100	7800
5	180-220	7300	10400	9500
6	220-260	7800	12300	11200
7	260-275	8400	13900	12300
8	275-300	8700	14700	13000
9	300-325	9200	15600	13800
10	325-350	9600	16200	14400
11	350-390	10100	17100	15500
12	390-	10500	18000	17100