

PORT OF KEELUNG
(ALSO IN EFFECT FOR PORT OF SU-AO AND TAIPEI)
TARIFF OF PORT CHARGES

PROMULGATED BY
TAIWAN INTERNATIONAL PORTS CORPORATION LIMITED

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PART ONE

TARIFF FOR SHIPS AND CARGO OPERATION

I HARBOR CHARGES

A. DOCKAGE

(NTD) Unit: Per Vessel Per Hour

Classification (Gross tonnage)	Conventional ship	Container ship
Ships less than 500G/T	27	822
Ships of 500G/T or more but less than 1,000G/T	54	
Ships of 1,000G/T or more but less than 3,000G/T	107	904
Ships of 3,000G/T or more but less than 5,000G/T	187	1,069
Ships of 5,000G/T or more but less than 10,000G/T	321	1,397
Ships of 10,000G/T or more but less than 20,000G/T	508	1,890
Ships of 20,000G/T or more but less than 40,000G/T	748	2,958
Ships of 40,000G/T or more but less than 60,000G/T	1,042	3,944
Ships of 60,000G/T or more	1,389	5,916

Remarks:

- i. The rates also apply to ships berthing alongside another vessel.
- ii. Ships applying for quick dispatch shall be double charged.
- iii. 60% discount applied to vessels operating exclusively domestic routes
- iv. Container ships loading or unloading volumes exceeding 300 containers per voyage and berth more than 12 hours, the dockage dues for more than 12 hours can get 10% discount off.
- v. For container ship, whose total volume of transit, transshipment and empty containers exceeding 100 containers and the berthing more than 12 hours, the dockage dues for this voyage can get 20% off.
- vi. Ships applied their maiden voyage and confirmed their call signs haven't been registered yet in the applicant record of Keelung branch of TIPC, ships applied for chartering ships handover and changing ships, or ships repaired after unloading, the dockage dues for that voyage can get 50% off.
- vii. For carriers, the yearly voyages to Keelung port are more than those of the former year, the dockage dues excess voyage can get 10% off.
- viii. Rates applied to yachts :

- (1) The rates are based on LOA and measured by meters (1 inch equals to 0.3048 meter)
- (2) The min. yacht length is 24.4 meters. Dockage charge includes garbage cleaning fee.
- (3) The length of yacht is less than the min. shall be charged NT\$450 per day. The length of yacht is more than the min. shall be charged $NT\$450 + 40 * N$ ($N = (\text{yacht Length} - 24.4) / 1.5$). N is carried unconditionally to integer.

B. BUOY CHARGES

Unit: Per Ship Per Hour

Classification (Gross tonnage)	Rates (NT\$)
Ships less than 500G/T	16
Ships of 500G/T or more but less than 1,000G/T	25
Ships of 1,000G/T or more but less than 3,000G/T	41
Ships of 3,000G/T or more but less than 5,000G/T	58
Ships of 5,000G/T or more but less than 10,000G/T	99
Ships of 10,000G/T or more but less than 20,000G/T	173
Ships of 20,000G/T or more but less than 40,000G/T	279
Ships of 40,000G/T or more but less than 60,000G/T	419
Ships of 60,000G/T or more	600

Remarks: 60 % discount for domestic liners.

C. TUG HIRE

Unit: Per Hour

Classified by Tug Horsepower	Rates (NT\$)
Tugs less than 200HP	986
Tugs of 200HP or more but less than 600 HP	1,972
Tugs of 600 HP or more but less than 1,000 HP	2,958
Tugs of 1,000 HP or more but less than 1,400 HP	3,944
Tugs of 1,400 HP or more but less than 1,800 HP	5,423
Tugs of 1,800 HP or more but less than 2,200 HP	7,395

Tugs of 2,200 HP or more but less than 2,600 HP	10,846
Tugs of 2,600 HP or more but less than 3,000 HP	14,790
Tugs of 3,000 HP or more but less than 3,800 HP	19,720
Tugs of 3,800 HP or more but less than 4,400 HP	22,310
Tugs of 4,400 HP or more but less than 5,000 HP	27,480
Tugs of 5,000 HP or more	32,000

Remarks:

- i. The hire shall be calculated by the basic counting unit of one hour and any hire lasting less than one hour shall thus be counted as one hour. Any hire time beyond one hour shall be calculated by the counting unit of 1/2 hour with any fraction of hire time less than 1/2 hour counted as 1/2 hour.
- ii. The charging time starts with the departure of tug from its docking wharf and ends with the completion of its operation.
- iii. Double charge for any tugging operation outside harbor area.
- iv. Ships using mooring rope are charged 3,698 for each voyage.
- v. Working during 18:00 till 06:00 next morning will charge additional 30%. The cross time billing for tug usage is calculated by the percentage of time span duration, however, it will calculate the additional charge for night, when the duration for night is less than 0.5 hour, will be charged as 0.5 hour, when the duration for night is more than 0.5 hour, will be charged as 1 hour.
- vi. Additional charges during the hours of 0600 to 1800 on national holidays, please refer to Part Four Others.
- vii. For each carrier whose annual tug usage time for container vessels is more than that of previous year, excluding shifting berths within the harbor area, the tug hiring charge for the excess hours will get 10% discount off.
- viii. For container ship berthing which uses tugs continuously for more than 2 hours, the excess part will get 20% discount off.
- ix. Container ships shift berths within the harbor area, the tug charges will get 20% discount off.

D. MOORING & UNMOORING CHARGES

Unit: Per Time

Classification (Gross tonnage)	Labor Charges (NT\$)		Equipment Charges (NT\$)	
	Mooring	Unmooring	Mooring Boat	Mooring Vehicle

Ships less than 5,000G/T	853	560	2,094	706
Ships of 5,000G/T or more but less than 15,000G/T	1,122	853		
Ships of 15,000G/T or more	1,704	1,122		

Remarks:

- i. Self-mooring and/or self-unmooring may be conducted for ships below 500 G/T.
- ii. Any mooring or unmooring without using boat or vehicle is free of equipment charges.
- iii. The operation time for mooring/unmooring crossing day and night shifts. The charge will be subject to the charging rate of night shift. The charging time for mooring & unmooring shall be calculated in accordance with the regulation of tug hire time.
- iv. An additional 50% will be charged during the hour of 1800hrs to 0700hrs the next day. As to operation hours from 0700hr from 1800hr on holidays, please refer to Part Four Others.

E. WATER SUPPLY CHARGES

Unit: Per Ton

Descriptions		Rates (NT\$)
Water Supply on Piers	Equipment Charge	20
	Water Charge	25
Water Supply by Water Barges	Equipment Charge	55
	Water Charge	25

Remarks:

- i. Minimum charge for water supply on piers shall be 20 tons per time for international liners and 10 tons per time for domestic liners.
- ii. Minimum charge for water supply by water barges shall be 50 tons per time for international liners and 20 tons per time for domestic liners.
- iii. Charges are subject to the water price adjustment by Taiwan Water Supply Corporation.
- iv. Equipment usage has its minimum charge but no water charge shall be assessed against the applicant, if water is sent for water supply on piers or water barge upon request but no water is supplied as a result of applicant's factors.
- v. Besides the minimum charge, 50 % additional equipment charge based on the actual quantity of water supplied during the nighttime of 1800 hrs to 0700 hrs.
- vi. Besides the minimum charge, 30% additional equipment charge based on actual quantity of water supplied during the time of 0700 hrs to 1800hrs on national holidays according to Part Four Others.
- vii. According to the announcement of Ministry of Economic Affairs on Mar. 6, 2006, the water

resources conservation and compensation fees shall be charged at 5% added to the water charges. The percentage of surcharge shall be adjusted by MOEA.

F. CHARGES FOR HARBOR CLEANING MAINTENANCE

Every vessel whether mooring at wharves or by buoys or in anchorage, shall be charged as hereunder stipulated for harbor cleaning maintenance during its stay commencing anchorage till departure from harbor.

Unit: Per Ship Per Day

Classification (Gross tonnage)	Rates (NT\$)
Ships less than 500G/T	98.5
Ships of 500 G/T or more but less than 5,000G/T	197
Ships of 5,000G/T or more but less than 15,000G/T	375
Ships of 15,000G/T or more	552

Remarks:

- i. Carriers shall self-dispose the wastes or refuses in their hatches.
- ii. Additional charge for national holidays, please refer to Part Four Others.

II TERMINAL OPERATION CHARGES

A. CHARGES FOR CARGO HANDLING SERVICE

1. GENERAL CARGO

1.) STEVEDORING CHARGE

Stevedoring charge shall be assessed against carriers unless as otherwise agreed between carriers and consignees or shippers or against the consignors in the case of various agreements concluded.

Stevedoring charges are defined as charges required from discharging cargo from ship to wharf, barge or water surface or vice versa.

Unit	Rates (NT\$)
Per Ton	45.4

Remarks:

- i. 20 % discount for transshipment cargo.
- ii. Additional NT\$17.4 per ton for the actual operating tonnage shall be charged on national or legal holidays.
- iii. Overtime charges, please refer to Part Four Others.

2.) LONGSHORING CHARGES

Longshoring charges shall be assessed against consignees or shippers unless

as otherwise agreed between carriers and consignees or shippers.

(1) Turning In & Out at Storage Area

- (a) Inbound cargo: moving from alongside ship to storage area, stacking, and loading cars while taking delivery.
- (b) Outbound cargo: unloading cars and moving to storage area, stacking, and moving to shipside while loading ships.
- (c) Transit cargo: moving from alongside ship to storage area, stacking and moving back to shipside while reloading
- (d) Outbound cargo shut out: unloading cars, moving to storage area, stacking, and loading cars while taking delivery.

(2) Shipside Loading or Discharge

- (a) Inbound cargo: loading cars direct from ship's tackle or from wharf alongside ships.
- (b) Outbound cargo: unloading cars alongside from loading ship or loading ship direct from cars.
- (c) Hire of conveyance must be paid by consignors for the cargoes to be moved by TIPC Keelung branch for the effecting of shipside loading or discharge in case that it can not be carried out on the site.

(3) Particular Handling

- (a) Moving cargoes from storage area and loading cars or vice versa.
- (b) Unloading cargoes from rail-cars and loading onto other means of land conveyance or vice versa.
- (c) Others.

Unit :Per Ton

Cargo Classification	Rates (NT\$)		
	(a)Turning in & out at storage area	(b)Shipside loading or discharge	(c)Particular handling
1	84.20	43.90	43.90
2	99.80	51.70	51.70

Remarks:

- i. 20 % discount for transit cargo.
- ii. Additional NT\$17.4 per ton for the actual operating tonnage shall be charged on national or legal holidays.
- iii. For overtime charges, please refer to Part Four Other.
- iv. For the classification of long shoring charges, please refer to Appendix "Table one : Commodity Classification for Long shoring & Storage"

3.) Additional Charges for Loading onto or Discharge from Barges or

Water

Surcharges shall be collected as hereunder prescribed for discharge of cargoes from water surface to wharves or onto cars, same for the handling in reverse direction.

Unit	Rates (NT\$)
Per Ton	24.60

2. CHARGES FOR LOADING OR DISCHARGE OF BULK GRAIN THROUGH GRAIN SILOS

Charges shall be collected as hereunder prescribed for loading or discharge of bulk grains by grain suckers through silos.

Unit	Rates (NT\$)
Per Ton	145.30

Remarks:

- i. Additional NT\$17.4 per actual tonnage through Grain Silos shall be charged on national or legal holidays.
- ii. For overtime charges, please refer to Part Four Others.

3. SELF-UNLOADING CHARGES

Self-unloading charges shall be assessed against consignees or shippers unless as otherwise agreed between carrier and consignees or shippers.

Self-unloading charges apply to the ships that are equipped with automatic unloading facilities, no manual operation is needed. Labors on land only help to handle the works such as stacking and cleaning.

The assessed charges should accord with the following regulations:

- A. The ship is equipped with automatic unloading facilities.
- B. The operation on ship does not any need workers nor any unloading facilities such as grab bucket, shovel and excavator and so on.
- C. No workers are needed for the stacking and sweeping works in hatch.

Only those who comply with the above regulations can be categorized to be assessed the self-unloading charges, otherwise should be assessed according to the general stevedoring charges.

Unit	Rates(NT\$)
Per Ton	48.8

Remarks:

- i. Shovels needed for shore operation are provided by the terminal office and shall be assessed the stipulated charges. The carrier (consignee) may provide their own shovels if the terminal office is unable to provide them.
- ii. Shiplside unloading should be adopted for stevedoring operation. However, if the vehicles are not enough, the cargoes can be demurred at the wharf. Please note the demurred cargoes should complete the landing operation within 4 hours prior to departure or move to the back line. Once during the 4-hour period, there is another ship to be berthed at the wharf, the landing or moving operation should be completed before that ship's berthing. The demurrage charge should be assessed if shippers fail to complete the above operation. As for the charges of landing and moving operation are categorized as class 2 particular handling of longshoring.
- iii. The turning out charges for cargoes that are stored in the back line should accord with the particular handling charge of longshoring and the demurrage charge.
- iv. Shippers and consignees should keep the cleanness of wharves. Cargoes that drop on the land can not swept into the water surface. Before leaving the harbor area, all carrying trucks should clean tires and cover with canvas first. All the stevedoring operation should comply with related environmental-protection regulations in the harbor area.
- v. This rate is a lump-sum charge which includes overtime work during nighttime, national/legal holidays as well as stand-by time, but the rental charges for equipment for wharf operation are not included. In consideration of berth utilization, consignees should adopt 24-hour consecutive operation, and follow the harbor stevedoring operation regulations.
- vi. The wharf operations should assign wharf labors to help the stacking and cleaning work on land.
- vii. The charges can be negotiated if cargoes are discharged by self-unloading into the warehouse.
- viii. If there are negotiations for the unloading operation of oil-tank, cement-tank truck and conveyors (for which there are machinery or manual operation needed in hold), follow the negotiations.

4. AUTOMATIC COAL UNLOADER

Automatic coal unloader charge is a single tariff system (shiplside delivery or in/out transit sheds are based on the same tariff).

Unit	Rates (NT\$)
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Per Ton	143.4
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Remarks:

- i. The tariff includes manual operation as follows but excluding equipment usage and rental charge.
 - (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 controlling elastic pipe for truck loading at the outbound lane of the distribution station and cleaning truck tires.
- ii . Additional NT\$17.4 per ton for actual unloaded tonnage shall be charged on national or legal holidays.
- iii . For overtime charges, please refer to Part Others..

B. CHARGES FOR EQUIPMENT UTILIAZTION

1. GENERAL USAGE CHARGES : Please refer to Appendix Table two *“Facilities Usage Rate Chart”*

- (1) Beside of handing Charges, such as stevedoring, alongside delivery, particular handing and cargo shifting, equipment utilization shall be charged upon operation with machinery, vehicles or vessels.
- (2) Any equipment with the capacity rated between two grades in classification shall be charged as much as such for the one of higher grade.
- (3) Such hire shall be counted by the minimum charging unit of 1/2 hour with any fraction time less than 1/2 hour counted as one unit.
- (4) The Charging Time: The charging time begins with the arrival of machinery at the working lot and ends with the completion of usage in the case that such machinery operates within port area. The charging time starts from the departure of such machinery out of its dispatch area till the completion of usage in the case that such machinery is used beyond port area. Any stand-by resulted from consignor’s factor(s) shall be calculated as the charging time for usage no matter whether such stand-by takes place inside or outside of port area.
- (5) For any machinery or car or boat hire cancelled upon its arrival at the operation lot, the charge shall be counted by the minimum charging unit as 1/2 hour even if the machinery or car or boat is not used. The beginning and the end of the charging time is the same as stipulated above.

2. CHARGES FOR USING MACHINERY FOR HANDLING HEAVY CARGOES

Under circumstances of a successive handling operation of turning in & out at storage area, the hire for using machinery for handling heavy cargo weighing more than 5 tons per package shall be charged as stipulated hereunder besides the basic longshoring charges, General usage charges by the time used shall not be collected in above circumstance.

Weight of Each Package	Rates Per Revenue Ton(NT\$)
Weighing 5 tons or more but less than 10 tons	84
Weighing 10 tons or more but less than 25 tons	140
Weighing 25 tons or more but less than 50 tons	185
Weighing 50 tons or more but less than 75 tons	255
Weighing 75 tons or more but less than 100tons	343
Weighing 100 tons or more	515

Remarks: 20% discount for handling transit goods.

C. GENERAL CARGO DEMURRAGE

General cargo demurrage shall be assessed against the one who consigns.

It shall be collected as hereunder prescribed from the day when the demurrage of cargoes starts on wharfs or any temporarily assigned storage area or water surface. The Port of Keelung, Taiwan International Port Corporation, Ltd. Shall not be held responsible for the custody of cargoes thus stored.

Unit	Rates (NT\$)
Per Ton Per day	3

D. STORAGE

Charges shall be assessed as hereunder prescribed against shippers or consignees, as may be applicable, for storing cargoes in transit sheds or in open areas, wharfs of storage yards.

Storage for cargoes shall be assessed as stipulated herein with 5 days as a computing period starting with the day when the first of any cargo of a B/L or S/O is stored in. No free storage period is allowed, as well as no storage fee escalation will be charged. Any cargo not removed within six months is subject to disposal at an auction as provided by Chinese Civil Laws.

Cargo Classification	Unit	Rates (NT\$)
1	Per Ton Per Period	9.75
2	Per Ton Per Period	14.65
3	Per Ton Per Period	19.55

Remarks:

- i .Transit cargo shall be charged by NT\$ 1.5 per ton per day.
- ii . For storage classification, please refer to Appendix Table one “*Commodity Classification for Longshoring & Storage*”.

E. WHARF PASSAGE CHARGES

Wharf passage charges shall be collected against shippers or consignees as cases may be applicable, or against carrier in the case of cargoes in transit. Any inbound or outbound cargoes including vehicles carried by domestic coastal car-ferry liners are subject to such charges.

The charging scope covers:

- (1) Cargoes placed on wharfs or on wharf side.
- (2) Cargoes handled across wharfs or wharfside or cargoes loaded or discharged overside from ships berthed.
- (3) Ships berth by buoys or in anchorage while their cargoes are loaded or discharged through barges.
- (4) Cargoes shut out.
- (5) Cargoes discharged direct from one ship to another in port.
- (6) Cargoes discharged direct from one car to another on wharfs.
- (7) Bulk or liquid cargoes loaded or discharged through pipelines or other mechanical facilities.

Cargo Classification	Unit	Rates (NT\$)
General Cargo	Per Ton	7.90
Cargoes Transferred via Pipe/Tubing	Per Ton	15.80

Ro/Ro ships carrying vehicles	Per vehicle	Weight	Rate
		< 2 tons	15
		< 5 & >= 2 tons	30
		< 10 & >= 5 tons	60
		< 20 & >= 10 tons	120
		>=20 tons	160
Ro/Ro ships carrying trailers	Per trailer	50	

Remakes:

- i. Domestic sailing services: 50% discount.
- ii. Ro/Ro ships which carry tour buses, passenger cars, motorcycles, unloaded trucks shall be charged by vehicle weights. Loaded trucks shall be charged by gross tonnage as a whole; Loaded trailers which Ro/Ro ships carrying are free. Cars in carriers shall be charges as general goods.
- iii. Military supplies, allied force supplies, imported goods of foreign aid, mails and alms are all free of such charges.
- iv. Articles used by foreign embassies or consulates entitled to the diplomatic immunity are free of such charges.
- v. Equipment and tools used only for handling cargoes on wharfs are free of such charges. (excluding first imported vehicles and equipments as commodities)
- vi. Passengers personal belongings (excluding vehicles) or ship using items are free of such charges.
- vii. Cargoes passing through more than two wharfs within the same harbor shall be charged once only.
- viii. Transit cargoes may get 50% off discount. For those which exported from the original import harbor shall be charged once only while imported.
- ix. Cargoes shut out or destined for other harbor to be shifted onto wharfs or barges shall be charged once only.
- x. Cargoes conveyed through pipelines denote the cargoes which are loaded or discharged by ground or underground pipelines or by those installed on or under water surface.
- xi. Container terminal operators can apply for waiving such charges if the container handing vehicles or tools ate imported as self usage. However, the wharfage shall be collected upon these vehicles or tools transited.
- xii. Liquid chemical cargo discharged through pipe directly from one ship to another can get 50% off on cargoes conveyed through pipelines rate.

F.CHARGES FOR UTILIZATION OF GROUND SCALES

Classification	Unit	Rates (NT\$)
Charges by Ton	Per Ton Per Time	2.90
Charges by Car	Per Ton Per Day	48.90

Remarks: "Charges by car" is only applied to empty cars

G. CHARGES FOR EQUIPMENT FOR NIGHT OPERATION

Unit Per shift

Ship Classification	Rates(NT\$)	
	2nd shift(1700 hrs thru 2400 hrs)	3rd shift(0000hrs thru 0700 hrs)
Ships less than 1,000G/T	489	489
Ships of 1,000G/T or more but less than 10,000 G/T	977	977
Ships of 10,000G/T or more but less than 20,000 G/T	1,955	1,955
Ships of 20,000 G/T or more	2,932	2,932

Remarks:

- i. 50% discount for domestic liners below 500G/T.
- ii. The rates shall be charged upon usage of equipment for night operation.
- iii. For cargoes demurraged on the wharf or in open area and request for night lighting, the lowest grade of general cargo demurraged for equipment for night operation shall be collected from those who consign.

H. MISCELLANEOUS CHARGES

Miscellaneous charges shall be assessed against those who consign.

1. LABOR HIRE

Any labor requirement except stevedoring, longshoring and other miscellaneous charges listed below is categorized as such labor hire. Minimum charge for labor hire is one day.

Classification	Unit	Rates(NT\$)
Worker	Per Worker Per Day	653

Remarks:

- i. 100% additional charge for working on national or legal holidays.
- ii. Overtime charges: additional 100% charges from 1800 to 2400 hours per worker ; additional 150% as working from 0000hrs to 0700 hrs.

2. CHARGES FOR CARGO SHIFTING

Description	Unit	Rates(NT\$)
Cargo shifting in the same ship	Per Ton	64.40
Cargo shifting including moving from ship to wharfs transit sheds (storage yards), barges, or water surface and reloading.	Per Ton	167.80

Remarks:

- i. The above rates exclude storage and equipment utilization charges.
- ii. Additional NT\$17.4 per actual operating tonnage shall be charged on national or legal holidays.
- iii. For overtime charges, please refer to Part Four Others.

3. LABOR HIRE FOR HATCH SWEEPING

Classification	Unit	Rates(NT\$)
Ships less than 3,000G/T	Per Hatch	1,032
Ships of 3,000G/T or more	Per Hatch	2,066

Remarks:

100% Additional charge shall be charged for working on national or legal holidays.

4. CHARGES FOR RE-BAGGING OR RE-PACKING

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	Per Bag	7.30
Re-bagging of coal	including weighing	Per Bag	8.70
Re-packing of fresh fish		Per Case	5.80

Remarks:

- i. Charges for re-bagging shall be counted in weight tons.
- ii. Charges for re-packing general cargoes are calculated at the rates for agricultural products.
- iii. Re-bagging of agricultural products shall be charged additional NT\$17.4 per actual tonnage on national & legal holidays. As for the other items except re-bagging agricultural products shall be charged additional 100% rates during above mentioned time.
- iv. For overtime charges, please refer to Part Four Others

5. PORTER HANDLING CHARGES

Classification	Unit	Rates(NT\$)
The weight of baggage is less than 3 kg. or	Per Pkg	44

measuring less than 5 cu.ft.		
The weight of baggage is 30 kg. or more but less than 45 kg. or measuring 5 cu.ft. or more but less than 10 cu.ft.	Per Pkg	66
The weight of baggage is 45kg. or more but less than 90 kg. or measuring 10 cu. ft. or more but less than 20cu.ft.	Per Pkg	87
The weight of baggage is 90 kg. or more but less than 100 kg. or measuring 20 cu. ft. or more but less than 35 cu.ft.	Per Pkg	218
The weight of baggage is 100 kg. or more or measuring 35 cu.ft. or more	Per Pkg	436

Remarks:

- i. Porter handling denotes the movement of baggage from ship to car or vice versa .
- ii. 50% additional charge for the baggage to be moved from one wharf past another one.
- iii. 50% additional charge for the baggage to be moved to car from ships berthing alongside other vessel or vessels or vice versa.
- iv. The above rates are applicable to the movement from ship to car or vice versa of the baggage detained by Customs, but 50% additional charge is required for the same to be moved into or out of detaining warehouses onto or from cars.
- v. 100% additional charge is required for the baggage of passengers or sailors, if they are not through the routine entry and exit inspection and have to be moved directly to the Customs House for inspection, whether the carrying ships dock at passenger terminals, general wharves or buoys.
- vi. 100% additional charge shall be calculated for working from 1800hrs to 0700hrs or on national or legal holidays.

6. CHARGES FOR SERVICES ON BARGES

Charges for services on barges shall be assessed at the rates as hereunder prescribed.

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

7. CHARGES FOR HATCH COVERS OPENING & CLOSING

Any opening & closing of the hatch covers shall be charged as hereunder prescribed from the second time within the same working shift if ships request to do so.

Description	Unit	Rates(NT\$)
Hatch covers opening & closing	Per Time	290

I. MARITIME EXPRESS CONSIGNMENT HANDLING CHARGES

According to “the Regulations Governing Customs Clearance Procedures for Maritime Express Consignments”, maritime express delivery enterprises storing and processing cargos in the “Maritime Express Handling Unit” (hereinafter the “Unit”), including the areas designated for the storage of import, export and transit express consignments shall be charged by “Maritime Express Handling Unit Operator” (hereinafter the “Unit Operator”).

Per parcel (minimum charge)	Per kilogram
NT\$50	NT\$5

Remarks :

- i .The charge shall be measured by kilogram of each shipment. Numbers of the kilogram shall be rounded to integer. Either the gross or the cubic weight is depended on the bigger one. Currency unit is NTD, and the charge shall be rounded to integer.
- ii .Maritime Express Consignments on the same voyage shall be charged starting from the arrival of the first cargo get into the Unit; maritime express consignments on the same master B/L (Bill of Lading) shall be charged starting from the arrival of the first cargo get into the Unit.
- iii .The charge may defer when due to failure to check in / out of the Unit caused by Act of God or Force of Majeure. The standard billing extended class time for Unit in accordance stop the local county and municipal government release.
- iv .Customs released maritime express consignments exceeding the Unit Operator’s pick-up deadline, will be moved and stored in other areas, and surcharged 50% of the handling charge. If the cargos have been stored for more than 6 months, the Unit Operator will act according to Article 619 of the Civil Codes.

PART TWO

TARIFF FOR CONTAINER HANDLING

I CONTAINER HANDLING CHARGES

A. CONTAINER HANDLING CHARGES FOR PORT OF KEELUNG (INCULDING PORT OF TAIPEI AND PORT OF SU-AO)

1. IMPORT/EXPORT & TRANSIT CONTAINERS

The Charge of import/export containers & transit containers for shipside loading/discharge and marshalling yard operation shall be collected as hereunder prescribed.

Shipside loading/discharge means containers that are loaded shipside onto trailer or barge directly from the ship or discharged from shipside trailer or barge directly to ship.

MY-operation means the discharged import (or transit) containers temporarily stored at the back of the storage area , or export containers temporarily stored at the back of the storage area and then loaded onto trailers, for removal to ship cargo loading.

Unit: Per Container Per Move(NT\$)

Operating Pattern		Import/Export		Transit	
		20-foot or below	over 20-foot	20-foot or below	over 20-foot
ShipSide loading/discharge	Gantry Crane(loaded)	1,715	2,196	1,284	1,669
	Gantry Crane (empty)	1,583	2,064	1,284	1,669
	Onboard Container Crane	835	1,316	668	1,053
	Onboard conventional gear	1,128	1,776	902	1,421
	Mobile(floating)Crane	2,008	2,656	1,518	2,037
	RO/RO (remarks 8)	522	822	418	658
MY operation	Gantry Crane(loaded)	2,497	2,978	1,558	1,942
	Gantry Crane (empty)	2,365	2,846	1,558	1,942
	Onboard Container Crane	1,617	2,098	942	1,326
	Onboard conventional gear	1,910	2,558	1,176	1,695
	Mobile(floating)Crane	2,790	3,438	1,792	2,311
	RO/RO (remarks 8)	1,304	1,604	692	932

Remarks:

- i. Container handling & using equipment charges include management and handling services,

and use of gantry cranes, mobile (floating) cranes, in/out marshaling yard equipment (transtainer, straddle carriers, stackers etc.), but do not include charges for equipment for moving to the back of storage area from ship (alongside).

- ii. Charges for transit of import or export containers should be collected respectively.
- iii. Charges for wharfage, and container demurrage shall be collected respectively.
- iv. Shifting of containers shall be charged in accordance with the charges for shipside loading or discharge. Shifting on vessels shall be charged according to the actual shifting times. As for shifting from wharves or barges and reloading, twice charge shall be collected.
- v. An additional container charge of NT\$398 per 20-foot and below container NT\$596 per over 20-foot container will be collected on national or legal holidays.
- vi. An additional container charge of NT\$56 per 20-foot and below container NT\$111 per over 20-foot container will be levied for the handling of containers stacked in the hold in the hatch without cell guides system.
- vii. Charges for using equipment exclusively for shipside loading/discharge and storing in MY containers shall be assessed separately.
- viii. RO/RO Charges is assessed under the condition of using on board ships own equipment of being operated by ship. The charge shall be applied by half of the class of “Less than 20 feet” if the container’s length is less than 10 feet.
- ix. Extra-high or wide container should be stored with frame. Due to the rigging operation, those containers without frame, should be charged NT\$1000 per container.
- x. If the owners or consignees of goods stored in containers belongs to shipping company or agents would like to store the container at night (19:00-24:00) or on Saturday, Sunday, national holiday, or statutory anniversary (Except the holiday only for commemoration), there are additional charges of NT\$1000 per container (excluding tax).

2. DOMESTIC MARINE TRANSHIPMENT CONTAINERS

Domestic marine transshipment containers shall be charged as stipulated below.

- 1.) **Import-transshipment:** means a container discharged from one of the Taiwanese international ports (the transship port) and then transshipped to another domestic international port (the destination port) for importing.
- 2.) **Export-transshipment:** an export container is loaded in one of the Taiwanese international ports (the original Port), then shipped to another domestic international port for export.
- 3.) **Transit-transshipment:** transit containers are not discharged and at the same international port of Taiwan.

Unit: Per Container Per Move(NT\$)

Operating Pattern	Import-transshipment Export-transshipment		Transit-transshipment	
	20-foot or below	over 20 foot	20-foot or below	over 20-foot

ShipSide loading/discharge	Gantry Crane (loaded & empty)	962	1262	962	1262
	Onboard Container Crane	522	822	522	822
	Onboard conventional gear	705	1110	705	1110
	Mobile(floating)Crane	1585	1990	1585	1990
	RO/RO (remarks 6)	522	822	522	822
MY operation	Gantry Crane (loaded & empty)	1353	1653	1157	1458
	Onboard Container Crane	913	1213	717	1018
	Onboard conventional gear	1096	1501	900	1306
	Mobile(floating)Crane	1976	2381	1780	2186
	RO/RO (remarks 6)	913	1213	718	1018

Remarks:

- i. Container handling charges & using equipment charges include management and handling services and use of gantry cranes, mobile (floating) cranes, in/out marshaling yard equipment (transtainer, straddle carriers, stackers, etc.) but does not include equipment charges moving for containers from alongside ship to the back of the storage area.
- ii. Charges for wharfage and container demurrage shall be collected respectively.
- iii. An additional container charge of NT\$398 per 20-foot and below container NT\$596 per over 20-foot container will be collected on national or legal holidays.
- iv. An additional container charge of NT\$56 per 20-foot and below container NT\$111 per over 20-foot container shall be levied for the handling of containers stacked in holds in the hatch without cell guide systems.
- v. Charges for equipment use in non-loading/discharge operations or storage in marshaling yard shall be collected separately.
- vi. RO/RO Charges is assessed, under the condition of using on board ships own equipment and of being operated by ship. The charge shall be applied by half of the class of "Less than 20 feet" if the container's length is less than 10 feet.
- vii. Charges of loading & unloading at Transit Port shall be collected respectively.

B. CHARGES FOR USING CONTAINER HANDLING EQUIPMENT

In addition to one time charge for container gantry crane (or floating crane of mobile crane), or transtainer (or straddle carrier of stacker or side loader) use for loading/unloading to/from ship, cargo shifting, charges for container handling equipment use shall be collected as hereunder prescribed.

Unit: Per Container Per Move

Classification	Rates(NT\$)
Gantry crane 、 floating crane 、 mobile crane	880
Transiter 、 straddle carrier 、 stacker 、 side loader	391
Tractor	176
Trailer	98

Remarks:

- i. 15% discount for empty containers using gantry container cranes;
- ii. 50% discount for domestic marine transit containers
- iii. 30% discount for transit container.

C. CONTAINER DEMURRAGE

Containers hereafter refer to those which are not examined in container terminals but temporarily stored in the harbor area for loading onto the ship or for trailing to inland terminals (referring to both loaded and empty containers). A demurrage for import/export/transit/domestic marine transshipment containers stored in marshaling yard or remaining on wharves, open space, or storage areas shall be charged when storing commences, and fees are as here under indicated .Any container thus stored more than six months is subject to legal disposal.

Unit: Per Container Per Day

Classification	Rates(NT\$)
20-foot or below	72
over 20-foot	144

Remarks:

- i. 50% discount for transit & domestic marine transshipment containers.
- ii. Rate of container trailer is charged as the same of those over 20-foot containers.
- iii. For import and export containers and domestic marine transshipment containers, and containers, stored in the container terminal, the storage charge will be the same as container demurrage charge, calculated on daily basis, not on progressive rates.
- iv. The upmost free of charge period for container inspection area is five years, and the charges of excess period gets 20% off discount on container demurrage. The length of free of charge period is applicable to the effective circulars published by TIPC Keelung branch from time to time.

D. CONTAINER WHARF PASSAGE CHARGES

All the inbound or outbound containers including containers carried by domestic liners shall be charged as hereunder indicated for their wharfage.

Unit: Per Container Per Time

Classification	Rates(NT\$)
20-foot or below	355
over 20-foot	710

Remarks:

- i. All the inbound and outbound empty containers and outbound containers to be shifted and reloaded shall be free of such charges.
- ii. Transit containers to be exported from the original import harbor shall be charged once only while imported.
- iii. Containers shut out or destined for other harbor to be shifted onto wharfs or barges shall be charged once only.
- iv. Containers passing through more than two wharfs within the same harbor shall be charged once only.
- v. The charge at 50% discount for domestic liners will be collected half each by both export and import harbors. However, for the inbound containers transhipped to another domestic harbor or for the transit containers exported from another domestic harbor, the charge will still be collected as stipulated for their passage through the original import harbor or the new export harbor.
- vi. 50% discount for domestic marine transshipment containers ; such containers at transship port shall be charged once only.
- vii. Military supplies, allied force supplies, imported goods of foreign aid supplies, mails, and free of such charges.
- viii. Articles used by foreign embassies or consulate entitled to the diplomatic immunity are free of such charges.
- ix. Equipments and tools used only for handling cargoes on the wharf are free of such charges.
- x. Ship using items are free of such charges.
- xi. The charge is applied by half of the class of "Less than 20 feet" if the container's length is less than 10 feet through Ro/Ro.

E. CHARGES FOR UTILIZATION OF GROUND SCALES

Any loaded outbound container shall be charged as hereunder indicated for weighing.

Unit: Per Container Per Time

Description	Rates(NT\$)
Container Weighing	39

Remarks:

Any outbound cargo other than container shall be charged as a loaded outbound container for the weighing rates if it is handled with a gantry crane

F. CHARGES FOR CONTAINER TERMINAL EQUIPMENT FOR NIGHT OPERATION

Any ship berthed at a container terminal shall be charged as hereunder indicated for its night operation.

Unit: Per Shift

Classification	Rates(NT\$)	
	(1700-2400hrs)	(0000-0700hrs)
Ships less than 1,000G/T	1,955	1,955
Ships of 1,000G/T or more but less than 10,000G/T	3,909	3,909
Ships of 10,000G/T or more but less than 20,000G/T	4,886	4,886
Ships of 20,000G/T or more	5,864	5,864

Remarks: This charge is only applied for night equipment use.

G. CHARGES FOR POWER SUPPLY FOR REEFERS

Any reefer having its power supply from TIPC (Taiwan International Ports Corporation) shall be charged as hereunder indicated for power supply.

Unit: Per Reefer Per 24 Hours

Classification	Rates(NT\$)
20-foot or below	440
over 20-foot	489

Remarks: Any time less than the minimum unit of 24 hours shall be charged as hours.

H. CHARGE FOR STUFFING AND UNSTUFFING OPERATION OF CONTAINER

Fees shall be charged as hereunder prescribed for all container stuffed and/or unstuffed in the areas of marshaling yard, vacant ground, storage yards within harbor zone.

Unit	Rate(NT\$)
Per Ton	136

Remarks:

- i. The indicated charges shall be added an extra 100% for stuffing, unstuffing and/or re-stuffing on bulk cargoes.
- ii. Fees shall be charged an additional 20% when stuffing and unstuffing operations are occurred on rubber/ gum cargo.

iii. For long shaped cargoes whatever are or over 8-foot in length and any raw leathers the operation fees shall both be assessed 50% extra

II TARIFF FOR THE HANDLING OF CONTAINERS CARRIED BY CONVENTIONAL SHIPS

HANDLING CHARGES

For such containers, the 70% of the container volume shall be measured as revenue tonnage; However, handling charges for the container cargos, carried by conventional ships through offshore-island lines and their containers are simply used for carrying purpose, shall be calculated per actual tonnage.

All the charges may refer to Appendix I , general cargo level 1.

Charges, such as equipment utilization charges, container demurrage, wharfage charges, ground scale utilization charge, and power supply charges for reefers, should be collected according to PART TWO: TARIFF FOR CONTAINER HANDLING.

Except for the charges indicated above, all the other operations shall be charged according to PAPT ONE: TATIIF FOR SHIPS AND CARGO OPERATION.

PART THREE
TARIFF OF INTERNATIONAL AND CROSS-STRAIT
PASSENGER SHIPS OPERATION

I. THE CHARGES OF PORT

1. DOCKAGE

Tier of Gross Tonnage (G/T)	Rate (TWD)
< 5,000	550
5,000 - 9,999	850
10,000 - 19,999	1,350
20,000 - 39,999	2,050
40,000 - 59,999	2,950
60,000 - 79,999	4,050
80,000 - 99,999	5,350
100,000 - 119,999	6,850
120,000 - 139,999	8,550
140,000 - 159,999	10,450
≥ 160,000	12,550

Unit: Ship/Hour

Remarks:

- (1) The rates are also applicable to international and cross-strait passenger ships berthing alongside other vessel(s).
- (2) The Peak Period Surcharge of 10% is collect from Fridays to Sundays.

2. HARBOR CLEANING CHARGE

International and cross-strait passenger ships, berthing at wharf, buoy or anchorage, shall be charged calculating from berthing until departure.

Tier of Gross Tonnage (G/T)	Rate (TWD)
< 5,000	750
5,000 – 9,999	1,500
10,000 - 19,999	3,000
20,000 - 39,999	5,250
40,000 - 59,999	8,250
60,000 - 79,999	12,000
80,000 - 99,999	15,750
100,000 - 119,999	19,500

Unit: Ship/Day

120,000 - 139,999	23,250
140,000 - 159,999	27,000
≥ 160,000	30,750

Remarks: To dispose of wastes from passengers and crews only, excluding carriers' own wastes and refuses.

II. THE CHARGES OF PASSENGER FACILITIES

1. PASSENGER GANGWAY CHARGE

Unit	Rate (TWD)
Per Hour	2,400

Remarks:

- (1) For passenger's safety, passenger gangways will not be removed until departure of ships or without TIPC's permission during gangway idle period.
- (2) The minimum charge unit is 1 hour, and hereafter the minimum charge unit will be 1/2 hour.
- (3) The charge starts calculating from the time gangways arrive or requests for gangways (whichever is later) until removed for departure of ships. The multiple hours of passenger gangway usage per voyage can be combined for calculation.
- (4) Twenty percent discount applied to domestic passenger ships.

2. SHUTTLE BUS SERVICE CHARGE

Unit	Rate (TWD)
Each Bus Per Service	5,000

Remarks:

- (1) The hire shall be calculated by the basic counting unit of 2 hours and any hire lasting less than 2 hours shall thus be counted as 2 hours. Any hire time beyond 2 hours shall be calculated by the counting unit of 2 hours with any fraction hire time less than 2 hours counted as 2 hours.
- (2) The service is restricted to the route between the passenger service center and the wharf of ship's berthed.
- (3) The charges are waived in the case of lines or TIPC's berthing schedule caused.

3. SECURITY EQUIPMENT CHARGE

Equipment	Unit	Rate (TWD)
X-ray machine & Walk-through metal detector	Per use	60,000

Remarks:

- (1) Security equipment includes X-ray machine and walk-through metal detector, and if only either of which is used, the charge percentage is divided into X-ray machine 95% and Walk-through metal detector 5% .
- (2) The charge is free subject to discrepancy of berthing arrangement between carriers and TIPC.

III. PASSENGER SERVICE CHARGE

Every passenger for departure shall be charge TWD460, and the instructions are as follows.

1. Passengers for departure should pay the charge and pass the police inspection with receipts before boarding. The passenger for departure is referred to those on international or cross-strait passenger ships departing from any international port in Taiwan.
2. Carriers or shipping agencies can submit the charge for all passengers together with passenger list to TIPC.
3. The charge is free for persons as follows.
 - (1) President of state and one's dependents.
 - (2) Prime minister and one's dependents.
 - (3) Minister of Ministry of Foreign Affairs and one's dependents.
 - (4) Ambassador or diplomat.
 - (5) Children under 2 years old.
4. The charge can be implemented at domestic commercial ports which are managed and operated by TIPC.

PART FOUR

OTHERS

I. GENERAL GUIDELINES ON PORT CHARGES

- A. Standard units and calculation in this document are as follows:
1. Monetary values are expressed in New Taiwan Dollar (NT\$).
 2. Weights are expressed in of Metric Ton.
 3. Volumes are expressed in Cubic Meter.
 4. "Per day" stands for calendar day.
- B. Cargos are charged on ton basis, the minimum charge unit for each lot is one ton. Any lot less than one ton are charged as one ton. This applies to the following:
1. Non-bulk cargoes are measured in terms of weight or volume whichever is greater. Its length, breadth and height shall be measured according to the respective outermost part of the charged cargo.
 2. Bulk cargoes, except timber or specified items, are charged by the weight.
 3. Bulk cargoes repackaged in the hatch or at a wharf shall be charged as the bulk cargoes. The revenue tonnages of the repackage cargo is calculated by volume. Cargoes are charged in compliance with the measurement tons as shown in the import manifest. Whereas in the event the measurement is not clearly indicated, it shall be charged by weight tons plus an increment based on 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%		
 4. Large live animals, such as cattle, horses and elephants, each shall be charged as 3 measurement tons; for pigs, each is charged as 1/2 measurement tons. Suckling pigs and other small animals shall be charged by the measurement of the packing.
 5. The measurement tonnage of packed coke should be calculated by weight plus 170% increment. The measurement tonnage of coke packed in vacuum packaging should be calculated as its actual weight.
 6. The measurement tonnage of wood chips should be calculated as actual weight plus 40% increment.
 7. One cubic meter (or 424 board feet) of timber should be treated as the equivalent of one ton. The measurement tonnage of sunken logs should be calculated using actual volume plus 11.8% increment.
 8. Bunker coal should use 5 tons as the minimum unit of calculation.
- C. For commodities not listed in the table of "Classification of Commodities and

Longshoring & Storage Rates”, the handling charges shall be applied to Category II and storage charge should be applied to Category III.

- D. When the tariff rate is revised, the following rules should govern tariff calculation:
 1. Handling charges borne by the carriers should apply to the rate effective on the commencement of stevedoring.
 2. Charges borne by the consignors or shippers apply to the rate effective on the delivery date.
 3. Other charges apply to the rates effective on the operation date.
- E. Rates for special operations or special cargoes not listed are subject to negotiation.
- F. Observed ROC national holidays: The annual commemorative holidays and the Labor Day mentioned in Article 37 of the Labor Standards Act and Article 23 of the Enforcement Rules of the Labor Standards Act, as well as other days prescribed by the government.
- G. All charges in this document are exclusive of business tax.

II. WORKING HOURS SURCHARGES

- A. **18:00-24:00 hours, surcharge per ton should be less than NT\$17.4**
- B. **00:00-07:00 hours, surcharge per ton should be less than NT\$26.1**

III. HOLIDAY AND OVERTIME SURCHARGE

A. HARBOR OPERATION

Operation conducted on National/Legal holidays or weekends (Saturday and Sunday) should incur 30% surcharge. For National/Legal holidays set for commemoration, normal business hours prevails, no additional surcharges impose.

Table for Overtime and Holiday Surcharge Rate

Time	Tug Service charges	Mooring charges	Water supply charges	Sanitation charge
Night Shift	18:00- 06:00	18:00- 0700	18:00- 07:00	N.A.
	30%	50%	50%	
Holiday	06:00– 18:00	07:00-18:00	07:00-18:00	All day
	30%	30%	30%	30%

B. TERMINAL STEVEDORING OPERATION AND OTHERS

Charges for operation conducted on National /Legal holidays may refer to “Part Four Others”. For National/Legal holidays set for commemoration, normal business hours prevails, operation conducted at the wharf running by TIPC (Taiwan International Ports Corporation), no additional surcharges impose.

Appendix

Table one : Commodity classification and Longshoring & Storage

Item No.	Commodity(ies)	Cargo Classification	
		Longshoring	Storage
1) Cotton, flax, wool, silk, leather and artificial fibers			
0101	Cotton and manufactures thereof	1	3
0102	Flax and manufactures thereof	1	3
0103	Wool and manufactures thereof	1	3
0104	Silk and manufactures thereof	1	3
0105	Leather and manufactures thereof	1	3
0106	Artificial fibers and manufactures thereof	1	3
0107	Feathers, hair, pig bristles and manufactures thereof	1	3
0108	Waste cotton, flax, wool, silk, leather and artificial fibers and manufactures thereof	1	2
2) Grains			
0201	Paddy rice (under 80kg package)	1	1
0202	Paddy rice (over 80kg package)	1	1
0203	Wheat, malt, rolled barley, flour of wheat, bran and paddy chaff (under 80kg package)	1	1
0204	Wheat, malt, rolled barley, flour of wheat, bran and paddy chaff (over 80kg package)	1	1
0205	Beans, flour of bean, corn and starch (under 80kg package)	1	1
0206	Beans, flour of bean, corn and starch (over 80kg package)	1	1
0207	Beans, wheat, maize corn and vegetable seed (bulk)	1	1
0208	Bean cake, peanut, peanut case, vegetable seed and cotton seed	1	1
0209	Fodder and fish meal	1	1
3) Fruits, dried or preserved			
0301	Canned goods, dried fruit, marine product, drink tack and tea	1	2
0302	Milk n.o.p.f., melon seeds, walnut, molasses and sesame	1	1
0303	Sugar, and salt (under 80 kg package)	1	1
0304	Sugar, and salt (over 80 kg package)	1	1
0305	Salt for industrial use	1	1
4) Tobacco, wine, and bottled foods			
0401	Tobacco leaf and manufactures thereof	2	3
0402	Wine	2	3
0403	Bottled foods	2	3
5) Wood, rattan, bamboo, and straw			
0501	Lumber and manufactures thereof	1	1
0502	Rattan and manufactures thereof	1	2
0503	Bamboo and manufactures thereof	1	2

0504	Straw and manufactures thereof	1	2
0505	Waste splints of wood, rattan, bamboo and straw (packaged)	1	1
0506	Waste splints of wood, rattan, bamboo and straw (bulk)	1	2

6) Metals and ores

0601	Metal and manufactures thereof	2	3
0602	Scrap metal and manufactures thereof	2	3
0603	Ore	2	3
0604	Empty oil drums	1	1

7) Chinaware, enameled ware, and glass

0701	Chinaware	2	3
0702	Enameled ware	2	3
0703	Glass and manufactures thereof	2	3

8) Electronic equipment, electric machines, machinery, scientific instruments, motor vehicles, and vessels

0801	Electronic equipment and parts	2	3
0802	Electrical machines and parts	2	3
0803	Machinery and parts	2	3
0804	Scientific instruments and parts	2	3
0805	Motor vehicles and parts	2	3
0806	Water vessels and parts	2	3
0807	Aircraft and parts	2	3
0808	Related scrap and parts	2	3

9) Gum, crude rubber and synthetic resin

0901	Gum, crude rubber, synthetic resin, waste rubber, and manufactures thereof	2	3
0902	Tires and tubing	1	3

10)Chemicals and dyes

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

11)Stone and clay

1101	Earth, stone, sand and lime (bagged, packed in iron drums or offloaded by belt conveyor)	1	2
1102	Earth, stone and sand (bulk)	2	2
1103	Brick, tile and earthenware	1	3
1104	Cement (bagged) and cement clinker (packed in iron drums or offloaded by belt conveyor)	1	2
1105	Cement clinker (bulk)	2	
1106	Gypsum (bagged)	1	1
1107	Gypsum (bulk)	2	2
1108	Asbestos and manufactures thereof	1	2
1109	Marble and manufactures thereof	1	3

12)Coal, fuel and pitch

1201	Coal, charcoal and coke	2	3
1202	Pitch	2	3
1203	Liquid fuel (drummed)	2	3

13)Paper, book and stationery

1301	Wood pulp, paper, asphalt paper and paper articles	1	2
1302	Books, printed matter and stationery	1	2
1303	Waste paper (bagged)	1	2
1304	Waste paper (bulk)	2	3

14)Medicine and hospital instruments

1401	Pharmaceuticals and medicinal products (western and Chinese)	2	3
1402	Hospital instruments	2	3

15)Candles, soap, oil, wax and resin

1501	Candles, wax and resin	2	3
1502	Soap, detergent and toiletries	2	3
1503	Oil	2	3
1504	Paint	2	3

16)Fruit, flowers and tree sprouts

1601	Bananas	1	1
1602	Vegetables and fruit	1	1
1603	Flowers, saplings and sod	2	3

17)Live animal and frozen meat

1701	Live animals (cattle, horse, pig, goat, sheep, etc)	2	
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1702	Fresh meat and fish (chilled or frozen)	2	
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18) Musical instruments, handicrafts, baggage and sporting goods

1801	Musical instruments	2	3
1802	Handicrafts and toys	2	3
1803	Models for educational purposes	2	3
1804	Suitcases and other carrying cases	2	3
1805	Sporting goods	1	3
1806	General merchandise	1	3

19) Ammunition and weapons

1901	Ammunition	2	3
1902	Weapons	2	3

20) Valuable articles and currency / commercial paper

2001	Amber, coral, tortoise shell and mercury	2	3
2002	Curios and antiques	2	3
2003	Banknotes & bonds, postage stamps and other negotiable paper	2	
2004	Elephant tusks	2	3
2005	Radiochemical material (e.g., Thorium 232, Uranium 238)	2	3
2006	Nuclear equipment	2	3

Remarks:

- i. Commodities belonging to more than one commodity categories shall be applied to lower category
- ii. Two or more types of commodities included on the same shipping order (or bill of lading), the handling and storage charge shall be applied to higher category.

Table two: Classification of Equipment Usage Charges

1. Charges for Tug and Barge:

Item	Unit	Rate (NT\$)
Tug	Per Ton Per Time	15.60
Barge	Per Ton Per Day	15.60

Remark:

i. Charges for Tug:

- (a) Continuous stevedoring process, the charges for barges carrying cargoes or draining away the water is collected according to the measurement ton, if the weight of the cargoes is less than half of the barge deadweight tonnage, the minimum charge unit is half of the barge deadweight tonnage.
- (b) The charge for tug carrying barge without cargoes is calculated by barge deadweight tonnage.

ii. Barge

- (a) Charges for barge/lighter used to haul cargo shall be calculated (on a per ton per day basis) from the date on which cargo is loaded till the date said cargo is removed. Should cargo weigh less than one half of the carrying craft's DWT, the charges of the barge shall be calculated using the latter value (i.e., $\frac{1}{2}$ x carrying craft DWT). Should a barge/lighter be dispatched in response to a request, but returned unused, the charges for the barge are calculated on the basis of one half of the barge deadweight tonnage.
- (b) The charges for barge leased for other purposes shall be calculated based on barge deadweight tonnage. When cargo weight exceeds deadweight tonnage, the charges shall be calculated according to cargo weights. Should a barge be dispatched in response to a request, but returned unused, the charges for barge should be calculated on the basis of one third of the barge deadweight tonnage.
- (c) The charges for barges are borne by consignee. Above rates apply only to operations within the port area. Operations conducted elsewhere shall be subject to charges separately negotiated.

1. Fork Lifts

Rated Lifting Capacity	Unit	Rate (NT\$)
1 ton or less	Per Hour	371
2-tons	Per Hour	469
3-tons	Per Hour	577
4-tons	Per Hour	694
5-tons	Per Hour	880
7.5-tons	Per Hour	1,025
10-tons	Per Hour	1,270
15-tons	Per Hour	1,661

20-tons	Per Hour	1,955
25-tons	Per Hour	2,248
35-tons or more	Per Hour	2,834

Remark : Transit cargo shall be charged at 80% the normal rate.

2. MOBILE CRANE OR LOG CARRIER

Classification	Unit	Rates(NT\$)
With lifting capacity of 5 tons or less	Per Hour	977
With 10-ton lifting capacity	Per Hour	1,368
With 15-ton lifting capacity	Per Hour	1,759
With 20-ton lifting capacity	Per Hour	2,150
With 25-ton lifting capacity	Per Hour	2,541
With 30-ton lifting capacity	Per Hour	2,932
With 40-ton lifting capacity	Per Hour	3,714
With 50-ton lifting capacity	Per Hour	4,300
With 60-ton lifting capacity	Per Hour	4,535
With 75-ton lifting capacity	Per Hour	4,886
With 80-ton lifting capacity	Per Hour	4,984
With 100-ton lifting capacity	Per Hour	5,375
With 150-ton lifting capacity	Per Hour	6,841
With 200-ton lifting capacity	Per Hour	8,795
With lifting capacity of 250 tons or more	Per Hour	10,750

Remark : Transit cargo shall be charged at 80% the normal rate.

3. FLOATING CRANE

Classification	Unit	Rates(NT\$)
With lifting capacity less than 40 tons	Per Hour	5,864
With lifting capacity of 40 tons or more but less than 60 tons	Per Hour	16,125

With lifting capacity of 60 tons or more but less than 150 tons	Per Hour	19,545
With lifting capacity of 150 tons or more	Per Hour	30,942

Remark : Transit cargo shall be charged at 80% the normal rate.

4. BULK MACHINERY

Classification		Unit	Rates(NT\$)
Portable grain sucker		Per Hour	1,270
Excavator		Per Hour	645
Shovel		Per Hour	586
Magnetic lift		Per Hour	567
Grab bucket	With capacity below 3.5M ³	Per Hour	147
	With capacity of 3.5M ³ or more	Per Hour	195
Loading machine		Per Hour	645

Remarks:

- i. Transit cargo shall be charged at 80% the normal rate.

5. Other Vehicles

Type	Unit	Rate (NT\$)
Street Sprinkler	Per Hour	1,098
Vacuum Sweeper	Per Hour	1,252
Sweepers	Per Hour	4,378

Remarks:

- i. Transit cargo shall be charged at 80% the normal rate.
- ii. The charged for using other machinery and tools should be based on “The regulation for rental machinery and tools of TIPC Keelung branch”