

PORT OF TAICHUNG, TAIWAN  
PORT TARIFFS AND HARBOR FEES

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Prices Subject To Change without Notice

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Classification of Commodities and Longshoring & Storage Rates

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## PART ONE

### Upper Limit for General Tariffs of Harbor Charges

#### I. HARBOR CHARGES

##### 1. Dockage Charges

Unit: Per Vessel per Hour (NT\$)

Classification / Gross Tons (G/T)	General Vessel	Container Ship
Under 500 G/T	27.00	822.00
Over 500 G/T but under 1,000 G/T	54.00	822.00
Over 1,000 G/T but under 3,000 G/T	107.00	904.00
Over 3,000 G/T but under 5,000 G/T	187.00	1,069.00
Over 5,000 G/T but under 10,000 G/T	321.00	1,397.00
Over 10,000 G/T but under 20,000 G/T	508.00	1,890.00
Over 20,000 G/T but under 40,000 G/T	748.00	2,958.00
Over 40,000 G/T but under 60,000 G/T	1,042.00	3,944.00
Over 60,000 G/T	1389.00	5916.00

#### Remarks:

1. The rates are also applicable to general vessels berthing alongside other vessel(s).
2. General vessels that apply for berthing at the Quick Dispatch Wharf shall be collected double of such dockage.
3. International passenger liners that apply for preferential berthing shall be collected double of such dockage.
4. Yachts and domestic liners shall be assessed 60% off such dockage.
5. General vessels berthing at the container terminal shall be collected in accordance with the general dockage.
6. There is a 10% discount for container ships on general route, whereas those on the European/American route enjoy a 20% discount.
7. There is a 20% discount for international passenger liners.
8. There is a 50% discount for the maiden voyage, route changing at port, or repairing after full unloading at port.
9. The vessel berthing more than 12 hours shall be assessed 50% off such dockage, if the quantity of container handling outweighed half of the total containers.
10. The exceed part shall be assessed 20% off such dockage, if the quantities of cargo transferred of the same shipping company in a year outweigh last year.

## 2. Buoy Charges

Unit: Per Vessel per Hour (NT\$)

Classification / Gross Tons (GT)	Rates (NT\$)
Under 500 G/T	16.00
Over 500 G/T but under 1,000G/T	25.00
Over 1,000 G/T but under 3,000 G/T	41.00
Over 3,000 G/T to but under 5,000 G/T	58.00
Over 5,000 G/T but under 10,000 G/T	99.00
Over 10,000 G/T but under 20,000 G/T	173.00
Over 20,000 G/T but under 40,000 G/T	279.00
Over 40,000 G/T but under 60,000 G/T	419.00
Over 60,000 G/T and over	600.00

**Remark:** Domestic liners shall be assessed 60% off such dockage.

### 3. Tug Hire

Unit: Per Hour (NT\$)

Classification / Horsepower (HP)	Rates (NT\$)
Under 200 HP	986.00
Over 200 HP but under 600 HP	1,972.00
Over 600 HP but under 1,000 HP	2,958.00
Over 1000 HP but under 1,400 HP	3,944.00
Over 1400 HP but under 1,800 HP	5,423.00
Over 1800 HP but under 2,200 HP	7,395.00
Over 2,200 HP but under 2,600 HP	10,846.00
Over 2,600 HP but under 3,000 HP	14,790.00
Over 3000 HP but under 3,800 HP	19,720.00
Over of 3,800 HP but under 4,400 HP	22,310.00
Over 4,400 HP but under 5,000 HP	27,480.00
Over 5,000 HP and over	32,000.00

#### Remarks:

1. Tugboat rental shall be charged at an hourly rate for the first hour or part thereof, and a minimum of 30 minutes for each half-hour or part thereof for further usage after the first hour.
2. The time of charges shall begin with the departure of mooring boat from its docking and end with the completion of its operation.
3. A double charge will be assessed for tugging operation beyond the harbor limit with the approval.
4. There is a 10% discount for container ships on general route, whereas those on the European/American route enjoy a 20% discount.
5. There is a 20% discount for international passenger liners.
6. Container ships of associated route shifting berth shall be assessed 40% off.
7. Container ships shifting berth at port shall be assessed 20% off.
8. The exceed part shall be assessed 20% off, if is by container ships more than two hours.
9. The exceed part shall be assessed 20% off, if the time of using tugboat of the same shipping company in a year outweighs last year.
10. The tugboat charges, the tonnage less than 4,000 G/T used as 1,800 HP shall be assessed with 10% off.
11. Towing hawser assesses NT\$3,698 per vessel. There is a 20% discount, therefore it is NT\$2,958 per vessel.



12. Tugboat under 1800 HP is currently unavailable. Thus according to the table above, Horsepower charges categories from the first level (Under 200 HP) to the fifth level (Over 1,400 HP but under 1,800 HP) are temporary inactive.
13. The standard of cross-period tugboat charge is calculated according to the percentage of crossing time, and nighttime over time charge shall be assessed firstly. Time period less than 30 minutes will be perceived as 0.5 hour of nighttime; time period more than 30 minutes will be perceived as 1 hour of nighttime.
14. Overtime charges and its proportion are applied according to "Part Four Others."

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#### 4. Mooring & Unmooring Charges

Unit: Per Time (NT\$)

Classification / Gross Tons (GT)	Labor Charges (NT\$)		Equipment Charges (NT\$)	
	Mooring	Unmooring	Mooring Boat	Mooring Vehicle
Vessel Under 5,000 G/T	853.00	560.00	2,094.00	706.00
Vessel Over 5,000 G/T but under 15,000 G/T	1,122.00	853.00	2,094.00	706.00
Vessels 15,000 G/T and Over	1,704.00	1,122.00	2,094.00	706.00

#### Remarks:

1. Self-mooring and / or self-unmooring may be conducted for vessels under 500 G/T.
2. Those without using mooring boat or vehicles are free of such equipment charges.
3. Time charges for mooring or unmooring shall be counted in accordance with the regulation stipulated on the tugging operation.
4. Time charges for mooring or unmooring cross daytime and nighttime, it shall be assessed on the basis of nighttime standard.
5. Overtime charges and its proportion are applied according to "Part Four Others."

## 5. Charges for Water Supply

Unit: Per Ton (NT\$)

Description		Rates (NT\$)
Water Supply on Piers	Equipment Charges	20.00
Water Supply on Piers	Water Charges	25.00
Water Supply by Water Barges	Equipment Charges	55.00
Water Supply by Water Barges	Water Charges	25.00

### Remarks:

1. The minimum charged tonnage for water supply on pier shall be 20 tons per time for international liners, 10 tons per time for domestic liners.
2. The minimum charged tonnage for water supply by water barges shall be 50 tons per time for international liners, 20 tons per time for domestic liners.
3. The water supply charges shall be subjected to adjustment in accordance with that set by Taiwan Water Supply Corporation.
4. A minimum equipment charge, but no water charges, shall be assessed against the applicant as if a water barge or operators be sent out at his request and return without any water supply due to his own cause(s).
5. According to the announcement of Ministry of Economic Affairs on March 6, 2006, the water resources conservation and compensation fees shall be charged at 5% added to the water charges. Ministry of Economic Affairs shall adjust the percentage of surcharge.
6. Water supply by water barges outside the harbor shall be collected double of such charges.
7. Equipment overtime charges and their proportions are applied according to "PART FOUR – OTHERS".

## 6. Charges for Harbor Cleaning Maintenance

Each vessel, regardless of berthing at the wharf, or mooring, or buoying or anchoring shall be subjected to the following cleaning maintenance charge during its stay from anchorage to departure.

Unit: Per Vessel Per Day (NT\$)

Classification / Gross Ton (GT)	Rates (NT\$)
Of tonnage under 500 G/T	98.50
Of tonnage 500 G/T but under 5,000G/T	197.00
Of tonnage 5,000 G/T but under 15,000 G/T	375.00
Of tonnage 15,000 G/T and over	552.00

### Remarks:

1. International passenger liners or tourist ships shall be collected double of such dockage.
2. Shipper shall dispose the waste or refuses in the hatches on their own.
3. Overtime charges and its proportion are applied according to "PART FOUR – OTHERS".

## II. TERMINAL OPERATION CHARGES

### 1. Cargo Handling Charges

#### 1) General Cargo Charges

##### A. STEVEDORING CHARGES ON BOARD

Carriers are liable for any stevedoring charges on board. Both carriers and consignors shall act in accordance with any agreement set afterwards. In case that various agreements are placed on one shipping, the charges shall be assessed against consignors. Stevedoring charges on board refer to the cargo discharging from the ship to wharf, lighter, water surface, or visa versa.

Unit	Rates (NT\$)
Per Ton	45.40

#### Remarks:

1. There is a 20% discount, but packaged cargo such as rice and fertilizer, weighted 50KG or less, are excluded.
2. Transshipment cargo IS subjected to 20% discount of the above listed rate.
3. An additional charge of **NT\$ 17.40 per ton** shall be collected in accordance with the actual stevedoring on national or legal holidays.
4. Overtime charges and its proportion are applied according to **"PART FOUR – OTHERS"**.

B. **LONGSHORE** charges shall be assessed against consignors. Both consignors and carriers shall act in accordance with any agreement set afterwards. Equipment required for shipside delivery, particular handling or cargo shifting shall be specifically arranged. **LONGSHORE** stevedoring and delivery charges are detailed as follows.

#### 1. Stevedoring At The Warehouse

- a. Inbound cargo: moving from the alongside ship to the warehouse for storage, loading, and delivery.
- b. Outbound cargo: discharging and moving to the warehouse for storage, delivering and

loading at the wharf.

- c. Transshipment cargo: discharging from the alongside ship to the warehouse for storage, delivering and loading at the wharf.
- d. Outbound cargo shut out: discharging from the alongside ship to the warehouse for storage, delivery, and loading.

## 2. Alongside Delivery

- a. Inbound cargo: loading at the alongside ship directly or from the wharf.
- b. Outbound cargo: discharging from the vehicle and then loading at the shipside or directly from the vehicle.
- c. In case the discharging and loading of inbound or outbound cargo cannot be processed directly at the shipside (dock side), consignors shall be liable for vehicle rental expenses for extra movement.

## 3. Particular (Special) Handling

- a. LOADING / DISCHARGING cargo from the warehouse.
- b. Discharging cargo from rail cars and loading onto other means of conveyance – such as trucks, trailers, etc., and vice versa.
- c. Others.

Unit: Per Ton (NT\$)

Classification	Stevedoring at the Warehouse	Shipside Delivery (F.A.S. - Free Alongside Ship)	Particular Handling
1	53.40	27.30	27.30
2	76.30	40.30	40.30
3	93.50	48.80	48.80
4	110.90	57.40	57.40

### Remarks:

- 1. There is a 20% discount, but packaged cargo such as rice and fertilizer, weighted 50KG or less, are excluded.
- 2. Transshipment cargo is subjected to 20% discount of the above listed rates.

3. An additional charge of **NT\$ 17.40 per ton** shall be collected in accordance with the actual stevedoring on national or federal holidays.
4. Overtime charges and its proportion are applied according to "Part Four Others".
5. For details of classification of *LONGSHORE* stevedoring and delivery charges, see "Classification of Commodities and *LONGSHORING* & Storage Rates" (Attachment: Exhibit 1).

C. Additional charges for *LIGHTERAGE* & discharge from water surface.

Additional charges shall be collected in terms of *LIGHTERAGE*, discharge from water surface to wharf or onto cars, and lifting handling in a reverse direction. (*LIGHTERAGE* - Nautical terms: The conveyance, transportation, or loading and unloading of cargo by means of a lighter (barge); fee paid for lighter.) (Lightering – the process of transferring cargo between vessels of different sizes within a port's water, such as from ship to the docks, usually between a barge (small) and a bulk (large) or oil tanker)

Unit	Rates (NT\$)
Per Ton	27.30

2) **Stevedoring Charges for BULK Grain Trough Grain Silo**

Bulk grain loaded & unloaded through grain vacuum, pump, or suction conveyor as to enter and exit the grain silo is subjected to the following charges or fee schedule.

Unit	Rates (NT\$)
Per Ton	145.30

**Remarks:**

1. An additional charges of **NT\$ 17.40 per ton** shall be collected in accordance with the actual stevedoring on national or legal holidays.
2. Overtime charges and its proportion are applied according to "**PART FOUR - OTHERS**".

### 3) Self-Stevedoring Charges

#### Self-Stevedoring Charges (I)

Consignors shall be liable for self-stevedoring charges. Both carriers and consignors shall act in accordance with any agreement set afterwards. Since those ships are equipped with automatic loading & unloading facilities, no labor operation is required on board. Self-stevedoring charges refer to the labor charges that are required on shore for cleaning at the wharf. The charges shall meet the following conditions:

- A. Equipped with automatic loading and unloading facilities on board.
- B. Neither labor operation nor machinery such as control boom crutches, grapples, shovel loaders, and excavators are required on board.
- C. No labor is required for the hatch cleaning or piling up (stacking).

Self-Stevedoring charges for those who have met the prescribed requirements shall be collected as stipulated in the following table. Other wise, the charges shall be collected in accordance with the general regulation of the **TARIFF**.

Unit	Rates (NT\$)
Per Ton	48.80

#### Remarks:

1. Shovel loaders required during the operation on shore shall refer to machinery available at the warehouse. The charges shall be collected in accordance with the **TARIFF**. In case that the required shovel loader is not available by the terminal operation unit, the consignors shall prepare them.
2. Shiplside (primary tier) delivery shall be employed in stevedoring operation. If vehicles on site are insufficient, temporary storage at the wharf is allowable for operation efficiency. Cargo temporarily stored at the wharf shall be completely cleared or transferred to back lot within four hours right after ship departure. In the meantime, if another ship is directed to that same berth, the clearance or back lot (secondary lot) transfer shall be completed prior to that berthing. The unfinished clearance and transfer



cargo shall be subjected to a demurrage charge as stipulated in the **TARIFF**. As for clearance and back lot (secondary lot) transfer, stevedoring charges shall be assessed as defined in the highest level, the prescribed particular handling.

3. In terms of cargo transferred to back lots (secondary lots), stevedoring fees for loading onto the car shall be complied with the prescribed particular handling charges and an additional demurrage charge shall be collected as stipulated in the **TARIFF**.
4. Carriers and consignors shall prevent the wharf from contamination. Bulk goods shall not be disposed into the sea. All trucks loaded with bulk cargo shall have tires cleaned and open-top trailer bed covered with canvas prior to departure. Each loading and unloading operation shall be complied with relevant environmental regulations of the Harbor.
5. Self-Stevedoring charges are regarded as a package rate, including overtime payments, holiday rates, stand-by and meal allowances. Rentals of machinery and equipment are excluded of such charges. In terms of general efficiency, consignors shall act in accordance with the regulations stipulated in the Harbor and ensure a consecutive 24-hour operation unless otherwise specified.
6. The Terminal Operation Unit shall assign workers to assist with storage on shore and on-sight cleaning at wharf.
7. 20% discount is applicable to cargo discharged via self-stevedoring ships.
8. Stevedoring charges for oil tanker, cement trucks, and conveyers (machine or manual is a necessity), is individually negotiable unless specified otherwise.
9. Sand carrier operated by conveyers (self-equipped with an excavator on board) will be conducted on the same basis of self-stevedoring.

## Self-Stevedoring Charges (II)

Self-stevedoring charges (II) are applicable to self-stevedoring vessel(s) that failed to meet the regulations of the [Ministry Of Transportations and Communication \(MOTC\)](#), but equipped with automatic loading and unloading facilities and conformed to the forgoing self-stevedoring standard.

Self-stevedoring charges (II) shall be collected as stipulated in the following table. These charges also apply to Class IV.

Classification / Unit: Per Ton	Rates (NT\$)
Under 150 ton per hour (Under 150 T/HR)	30% off the tariff
Over 150 ton but under 300 ton per hour (150T/Hr to but under 300T/Hr)	40% off the tariff
Over 300 ton per hour (300T/HR and over)	50% off the tariff

### Remarks:

1. Additional charges for equipment utilization, shipside delivery, cleaning and maintenance shall be in compliance with regulations of the self-stevedoring set by the M.O.T.C.
2. **Stevedoring Rate per Hour = Total loading (unloading) volume / (finished time – commencing time).** The shutdown period during typhoon or rain is excluded.

#### 4) Stevedoring Charges for Scrap Wharf

Stevedoring charges for Scrap Wharf shall be collected in terms of a package rate as stipulated hereunder:

Unit	Rates (NT\$)
Per Ton	170.00

### Remarks:

1. Any excavators used in the hatch or consignors themselves shall rent loading vehicles required for shipside use on shore. Consignors of loading vehicles required for shipside use on shore should start by renting the existing loading vehicles available by marine terminal operating office.
2. Demurrage charges shall be collected when cargo are stored in the back lots.
3. The prescribed self-stevedoring charges are regarded as a **package rate**, including overtime payments, holiday rates (but

equipment charges of terminal operating office are excluded).  
 In terms of general efficiency, consignors shall act in accordance with the regulations stipulated in the Harbor and ensure a consecutive 24-hour operation unless otherwise specified.

**5) Stevedoring Charges for Automatic Coal Vessel UNLOADER**

Stevedoring charges for automatic coal vessel UNLOADER are a single tariff system (shipside delivery or in/out transit are based on the same tariff).

Unit	Rates (NT\$)
Per Ton	143.40

**Remarks:**

1. **Stevedoring charges** including manual operation stated as follows: (Machinery charges result from terminal operation office is excluded)
  - a. **Coal Unloading** – includes sweeping the hatch, the cleaning the coal in cracks of blocked hatch and the shovels stacking works.
  - b. Shovel stacking works in Coal Stacking Yard.
  - c. For rolling elastic pipe for truck loading at the outbound lane of the distribution station and cleaning truck tires.
2. Additional **NT\$17.40 per ton** for actual unloaded tonnage shall be charged on national or federal holidays.
3. Overtime charges and its proportion are applied according to **“PART-FOUR - OTHERS”**.

**2. Equipment Utilization Charges**

**1) General Utilization Charges**

For details of charge standard of the operations by machineries of terminal operating office, refer to “Classification of Machinery, Vehicle and Vessel Charges”. ([Attachment – Exhibit 2](#))

- A. Separate consignment shall be made for usage of the Terminal Operation Unit’s machinery or vehicles or vessels in the operation of stevedoring, shipside loading, particular handling, and cargo shifting. Such rental shall be collected in addition to the basic cargo handling charges.
- B. Machinery and equipment rentals shall be assessed against consignors. Any equipment with the capacity rated between

- two grades in classification shall comply with the one at the higher grade.
- C. Such rental shall be counted by the minimum charge unit of ½ hour, while any fraction time less than ½ hour shall be regarded as one unit.
  - D. The charge unit shall begin with the arrival of machinery, vehicles, and vessels at the working lot and ends with the completion of operation in the harbor area. As for operation outside the harbor area, it shall start with the departure of such machinery till the completion of operation. Any stand-by resulted from consignor's factors shall be assessed regardless of such stand-by taken place inside or outside the harbor area.
  - E. In cancellation of any on-lease machinery, vehicles or vessels, which have been delivered to the operation site and then returned, the minimum, charge unit is 30 minutes even if the machinery has not been used. The beginning and the end of the charge unit are the same as the aforementioned regulation.

## 2) Heavy Goods Addition Charges

For a successive handling operation in & out of a storage area, the rate of using machinery for handling heavy cargo weighted more than 5 tons shall be assessed as stipulated hereunder in addition to the basic LONGSHORE charges. The particular rental shall **NOT** be collected on the time basis.

Weight of Each Package	Rates per Revenue Ton (NT\$)
Over 05 tons but under 10 tons	93.00
Over 10 tons but under 25 tons	156.00
Over 25 tons but under 50 tons	205.00
Over 50 tons but under 75 tons	283.00
Over 75 tons but under 100 tons	381.00
Over 100 tons	572.00

**Remarks:** Transshipment cargo is subjected to 20% off such charges.

### 3. General Demurrage Charges

The demurrage shall be assessed against consignors. It shall be collected as stipulated hereunder, commencing from the day cargo remained at the wharf or any temporarily assigned storage area or on water surface. The Port Company does not assume responsibility of any form for the custody of demurrage cargo.

Unit	Rates (NT\$)
Per Ton Per Day	3.00

### 4. Storage Charges

Storage charges refer to the rental of storing cargo in the transit warehouses, at open storage areas, wharves or storage yards (lots), of which the charges shall be assessed against the consignors. The storage shall be collected on a period of 5-day-phase basis from the first day of inbound cargo with the same bill of landing or shipping note at the transit warehouse.

Unit: Per Ton (NT\$)

Days of Storage (5-Day cycle)	Phase	Storage Fee Schedule		
		Classification		
		1	2	3
1 ~ 5	1	9.80	14.70	19.60
6 ~ 10	2	24.40	36.60	48.90
11 ~ 15	3	48.80	73.30	97.80
16 ~ 20	4	82.90	124.50	166.20
21 ~ 25	5	126.80	190.50	254.20
26 ~ 30	6	180.40	271.00	361.70
Over 31		53.60	80.50	107.50

#### Remarks:

1. Transshipment cargo are charged at **NT\$1.5 per ton / per day**, regardless of the classification. No storage accrual or free lease term is applicable.
2. The storage for inbound cargo at the transit warehouse or storage yard (lot) is free for the first 5 days. The date begins either on the day of cargo receipt from ships or the completion of discharging from lighters. Subsequent to the expiration of the free terms, storage shall be collected on a period of 5-day cycle (per phase). The first

phase is subjected to the prescribed rates, while the 2<sup>nd</sup> phase is surcharged at 50% higher. As for the subsequent phases, an accrual of 100% additional surcharge of the prescribed rates shall be imposed every 5 days from the 3<sup>rd</sup> phase until the 6th phase. Any cargo remaining over 6 months is subjected to disposal in accordance with Taiwan Local Civil Law.

3. The storage for outbound cargo is collected as stipulated herein with 5-day phase, beginning on the day of cargo receipt at the transit warehouse. No storage accrual or free lease term is applicable. Any cargo not removed over six months is subjected to disposal in accordance with Taiwan Local Civil Law.
4. For details of classification of **LONGSHORE** stevedoring and delivery charges, see “Classification of Commodities and **LONGSHORING & Storage Rates**”. ([Attachment: Exhibit 1](#))

## 5. WHARFAGE

Wharf tolls shall be assessed against the owner if cargo or consignors, whereas carriers are responsible for transshipment charges. Any inbound or outbound cargo, including vehicles carried by domestic coastal ferries, is subjected to the prescribed charges.

The charges cover the following:

- a. Cargo placed on a wharf or shoulder.
- b. Cargo handled across wharves or shipside or cargo loaded or unloaded from another vessel.
- c. Cargo loaded or unloaded by lighters for ships mooring to buoys or at anchorage.
- d. Cargo rejected by Port Customs.
- e. Cargo discharged directly from one ship to another.
- f. Cargo discharged directly from one vehicle to another on a wharf.
- g. Bulk or liquid cargo loaded or unloaded through pipelines or other mechanical facilities.

Description	Unit	Rates (NT\$)
General Cargo	Per Ton	7.90
Cargo conveyed through Pipelines	Per Ton	15.80

### Remarks:

- 1) Domestic liners receive 50% discount on wharf charge. The related

charge is divided between export and import harbors.

- 2) Tourist buses, automobiles, or empty trucks carried by domestic coastal ferries are free of such related charges. Whereas trucks loaded with cargo will be assessed wharf tolls according to its marked gross tonnage, regardless of the actual weight of its load.
- 3) Military supplies, material of Allied Forces, imported goods of foreign aid, and mail articles and almsgiving (alms) are FREE of related charges.
- 4) Articles used by foreign embassies entitled to the diplomatic immunity are FREE of related charges.
- 5) Facilities used for handling cargo on a wharf are FREE of related charges.
- 6) Passengers' personal belongings (excluding vehicles) and on-board appliances are FREE of related charges.
- 7) Cargo passing through more than ONE wharf within the same harbor is charged ONCE only.
- 8) Transshipment cargo to be exported from the original import harbor is charged ONCE only based on 50% of the applicable rate. While transshipped liquid chemical cargo is assessed at 25% of such charges.
- 9) Cargo rejected by Port Customs or relocated onto wharves or lighters is charged only ONCE.
- 10) Cargo conveyed via pipelines refers to cargo loaded or unloaded by ground or underground pipelines or by those installed on or under water surface.
- 11) The container handling vehicles or tools that are imported and used only by rated container terminal operators are FREE of charges. Once they are exported, the charges for WHARFAGE are subjected to collection.

## 6. Weighbridge Charges

Description	Unit	Rates (NT\$)
Charges by Ton	Per Ton Per Time	2.90
Charges by Vehicle	Per Vehicle Per Time	48.90

**Remarks:** "Charges by Vehicle" is applicable to empty vehicles ONLY.

## 7. Equipment Charges for Night Operation

Classification / Gross Tons (GT)	Rates (NT\$)	
	17:00 ~ 24:00	00:00 ~ 07:00
Of tonnage under 1,000 G/T	489.00	489.00
Of tonnage 1,000 G/T but under 10,000 G/T	977.00	977.00
Of tonnage 10,000 G/T but under 20,000 G/T	1,955.00	1,955.00
Of tonnage 20,000 G/T and over	2,932.00	2,932.00

### Remarks:

1. Domestic liners under 500G/T are subjected to 50% of related charges.
2. Above rate listed is collected only if the equipment is used during night operation.
3. Consignors is assessed at the lowest level of charges based on "Charges of Night Operation for Detention of Cargo", if the consignors have any detention cargo at port and use night illumination equipment.

## 8. Miscellaneous Charges

Miscellaneous charges are assessed against consignors.

### 1). Labor Required

Any labor required other than longshoremen or working on board, the minimum charge for labor requested is ONE DAY.

Description	Unit	Rates (NT\$)
Labor Required	Per Worker Per Day	653.00

### Remarks:

1. 100% additional charges are added on National / Government Holiday.
2. 100% additional charges are collected for overtime working during 18:00 to 24:00 hours. 150% additional charges are collected during 00:00 to 07:00 hours.



## 2). Cargo Shifting (Relocating) Charges

Description	Unit	Rates (NT\$)
Cargo shifting in the same vessel	Per Ton	71.60
Cargo shifting including moving from vessels to wharves or transit warehouses or storage yards (lots) or water surface and reloading	Per Ton	186.40

### Remarks:

1. Above rates exclude storage and charges for cargo handling equipment.
2. Additional charge of **NT\$17.40 per ton** is collected in accordance with the actual stevedoring on National / Government holidays.
3. 100% additional charges are collected for overtime working during 18:00 to 24:00 hours.
4. 150% additional charges during 00:00 to 07:00 hours.

## 3). Hatch Cleaning

Classification / Gross Tons (G/T)	Unit	Rates (NT\$)
Vessels under 3,000 G/T	Per Hatch	1,147.00
Vessels of 3,000 G/T and over	Per Hatch	2,295.00

**Remarks:** 100% additional charges are applied on local National / Government Holidays rates.

#### 4). Porter Handling Charges

<b>Classification</b>	<b>Unit</b>	<b>Rates (NT\$)</b>
Baggage weighing less than 30 KGS, or measuring less than 5 CU.FT.	Per Piece	44.00
Baggage weighing more than 30 KGS, but less than 45KGS, or measuring more than 5 CU.FT., but less than 10 CU.FT.	Per Piece	66.00
Baggage weighing more than 45 KGS, but less than 90KGS, or measuring more than 10 CU.FT., but less than 20 CU. FT.	Per Piece	87.00
Baggage weighing more than 90 KGS, but less than 100KGS, or measuring more than 20 CU.FT., but less than 35 CU. FT.	Per Piece	218.00
Baggage weighing more than 100KGS, or measuring 35 CU. FT. or more	Per Piece	436.00

#### Remarks:

1. Porter handling refers to the handling or lifting from ships to vehicles (cars or buses) and vice versa.
2. An additional 50% charges is collected for baggage to be removed from wharf A to Wharf B.
3. An additional 50% charge is collected for baggage to be moved through ships portside and vice versa.
4. The above rates are applicable to the porter handling detained by Port Customs, from ships to vehicles (cars or buses) and vice versa. An additional 50% charge is required for baggage to be moved into or out of detention warehouse on vehicles (cars or buses).
5. As vessels, including passenger boats and general ships, dock at passenger terminals, general wharves or buoys, an additional 100% charge is required for inspection of passengers' or sailors' baggage moving directly to the Customs House, rather than through the routine entry and exit inspection.
6. 100% additional charges are added on local National / Government Holiday.
7. 100% additional charges are collected for overtime working during 18:00 to 24:00 hours, 150% additional charges during 00:00 to 07:00 hours.

5). **Services Charges on Lighters**

Charges for services on lighters are assessed at the rates as stipulated hereunder.

Description	Unit	Rates (NT\$)
Services on Lighters	Per Ton Per Day	7.80

6). **Hatch Covers Opening & Closing Charges**

Opening and Closing of the hatch covers more than one time shall be charged as stipulated hereunder within the same working shift if required by the carrier.

Description	Unit	Rates (NT\$)
Hatch covers Opening & Closing	Per Time	290.00

7). **Re-Bagging or Repackaging Charges**

Item	Description	Unit	Rates (NT\$)
Re-Bagging of Agricultural Products	Bagging & Sewing	Per Ton	44.90
Re-Bagging of Chemical Products	Bagging & Sewing	Per Ton	72.60
Re-Bagging of Cement	Including Weighing Once	Per Bag	7.30
Re-Bagging of Coal	Including Weighing Once	Per Bag	8.70
Re-Bagging of Fresh Fish		Per Case	5.80

**Remarks:**

1. Charges for re-bagging are levied according to weight unit.
2. Charges for re-packing general cargo are subjected to individual agricultural product.
3. An additional charge of **NT\$17.40 per ton** is collected in accordance with the actual operation for re-bagging or repackaging agricultural products on national or federal holidays. All other cargo for re-bagging or re-packing are subjected to 200% of the original rates.
4. Overtime charges and its proportion are applied according to **“Part Four – Others”**.

## PART TWO

### The Upper Limit of Container Terminal Operation Charges

#### I. CONTAINER HANDLING CHARGES

##### 1. Container Handling Charges

Charges for containers (loaded or empty) to be discharged from ships to wharves or to a container yard or in a reverse direction are collected according to the following fee schedule:

Container Classification	Rates Classification	Rates (NT\$)
20-foot or below	1	1,043.00
20-foot or below	2	1,409.00
Over 20-foot	1	1,644.00
Over 20-foot	2	2,220.00

##### Remarks:

1. Transshipment containers are subjected to 30% discount of above listed rates. As for transshipped around the island, the rates are 50% of those listed.
2. Containers on the European / American route can benefit a 20% discount. General route can take advantage of a 10% discount.
3. Container handling in Roll On / Roll Off way is subjected to 50% discount from the listed rates.
4. Container lifting (transferring) on board is charged in accordance with the actual moves of lifting.
5. Container lifted from ships to wharves or lighters and RELOADED is charged TWICE as stipulated.
6. Rate Classification I is subjected to the containers handled with quay cranes or onboard container cranes. Rate Classification II is for those handled with onboard conventional gears (or cranes), floating cranes, or mobile cranes.
7. On National or Federal Holidays, the handling fees must include **NT\$497** for Rate Classification I of 20-foot or below, and include **NT\$672** for Rate Classification II. As for containers over 20 feet, the additional fees are **NT\$745** for Rate Classification I and **NT\$1,007** for Rate Classification II.
8. Additional **NT\$41.00** per container per movement is collected for containers discharged directly from ships to trailer.
9. Additional handling fee of containers without conduit facilities (referred

to hatches only) is **NT\$70** for Rate Classification I of 20-foot container or under, and **NT\$94** for Rate Classification II. For container over 20 feet, the fees are NT\$139.00 for Rate Classification I and **NT\$188** for Rate Classification II.

## 2. Container Handling Facilities Charges

Charges are collected for containers (loaded or empty) directly loaded to, or discharged from vessels or handled at sites such as wharf, container yard, or in a container freight station. The stipulated rates are listed in the table below.

### RATE TABLE

Unit: Per Container Per Movement (NT\$)

Description	Rates (NT\$)
Container gantry crane, floating crane, and mobile crane	880.00
Crane goliath, straddle carrier, stacker, and side-loader	391.00
Tractor	176.00
Chassis (Trailer)	98.00

### Remarks:

1. Empty containers loaded or discharged by using gantry container cranes is subjected to 15% discount of the rates listed in the Rate Table.
2. Transshipment containers are subjected to 40% discount of the rates listed in the Rate Table. As for the island inter-harbor transshipments, the rates are 50% of the listed costs.
3. General route container ships can benefit from a 10% discount. European / American route containers receive 20% discount.

## 3. Container Demurrage

Provisional or transshipment containers (loaded and empty containers) stored at port NOT subjected to inspection or release at container yards, waiting for shipment, or towing to inland depots or open storage areas are charged at rates starting on the day of arrival (pile-up day). Regardless the state of the container – inbound or outbound, all demurrage fees must be satisfied. Any cargo inside the container stored at any of the aforementioned facilities not removed within SIX months is subjected to disposal in accordance with local Taiwanese Civil Law.

Unit: Per Container Per Phase (NT\$)

Container Classification	Rates (NT\$)
20-foot container or under	72.00
Container Over 20 feet	144.00

**Remarks:**

1. Transshipment containers (both island inter-harbor and abroad) are subjected to a discount of 50% off from the list price.
2. Container trailer (chassis) can benefit from 50% off discount from the list price.

**4. Storage**

Inbound or outbound full container loads (loaded and empty containers) stored in the container yards, at inland depots, port, open storage areas, or storage yards are charged with 5-day-phase at the rates listed in the Rate Table below. The first 5 days (first phase) are subjected to the prescribed rates, while the second phase is surcharged at 30% more in accumulation until the maximum allowable time of 6 months. Any cargo inside the container stored at any of aforementioned facilities not removed within 6 months is subjected to disposal in accordance with the local Taiwanese Civil Law.

Unit: Per Container Per Phase (NT\$)

Container Classification	Rates (NT\$)
20-foot container or below	59.00
Container Over 20 feet	117.00

**Remarks:**

1. Charges for each trailer (chassis) in container yards, inland depot, port, open storage areas, or storage yards are assessed in accordance with containers over 20 feet.
2. Transshipment containers (both island inter-harbor and abroad) are subjected to 50% off discount from the list price.

## 5. Container WHARFAGE

All inbound or outbound containers, including containers carried by domestic liners, are subjected to the listed charges.

Unit: Per Container Per Time (NT\$)

Container Classification	Rates (NT\$)
20 – Foot container or under	355.00
Container over 20 feet	710.00

### Remarks:

1. All empty inbound and outbound containers that made movement and relocated are free of charge.
2. Transshipment containers exporting from the same importing harbor is charged only ONCE.
3. Containers that shut out (rejected) by Port Customs or made movement at a dock (wharf) or on lighters docked at the pier (terminal) is charged only ONCE.
4. Containers passing through more than one wharf within the same harbor are charged only ONCE.
5. WHARF tolls for domestic liners are collected by both export and import harbors. Each harbor receives half of the toll, respectively. For inbound containers transshipped to another domestic harbor or outbound transshipment containers exported from another domestic harbor, the charges are subjected to wharf tolls collected at the original IMPORT harbor and at the new EXPORT harbor.
6. Military supplies, material of Allied Forces, imported goods of foreign aid, mail articles and almsgiving are all free of Container Wharfage Charges.
7. Articles used by foreign embassies entitled to diplomatic immunity are free of Container WHARFAGE Charges.
8. Facilities used for handling cargo on a wharf are free of Container WHARFAGE Charges.
9. Onboard appliances are free of Container WHARFAGE Charges.
10. Transshipment containers (both island inter-harbor and abroad) are subjected to a discount of 50% off from the list price.
11. General route container ships can benefit from a 10% discount. While European / American route containers are allowed a 20% discount.

## 6. Weighbridge Charges

### (Charges for Container Weighing)

Any loaded outbound container is subjected to weighing. Refer to the following fee rate.

#### Unit: Per Container Per Assessment

Description	Rates (NT\$)
Weighing of Container	39.00

**Remarks:** Any outbound cargo, other than containers, handled with a gantry crane shall comply with weighing rates of a loaded outbound container.

## 7. Charges for Container Terminal Equipment for Night Operation

All vessels berthed at container terminal that require night operation are charged in accordance with the following table.

#### Unit: Per Shift (NT\$)

Classification	Rates (NT\$)	
	17:00 ~ 24:00	00:00 ~ 07:00
Of Tonnage under 1,000G/T	1,955.00	1,955.00
Of Tonnage 1,000G/T and under 10,000G/T	3,909.00	3,909.00
Of Tonnage 10,000G/T and under 20,000G/T	4,886.00	4,886.00
Of Tonnage 20,000G/T and over	5,864.00	5,864.00

**Remarks:** Only night operation equipment usage requires charges.

## 8. Power Supply Charges for Reefers

Reefer (powered containers – freezer container) powered from Terminal Operation Unit requires fees.

#### Unit: Per Container Per 24 Hours

Classification	Rates (NT\$)
20-foot container or under	440.00
Container over 20 feet	489.00

**Remarks:** Any time less than the minimum unit of 24 hours is deemed as full 24 hours.



## 9. Packing and Unpacking Charges for Containers Cargo

Charge for stuffing or stripping at the storage yards, open storage areas, or transit area of harbor district is assessable by standard fee.

Unit	Rates (NT\$)
Per Ton	136.00

### Remark:

1. 100% additional charge is assessed on bulk cargo stuffing, packing or unpacking.
2. 20% additional charge is assessed on raw rubber packing or unpacking.
3. 50% additional charge is assessed on length detention over 8 feet and rawhide packing or unpacking.

## II. TERMINAL OPERATION CHARGES OF CONTAINERS CARRIED BY CONVENTIONAL VESSELS

1. Handling charges
  - (1) The measurement of containers is counted at 70% as revenue tons.
  - (2) Handling charges are collected at the rates (as Exhibit 1) for the general cargo Class III.
2. Charges for equipment utilization, demurrage (or storage), wharf tolls, weighbridge, and power supply for reefers are collected at the rates for container handling charges.
3. All other operation is charged on the basis of "General Tariff of Harbor Charges".

## PART THREE

### The Upper Limit of Passenger Service Charges and charges for Usage of the Passenger Bridge

#### I. PASSENGER SERVICE CHARGES

Passenger service charges are assessed against departing passengers.

1. Departing passengers are to settle outstanding balance prior to boarding vessel at the Passenger Service Office of the Port Company at the wharf. After inspection of the payment receipt approved by Harbor officials, passengers are permitted to board the vessel. Those passengers are identified as "Passenger Departure via International Vessel at International Port".
2. Passengers traveling to Taiwan (Republic of Cocaine) and departing on the same voyage, the ship's company or agency must collect an amount equivalent to the lump sum of service charge with complete list of registered passengers. Both items must be tendered to the Port Company.
3. Passengers traveling on domestic liner are free of Passenger Service Charges.
4. Passengers presenting the following identifications to the Port Authority are free of Passenger Service Charges.
  1. President or Prime Minister of a country and his (her) immediate family members (dependants).
  2. Minister of Foreign Affairs and his (her) immediate family members (dependants).
  3. Foreign Ambassador
  4. Agents with special permits.
  5. Children under the age of two years old.

Unit	Rates (NT\$)
Per Person	200.00

**Remark:** Passenger Service Charge is assessed at NT\$120.00 per person after discount.

## II. CHARGES FOR USE OF THE PASSENGER BRIDGE

The usage of passenger-bridge requires a fee. The charge includes securing and detaching the passenger bridge.

Unit	Rates (NT\$)
Per Hour	2,300.00

**Remark:** 20% discount is available for the passenger bridge usage.

1. The application of passenger-bridge must be granted before usage. For passenger boarding safety, passenger-bridge is secured beside the vessel and the wharf for immediate access. The bridge is served as a platform for passenger boarding and landing. It must remain in use while the vessel is docking at its designated berth. Unauthorized removal prior to departure is not permitted. The passenger-bridge may be removed only with the approval granted by Port Company. Special circumstances include safety concerns or insufficient use by passengers.
2. The rate of using passenger-bridge is “one hour per time”. If the usage is less than an hour, the minimum charge is one hour. After the *first hour*, the assessment is in 30-minute interval. Minimum charge is 30 minutes. Time less than 30 minutes is recognized as “Full 30 Minutes”.
3. Instances of passenger bridge usage can be categorized as the following:
  - a. The count of time starts when the passenger bridge arrives at the wharf ready to operate its set task. Or...
  - b. The count of time starts when the carrier applies for the passenger bridge until its removal.
  - c. Condition b takes precedence over Condition a.
  - d. In the event that multiple uses of the passenger bridge are needed for the same voyage, time consumed can be accrued to calculate the total amount and its related fees.
4. Charges for labor required to secure and remove the passenger bridge are assessed in accordance with labor charges for general tariff of port charges.
5. The listed rates are applicable to domestic liners.

## PART FOUR

### Other

#### I. GENERAL RULES OVER COMPUTATION OF PORT CHARGES

1. All the computing units used in this tariff are defined as the following:
  - a. All the amounts are expressed in New Taiwan Dollar (NT\$).
  - b. All the weights are expressed in Metric Ton.
  - c. All the volumes are expressed in Cubic Meter.
  - d. "Per day" is One Calendar Day.
  
2. Each lot of cargo is charged with one ton as a minimum computing unit. Any lot less than one ton are regarded as ONE unit. This applies to the following:
  - a. Cargo, other than bulk cargo, is measured in terms of weight or volume whichever is greater. Its length, breadth, and height are measured according to the respective outermost part of the charged cargo.
  - b. Bulk cargo with timber excluded is charged by the weight unless as otherwise specified.
  - c. Bulk cargo REPACKAGED in the hatch or at a wharf are charged as bulk cargo, and the measurement is in revenue tons after packages. Cargo is charged in compliance with the measurement tons as shown in the import manifest, whereas in the event the measurement is not clearly indicated, it is charged by WEIGHT with the following conditions.

Corn	Plus 34%	Sugar	Plus 17%
Vegetable Seed	Plus 68%	Soy Bean	Plus 45%
Mung Beans	Plus 40%	Rice	Plus 28%
Barley	Plus 62%	Wheat	Plus 45%

- d. Large live animals such as cattle, horses, and elephants are counted as 3 measurement tons each. Pigs are  $\frac{1}{2}$  measurement tons each. Suckling pigs and other small animals are charged by measurement of the packing.
- e. Packed coke is counted by weight with an additional charge of 170%. In terms of coke in large packages, it is charged in

- accordance with the actual measurement.
- f. Sawdust and wood chips are counted by weight with an additional charge of 40%.
  - g. Timber is counted at 1 Cubic Meter or 424 Board Feet as ONE Ton. Sunken log is counted by its measurement with an additional charge of 11.8%.
  - h. Bunker coal is counted with 5 Tons as a minimum computing unit.
  - i. Scrap Iron is charged according to the following rates:
    - (1) Tonnage of iron scraps in WHOLE pressed masses is assessed at an additional 50% charge of listed rate. Additional 25% charge is collected for excavator machinery operation.
    - (2) Tonnage of iron scraps in MIXTURE of pressed masses and bulk masses is assessed at an additional 100% charge of listed rates. Additional 50% charge is collected for excavator machinery operation.
    - (3) Tonnage of iron scraps in BULK MASS is assessed at an additional 200% charge of listed rates. Additional 100% charge is collected for excavator machinery operation.
3. For commodities not listed in cargo classification, handling charges are collected as items in Class IV, and storage charges are collected as items in Class III.
  4. The revision for the new rate is applied on the following principles.
    - a. Handling charges are assessed on carriers in accordance with the starting rates of loading and unloading.
    - b. In terms of charges on consignors or shippers, inbound cargo is calculated at rates available on the day of delivery, and alongside (portside) delivery is calculated at rates available on the day of shipment or discharge.
    - c. Other charges are calculated at the rates available on the day of operation.
  5. Open rates for special operation or special cargo not listed in the Tariff are negotiable.
  6. National Holidays
    - a. New Year's Day (January 01)
    - b. 02.28 Commemorate Day (February 28)
    - c. Women and Youth Day (April 04)

- d. Memorial Day (April 05)
  - e. Labor Day (May 01)
  - f. Mid-Autumn Festival (Lunar Calendar – August 15)
  - g. Lunar New Year (Lunar Calendar – December 30 ~ January 3)
  - h. All other special holiday declared by central government
7. This tariff is the upper limit of all related rates.
  8. Business Tax is excluded in this tariff.

## II. Overtime Charges

### 1. Harbor Operation

Operation charges on national holidays and weekends (Saturdays and Sundays) are assessed at additional 30% of listed rates. On non-celebratory holidays, no additional charges are imposed.

#### Proportion and Time Period of Overtime Charges

Time	Towing Charge	Mooring Charge	Equipment of Water Supply Charge	Cleaning Charge
Nighttime	18:00 to next day 07:00	18:00 to next day 07:00	18:00 to next day 07:00	N.A.
	30%	50%	50%	
Holiday	07:00 to 18:00	07:00 to 18:00	07:00 to 18:00	07:00 to 18:00
	30%	30%	30%	30%

### 2. Terminal Operation and Others

National holidays and weekends charges are based on “Part Four – Others” and the expressed remarks.

## ATTACHMENT

### EXHIBIT I: CLASSIFICATION OF COMMODITIES AND LONGSHORING & STORAGE RATES

Item Number	Commodities	Class	
		Longshore Stevedoring and Delivery	Storage

#### 1. Cotton, Flax, Wool, Silk, Leather, and Artificial Fibers

0101	Cotton and manufactures thereof	3	3
0102	Flax and manufactures thereof	3	3
0103	Wool and manufactures thereof	3	3
0104	Silk and manufactures thereof	3	3
0105	Leather and manufactures thereof	3	3
0106	Artificial fibers and manufactures thereof	3	3
0107	Feather, hair, pig bristle and manufactures thereof	3	3
0108	Salvaged cotton, flax, wool, silk, leather, artificial fibers and manufactures thereof	2	2

#### 2. Grain

0201	Rice (under 80KG package)	4	1
0202	Rice (over 80KG package)	3	1
0203	Wheat, rolled barley, flour, wheat bran, rice bran (under 80KG package)	4	1
0204	Wheat, rolled barley, flour, wheat bran, rice bran (over 80KG package)	3	1
0205	Bean, flour of bean, corn and starch (under 80KG package)	4	1
0206	Bean, flour of bean, corn and starch (over 80KG package)	3	1
0207	Bean, wheat, corn, and vegetable seed (bulk)	3	1
0208	Bean cake, peanut, peanut cake, vegetable seed, cottonseed, and teacake	3	1
0209	Fodder and fish meal	2	1

### 3. Fruits and Preserved Goods

0301	Canned goods, dried fruit, marine product, tea and drink tack	2	2
0302	Milk products, melon seed, walnut, molasses, and sesame	3	2
0303	Sugar and salt (under 80KG package)	4	1
0304	Sugar and salt (over 80KG. package)	3	1
0305	Salt for industrial use	3	1

### 4. Tobacco, Whine, and Bottled Food

0401	Tobacco Leaf and Manufactures thereof.	4	3
0402	Wine	4	3
0403	Bottled Food	4	3

### 5. Wood, Rattan, Bamboo, and Straw

0501	Lumber and manufactures thereof	3	1
0502	Rattan and manufactures thereof	3	2
0503	Bamboo and manufactures thereof	3	2
0504	Straw and manufactures thereof	3	2
0505	Salvaged splints of wood, rattan, bamboo, and straw (packaged)	1	1
0506	Salvaged splints of wood, rattan, bamboo, and straw (bulk)	3	2

### 6. Metal and Ore

0601	Metal and manufactures thereof	4	3
0602	Salvaged metal and manufactures thereof	4	3
0603	Ore	4	3
0604	Empty Oil Drum	1	1

### 7. Chinaware, Enamelware, and Glass

0701	Chinaware	4	3
0702	Enamelware	4	3
0703	Glass	4	3



**8. Electronic Equipment, Electronic Machine, Machinery, Instrument, Motor Vehicle, and Vessel**

0801	Electronic equipment and parts	4	3
0802	Electronic machine and parts	4	3
0803	Machinery and parts	4	3
0804	Instrument and parts	4	3
0805	Motor Vehicle and parts	4	3
0806	Vessel and parts	4	3
0807	Aero-apparatus and parts	4	3
0808	Salvaged machine, equipment and parts	4	3

**9. Gum, Rubber, and Plastic**

0901	Crude gum, rubber, plastic, salvaged rubber and manufactures thereof	4	3
0902	Tire	2	3

**10. Chemical Products and Dye**

1001	General chemical products	4	3
1002	Dye	4	3
1003	Chemical fertilizer (packaged)	4	1
1004	Chemical fertilizer (bulk)	3	2
1005	Sulfur (packaged)	3	3
1006	Sulfur (bulk)	4	3
1007	Graphite (packaged)	3	3
1008	Graphite (bulk)	4	3

### 11. Stone and Clay

1101	Clay, stone, sand, and lime - (packaged or delivered in steel drums or by belt conveyors)	3	2
1102	Clay, stone, and sand - (bulk)	4	2
1103	Brick, tile, and earthenware	3	3
1104	Cement - (packaged), cement clinker - (delivered in steel drums or by belt conveyors)	3	2
1105	Cement clinker (lumps or nodules) - (bulk)	4	2
1106	Gypsum – (packaged)	3	2
1107	Gypsum – (packaged)	4	2
1108	Asbestos and manufactures thereof	3	2
1109	Marble and manufacturers thereof	3	3

### 12. Coal, Fuel, and Pitch

1201	Coal and Coke	4	3
1202	Pitch	4	3
1203	Liquid Fuel (Drummed)	4	3

### 13. Paper, Book, and Stationary

1301	Wood pulp, paper, asphalt paper, and paper articles	2	2
1302	Book, printed matter, and stationary	2	2
1303	Salvaged or recycled paper (packaged)	2	2
1304	Salvaged or recycled paper (bulk)	4	3

### 14. Medicine

1401	Traditional Chinese Medicine and Western Medicine	4	3
1402	Medical instruments and apparatus	4	3

### 15. Candle, Soap, OLEIN, Wax, and Resin

1501	Candle, Wax, and Resin	4	3
1502	Soap, Detergent, and Cosmetics	4	3
1503	OIL and OLEIN	4	3
1504	Paint	4	3

### 16. Fresh Fruit, Flower, and Tree Sprout

1601	Banana	3	1
1602	Vegetable and Fruit	3	1
1603	Flower, Tree Sprout, and Grass Turf	4	3

### 17. Animal

1701	Live stock (cattle, horse, pig, goat, etc.)	4	N/A
1702	Fresh meat and fish (frozen)	4	N/A

### 18. Musical Instrument, Handicraft, Baggage, and Sporting Goods

1801	Musical Instrument	4	3
1802	Handicraft and Toy	4	3
1803	Specimen	4	3
1804	Baggage	4	3
1805	Sporting Goods	3	3
1806	General Merchandise	3	3

### 19. Ammunition and Weapon

1901	Ammunition	4	3
1902	Weapon	4	3

### 20. Valuables (Exotic Commodity) and Securities

2001	Amber, Coral, Tortoise Shell, and Mercury	4	3
2002	Curio and Antique	4	3
2003	Banknotes, Stamp, and Stocks and Bonds	4	3
2004	Ivory	4	3
2005	Radiochemical material – Thorium 232 and Uranium 238	4	3
2006	Nuclear Equipment	4	3

#### Note:

- (1). Any commodity that belongs to more than one class and at times difficult for precise classification, it will be charged at LOWER Class.
- (2). Longshore charges and storage for more than TWO Classes of commodities in one shipping order or Bill of lading will be charged at HIGHER Class.

## EXHIBIT 2

### CLASSIFICATION OF MACHINERY, VEHICLE AND VESSEL CHARGES

#### 1. TUGGAGE & LIGHTERAGE

Description	Unit	Rates (NT\$)
TUGGAGE	Per Ton Per Day	15.60
LIGHTERAGE	Per Ton Per Day	15.60

**Note:**

(1). **TUGGAGE:**

- a. When a tug is servicing barges / lighters or rafts, TUGGAGE is calculated from the time at which cargo is loaded and towed to its destination. Refer the Rate Schedule for prices. Should the cargo weigh less than one quarter of the carrying craft's dead weight tonnage, tonnage is calculated using the latter value. For example,  $\frac{1}{4}$  x carrying craft dead tonnage.
- b. In particular tugging circumstance, the TUGGAGE is charged according to the dead weight tonnage of the lighter or rafts hauled.

(2). **LIGHTERAGE:**

- a. Lighters are hired for cargo handling, starting on the day of discharge until the completion of the lift. LIGHTERAGE is assessed in accordance with days stored on the lighter. In the event that loaded tonnage is under  $\frac{1}{4}$  of the dead weight, the minimum charge is  $\frac{1}{4}$ . Customers who applied lighter service but cancelled after dispatch, LIGHTERAGE fee is  $\frac{1}{4}$  of the list price.
- b. Individual rental of lighters is assessed according to the dead weight tonnage of lighters. In the event that loaded tonnage is greater than dead weight of lighters, it will be charged in accordance with cargo loaded. Customers who applied lighter service but cancelled after dispatch, LIGHTERAGE fee is  $\frac{1}{3}$  of the list price.

- (3). listed rates in the Rate Schedule are only applicable to operation inside the harbor premises. Operation outside the harbor perimeter is subjected to separate negotiation.

## 2. Fork Lift Trucks

Classification	Unit	Rates (NT\$)
With lifting capacity of 1 Ton and under	Per Hour	371.00
With 2 - Ton lifting capacity	Per Hour	469.00
With 3 - Ton lifting capacity	Per Hour	577.00
With 4 - Ton lifting capacity	Per Hour	694.00
With 5 - Ton lifting capacity	Per Hour	880.00
With 7.5 - Ton lifting capacity	Per Hour	1,025.00
With 10 - Ton lifting capacity	Per Hour	1,270.00
With 15 - Ton lifting capacity	Per Hour	1,661.00
With 20 - Ton lifting capacity	Per Hour	1,955.00
With 25 - Ton lifting capacity	Per Hour	2,248.00
With lifting capacity of 35 Ton and over	Per Hour	2,834.00

**Note:** Transshipment cargo receives a 20% discount of the listed price.

## 3. Mobile Crane

Classification	Unit	Rates (NT\$)
With lifting capacity of 5 tons and under	Per Hour	977.00
With 10 - Ton lifting capacity	Per Hour	1,368.00
With 15 - Ton lifting capacity	Per Hour	1,759.00
With 20 - Ton lifting capacity	Per Hour	2,150.00
With 25 - Ton lifting capacity	Per Hour	2,541.00
With 30 - Ton lifting capacity	Per Hour	2,932.00
With 40 - Ton lifting capacity	Per Hour	3,714.00
With 50 - Ton lifting capacity	Per Hour	4,300.00
With 75 - Ton lifting capacity	Per Hour	4,886.00
With 100 - Ton lifting capacity	Per Hour	5,375.00
With 150 - Ton lifting capacity	Per Hour	6,841.00
With 200 - Ton lifting capacity	Per Hour	8,795.00
With lifting capacity of 250 tons and over	Per Hour	10,750.00

**Note:** Transshipment cargo receives a 20% discount of the listed price.

#### 4. Floating Crane

Description	Unit	Rates (NT\$)
Electric Transport Vehicle	Per Hour	215.00
Small Trailer	Per Hour	274.00
Truck	Per Hour	489.00
Large Trailer	Per Hour	1,173.00

**Note:** Transshipment cargo receives a 20% discount of the listed price.

#### 5. Bulk Machinery

Description	Unit	Rates (NT\$)	
Small Grain Vacuum	Per Hour	1,270.00	
Excavator	Per Hour	645.00	
Car – Loader	Per Hour	645.00	
Shovel	Per Hour	586.00	
Magnetic Lift	Per Hour	567.00	
Grab Bucket	Capacity below 3.5m <sup>3</sup>	Per Hour	147.00
Grab Bucket	Capacity above 3.5m <sup>3</sup>	Per Hour	195.00

**Note:** Transshipment cargo receives a 20% discount of the listed price.

#### 6. Other Machinery & Vehicle

Description	Unit	Rates (NT\$)
Truck Sprinkler	Per Hour	1,098.00
Vacuum Sweepers	Per Hour	1,252.00
Road Sweepers	Per Hour	4,378.00

**Note:**

- (1). Transshipment cargo receives a 20% discount of the listed price.
- (2). Other machineries and vehicles not frequently used are based on the principles released by Port Authority.

**Note:** Local Fees and Related Charges are subjected to change without notice.